

CABLE, FS Arthur Bruce (R171696, later J86717) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AF1296/44 dated 16 June 1944. Born in Provost, Alberta, 25 June 1917. Home in Big Valley, Alberta (farm labourer); enlisted Edmonton, 17 June 1942. To No.3 Manning Depot, 1 July 1942. To No.7 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.3 BGS until 27 December 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF Trainee Pool, 5 May 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 17 April 1944. Promoted Flying Officer, 17 October 1944. Repatriated 14 May 1945. Retired 28 June 1945. Invested with award by King George 11 August 1944. RCAF photo PL-32417 shows him.

As rear gunner, this airman has participated in very many sorties and has proved himself to be a fearless and skilful member of aircraft crew. On a recent occasion he was the rear gunner of an aircraft detailed to attack Augsburg. On the outward flight the aircraft was intercepted by a fighter. As the enemy aircraft came into close range, Flight Sergeant Cable delivered a short burst of fire following which all his guns but one became jammed. Nevertheless, Flight Sergeant Cable fired his remaining gun with great effect, hitting the enemy aircraft with a stream of bullets. The attacker caught fire and fell to the ground where it exploded on impact. Flight Sergeant Cable's determination and vigilance on this occasion was typical of what he has shown throughout his tour.

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CABORN, F/L Elmer Franciscus (C21342) - **Mention in Despatches** - No.13 Base (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 30 July 1913 at Kenaston, Saskatchewan. Home in Bladworth, Saskatchewan (farmer for six years, miner for one year, teacher for three years); enlisted in Saskatoon, 20 February 1942. To Queen's University, Kingston, 1 April 1942; to No.1 Manning Depot, Toronto, 1 August 1942 (promoted LAC that date); to No.31 Radio School, Clinton, 20 August 1942; commissioned 18 December 1942; posted to Halifax, 21 December 1942; to RAF Delegation, Washington, 6 January 1943; on detached duty at various times to Naval Air Technical Training Centre (Ward Island, Corpus Christi, Texas) and to No.111 OTU, Nassau; to No.5 Wireless School, Clinton, 28 October 1943; to "Y" Depot, Lachine, 6 January 1944; embarked from Halifax, 20 January 1944; arrived in UK, 31 January 1944 to No.3 Personnel Reception Centre, Bournemouth, 1 February 1944; to No.576 Squadron, 12 February 1944; to No.103 Squadron, 15 April 1944; to No.13 Base, Elsham Wolds, 1 August 1944; to Topcliffe, 4 January 1946; repatriated 12 March 1946; released 3 April 1946. Certificate sent to his home, 20 August 1948. No citation.

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CACCHIONI, F/O Tommaso Albert (J24654) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Blairmore, Alberta, 7 December 1923. Raised in Kelowna where his father (a union organizer) was blacklisted by the local mining company.

He worked two paper routes for family money. Served briefly in Royal Canadian Artillery; enlisted Calgary, 12 January 1942 and posted to No.2 Manning Depot. To No.1 Training Command, 13 March 1942. To No.16 SFTS, 31 March 1942 (guard duty). To No.6 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942; to No.12 EFTS, 1 August 1942; graduated 25 September 1942 when posted to No.9 SFTS; ceased training 13 October 1942 when posted to No.1 Composite Training School; to No.8 BGS, 24 October 1942; to No.2 AOS, 6 February 1943; graduated and commissioned 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 17 April 1943. Repatriated 16 October 1944. Retired 26 January 1945. Married Dorothy McLeod of Vancouver and attended University of Oregon School of Dentistry. Took up practice in Vancouver, 1950. Obituary notice declared, "He loved his practice and his patients and he loved his patients. He would often say that he could count on one hand the number of days he missed work over the course of his 35 year career." Member of the Burrard Yacht Club and a frequent coastal cruiser. Died in Vancouver, 26 February 2011. Award presented 31 January 1946. 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 33 sorties (200 hours 15 minutes). Sortie list gives dates and times but not targets.

4 January 1944 - (6.20)
6 January 1944 - (7.50)
7 January 1944 - (7.10)
28 January 1944 - (6.15)
29 January 1944 - (5.25)
4 February 1944 - (8.35)
5 February 1944 - (6.15)
8 February 1944 - (4.15)
29 February 1944 - (4.05)
2 March 1944 - (4.10)
4 March 1944 - (6.05)
5 March 1944 - (4.35)
7 March 1944 - (9.25)
10 March 1944 - (7.15)
15 March 1944 - (2.25)
18 March 1944 - (7.00)
24 March 1944 - (7.00)
31 March 1944 - (5.55)
5 April 1944 - (5.35)
10 April 1944 - (7.50)
26 April 1944 - (7.40)
27 April 1944 - (6.40)
1 May 1944 - (6.15)
3 May 1944 - (6.25)
5 May 1944 - (5.15)
6 May 1944 - (6.20)
7 May 1944 - (6.05)
9 May 1944 - (5.45)

15 May 1944 - (6.35)
28 May 1944 - (4.10)
2 June 1944 - (5.55)
5 June 1944 - (5.30)
6 June 1944 - (4.15)

Flying Officer Cacchioni has now completed 33 operational sorties of a special nature with the squadron. His keenness and enthusiasm have been outstanding and his determination to carry out his allotted tasks has enabled his crew to obtain a high percentage of successful missions.

A large number of these operations were undertaken in adverse weather conditions and in areas heavily defended by the enemy. In spite of this Flying Officer Cacchioni's navigational ability has contributed largely to the success of these operations.

His devotion to duty at all times is of the highest order, and his cheerfulness in the execution of his duties is outstanding.

Notwithstanding the above, his obituary notice states that he completed 41 sorties, the last culminating in a ditching in the Mediterranean. It further stated he navigated his crew and their Halifax "the length and breadth of Europe in darkness at less than 500 metres dropping spies whose names they never knew into uncertainty. On D Day he and his crew assisted in the Allied invasion, dropping dummy paratroopers in a diversionary tactic behind enemy lines."

The website "Lost Bombers" describes the ditching of 11 July 1944. Halifax LL251, No.138 Squadron (NF-N), 11/12 July 1944 on SOE operations. LL251 was initially issued to No.161 Squadron. This operation was the return trip from Blida that had commenced on the 9/10 July 1944 from Tempsford on OPERATION DITCHER 47 and JOHN 60 which had required drops on Doubs, northeast of Chalon-sur-Saune, then diverting to Blida, Algeria. The operation from Blida on the 11/12 July 1944 saw LL251 as one of seven aircraft on OPERATION PERCY returning to Tempsford. LL251 departed Blida at 2050 hours, climbing to maintain 8,000 feet. At this height it was noticed that puffs of black smoke were coming from the port outer engine with fluctuating rpm. The pilot elected to return to Blida. At 2210 hours the engine faltered even more. The engine was feathered, the bomb doors were opened and the containers jettisoned. It became impossible to maintain height at 150 mph and OAT 28C. A well lit ship was spotted some 10 miles away and the crew were ordered to ditching positions. The impact was at 100 mph. The automatic dinghy release failed to release and those crewmen that re-entered the fuselage to pull the manual release were overcome by the petrol fumes from the burst bomb bay overload tanks. They were dragged clear through the rear escape hatch although it was discovered that the navigator, F/O Farr, was missing and later presumed drowned. At 2315 hours they were picked up by a lifeboat from the British Hospital Ship **Principasse Giovanni** bound for Oran. There were no other crew injuries. Crew were F/L H.A.Walker, DFC, RCAF (on his

70th operation and the last on his second tour), Sergeant W.Wall, F/O M.A.Farr (killed), F/O T. Cacchioni, RCAF, P/O C.D.Johnston, Sergeant W.J.Stoneman, and Flight Sergeant Coulston. On 26 July 1944, F/L Walker submitted a detailed account of the ditching and this report is filed under Air 20/8249, available at the PRO, Kew. In August 1944, F/L Walker was awarded a DSO.

Cacchioni's obituary described the above as follows: "On impact the aircraft was torn apart and began sinking. A strong swimmer, Tom was able to rescue several members of the crew from drowning despite the overpowering fumes caused by the aircraft's ruptured fuel tanks. While not all were saved, in recognition of his heroism and bravery he was the recipient of the Distinguished Flying Cross."

Flight Lieutenant Walker's report of 26 July 1944 read as follows:

I have the honour to submit this report on the ditching of Halifax LL251 on the night of the 11th July 1944.

I took off from Blida at 20.50 hours on the 11th July 1944, and set course at 1,500 feet at 21.00 hours. After climbing to 2,000 feet I levelled out to allow the engines to cool down. After ten minutes flying at 160 m.p.h. Indicated Air Speed the aircraft had lost height to 1,400 feet and the temperatures were slowly returning to normal.

I then proceeded to climb to 8,000 feet where I levelled out, maintaining an Indicated Air Speed of 160 m.p.h. Shortly after levelling out occasional puffs of black smoke were noticed coming from the port outer engine and revs commenced fluctuating from 2,500 to 2,900 r.p.m.

At 21.50 hours I decided to return to Blida. I instructed the Flight Engineer to keep a constant watch on engine temperatures and instructed the Wireless Operator to transmit a message to Blida to say aircraft was returning.

At 22.10 hours the port outer engine spluttered and coolant temperature dropped from 100° C to 90° C. I immediately feathered the engine, opened the bomb doors and instructed the Air Bomber to jettison containers and Despatcher to jettison parcels.

The Wireless Operator in the meantime had transmitted a message to say that one engine was unserviceable and we were returning. He also requested our position, switched th IFF to "distress" and attempted to obtain fixes.

At this time the aircraft was at 6,000 feet, having gradually lost height. At maximum climbing boost and revs, I found it impossible to maintain height at

145-150 m.p.h. Indicated Air Speed with an air temperature of 28° C. The aircraft was extremely difficult to control, but I managed to trim it to fly straight.

While jettisoning, a ship had been sighted about ten miles away on the starboard bow with many lights showing.

At 2,000 feet I decided I would have to ditch the aircraft and instructed the crew to take up ditching stations. I switched on all external lights and altered course towards the ship, switching the landing light on and off intermittently hoping to attract the ship's attention. I instructed the Wireless Operator to send out SOS at 22.17 hours, approximately, and a message in plain language to say we were ditching here. The key was clamped down after the message had been sent.

At 500 feet I ordered the Wireless Operator to proceed to his ditching station and I checked on the intercom, that the rest of the crewmen [were] in ditching positions. This was confirmed by the Despatcher. I then lowered 35° flap, reduced the air speed to 130 Indicated Air Speed turned into wind (090° True) and executed a successful ditching at 100 m.p.h. Indicated Air Speed by the light of the landing lamp. The impact was no more severe than a good belly landing.

On coming to rest I undid my Sutton harness and made my escape through the pilot's escape hatch. I found the rest of the crew, with the exception of the Flight Engineer and Navigator, on the fuselage around the main escape hatches.

As the automatic dinghy release had failed to work I entered the aircraft by the forward escape hatch to operate the manual release and to try to find the two missing members of the crew. I saw the Engineer but was unable to assist him since I was partly overcome by the presence of petrol fumes from the burst Bomb Bay tanks and had to be helped out by the Despatcher.

The Despatcher leaned in the rear escape hatch and saw the Flight Engineer in a dazed condition groping for the dinghy release. He managed to grasp the Flight Engineer by his clothing and pull him out with the assistance of the Air Bomber. The Despatcher was rapidly becoming suffocated by the fumes so the Rear Gunner entered the fuselage through the rear escape hatch and with the aid of the Air Bomber's torches pulled the manual dinghy release. The dinghy inflated at once.

As the Navigator had not been seen, the Air Bomber entered the fuselage through the rear escape hatch while the Rear Gunner held his hand. With the other hand he groped around inside the fuselage but could not find the Navigator. He had to be assisted out by the Despatcher and Rear Gunner as he was partly overcome.

The aircraft was by now almost submerged and as the pressure of petrol fumes made it impossible to remain any longer it was decided to take to the dinghy.

After some difficulty the crew boarded the dinghy. I was about to enter myself when I was informed that the Very pistol was missing. I went back to the Pilot's escape hatch which was practically submerged and reached for the Very pistol in the stowage but it was not there so I returned to the dinghy. The static line was cut and we drifted away.

We realized afterwards that we had all been affected by the petrol fumes and did not regain full control of our faculties until some considerable time had elapsed.

After 15 minutes the ship was seen proceeding towards us. We signalled with our Mae West torches and were answered by Aldis lamp. A life boat was despatched and we were picked up by 23.15 hours. The dinghy was sunk and the life boat carried out a search for the Navigator around the floating wreckage until 23.55 hours. We boarded the ship which was a British Hospital Ship, "Principasse Giovanni" and bound for Oran. I was informed by the Master that the aircraft was seen to ditch at 22.20 hours, course was altered for the dinghy at 22.25 hours and rescue was effected at 23.15 hours, also that our ditching position was 37°18" North 03°24" East.

We were disembarked at Oran the following night. The crew were uninjured.

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CADEGAN, F/O Patrick Crosby (J86251) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 29 August 1919 in Glace Bay, Nova Scotia; home there; enlisted Halifax, 12 January 1942 and posted to No.5 Manning Depot. To No.5 Repair Depot, 27 February 1942. To No.3 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.11 EFTS until 1 August 1942; may have (graduated 2 October 1942 but not posted to No.9 SFTS until 23 October 1942; graduated and promoted Sergeant on 12 March 1943. To "Y" Depot, 26 May 1943; to RAF overseas, 27 May 1943. Promoted Flight Sergeant, 12 September 1943. Commissioned 41 March 1944. Repatriated 27 November 1944. To Moncton, 12 January 1945. To No.1 Release Centre, 7 February 1945. Date of release uncertain. Presented with both DFC and Bar, 16 April 1948. Postwar RCAF (40471); killed during flying operations, 19 March 1953. No citation to DFC 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 20 August 1944 when he had flown 40 sorties (191 hours ten minutes) as follows:

* denotes sortie counted as 1/3 of an operation

26 January 1944 - Berlin (8.25)
15 February 1944 - Berlin (7.20)
19 February 1944 - Leipzig (8.20)
2 March 1944 - Merton-les-Mereax (5.35)*
7 March 1944 - Le Mans (6.05)*
13 March 1944 - Le Mans (5.40)*
15 March 1944 - Stuttgart (4.20), no operation
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (6.35)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.45)
30 March 1944 - Nuremburg (7.15)
9 April 1944 - Villeneuve St.George (5.25)*
10 April 1944 - Ghent (4.15)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (4.30)
1 May 1944 - St.Ghislain (4.05)
7 May 1944 - St.Valery en Caux (3.30)
9 May 1944 - St.Valery en Caux (3.35)
11 May 1944 - Boulogne (3.25)
12 May 1944 - Louvain (4.30)
5 June 1944 - Longues (3.08)
7 June 1944 - Foret de Cerisy (3.25)
16 June 1944 - Renescure (2.00)
23 June 1944 - Coubronne (1.50)
24 June 1944 - M-Straet (1.54)
27 June 1944 - Oisemont (2.18)
28 June 1944 - Metz (5.06)
30 June 1944 - U-Bocage (2.36)
2 July 1944 - Oisemont (2.16)
4 July 1944 - Biennais (2.19)
5 July 1944 - Watten (1.38)
6 July 1944 - Croix Dalle (2.25)
7 July 1944 - Caen (2.42)
12 July 1944 - Acquet (2.33)
17 July 1944 - Bottrop (2.29)
23 July 1944 - Kiel (5.03)
24 July 1944 - L'Hey (1.46)
25 July 1944 - Foret du Crox (2.22)
28 July 1944 - Stuttgart (6.31)

30 July 1944 - Battle area (2.16)
1 August 1944 - Belle Croix (1.51)
3 August 1944 - L'Isle Nieppe (2.02)

This officer is a keen and capable captain of aircraft of a highly successful crew. He is a daring and fearless leader, as well as a highly skilled pilot. On many occasions it has been necessary for him to remain over heavily defended enemy targets for a long period of time, but he has shown a complete disregard for his own personal safety which is most commendable. Undoubtedly his fine personal example has been an inspiration to his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

CADEGAN, F/L Patrick Crosby, DFC (J86251) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Flight Lieutenant Cadegan has now completed two successful tours of operations during which he has participated in attacks against such heavily defended targets as Berlin, Dusseldorf and Stuttgart. He has proved himself a fearless leader and a skilful pilot. On many occasions he has pressed home his attacks at low level in order to ensure the success of his mission. His fine fighting spirit, courage and devotion to duty have played a large part in the many successes achieved by his crew.

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CAHOON, F/L Levrae Alder (J12844) - **Air Force Cross** - No.4 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 26 April 1922. Enlisted in Calgary, 9 August 1941. To No.3 Manning Depot, 29 August 1941. To No.8 BGS, 10 October 1941 (probable guard duty). To No.4 ITS, 9 November 1941; graduated and promoted LAC, 3 January 1942; posted that date to No.16 EFTS; graduated 28 March 1942 and posted to No.3 SFTS; graduated and commissioned, 17 July 1942; to No.1 GRS, 14 August 1942. To No.3 OTU, 10 June 1943; to No.4 (BR) Squadron, 23 August 1944. To No.8 Repair Depot, 8 August 1945. To Release Centre, 1 September 1945. Retired 6 September 1945. Award presented 17 July 1947. Died in Claresholm, Alberta, 14 February 2006. As of award he had flown 1,514 hours (633 operational hours in 84 sorties).

Flight Lieutenant Cahoon made an excellent record as an instructor prior to his service on operational flying. In over two years of flying as a crew captain on operational patrol aircraft and also as flight commander and squadron armament officer, he has displayed spontaneous leadership both on the ground and in the air. Recently, as captain of a Canso aircraft, he spotted the wrecks of missing aircraft

on four successive occasions within 20 days, including a Canso and a Liberator which had been the subject of most exhaustive searches. He has displayed unquestionable ability, courage and devotion to duty, worthy of high praise.

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CAINE, F/O Allan Manchee (J86111) - **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 10 April 1921 in Toronto; home there; enlisted there 30 May 1942. To No.1 Manning Depot, 10 August 1942. To No.1 SFTS, 25 September 1942 (guard duty). To No.6 ITS, 23 January 1943. Graduated and promoted LAC, 2 April 1943; posted next day to No.9 EFTS; graduated 28 May 1943 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1945. Commissioned 26 April 1944. Promoted Flying Officer, 26 October 1944. Repatriated 2 August 1945. Retired 20 September 1945. Award sent by registered mail 20 April 1949. Died in Toronto 9 August 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." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 9 November 1944 when he had flown 33 sorties (163 hours 40 minutes).

Flying Officer Caine has completed many hazardous but highly successful operational sorties against the enemy's most heavily defended areas. His skill as a pilot and skipper and his constant devotion to duty have set the highest standards for this squadron. For this officer's enthusiasm towards operations and coolness in action, I strongly recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

17 June 1944 - Rouen area (3.30)
27 June 1944 - Foret d'Eauvy (4.20)
1 July 1944 - Biennais (3.35)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Foret de Montrichard (5.20)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels/Melsbroeck (4.20)
18 August 1944 - Connantre (5.40)
25 August 1944 - Brest (4.50)
27 August 1944 - Marquis Memeques (3.35)
28 August 1944 - Ile de Cezembre (4.40)

31 August 1944 - Ile de Cezembre (4.25)
3 September 1944 - Volkel (3.50)
6 September 1944 - Emden (3.55)
9 September 1944 - Le Havre (4.10)
10 September 1944 - Le Havre (4.35)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (4.50)
13 September 1944 - Osnabruck (5.15)
15 September 1944 - Kiel (5.40)
16 September 1944 - Boulogne (4.00)
30 September 1944 - Sterkrade (4.55)
4 October 1944 - Bergen (6.25)
6 October 1944 - Dortmund (7.00)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (5.45)
14 October 1944 - Duisburg (4.20)
15 October 1944 - Wilhelmshaven (4.25)
21 October 1944 - Hanover (3.45)
23 October 1944 - Essen (6.10)
30 October 1944 - Cologne (6.25)

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CAINE, F/O John Todd (J22379) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 22 March 1944 as per **London Gazette** dated 4 April 1944 and AFRO 921/44 dated 28 April 1944. Born in Edmonton, 2 September 1920; educated at Queen Alexandria Public School (Edmonton) and Canadian Legion Correspondence Courses (Grades X and XI). Employed by father (fur rancher). Enlisted 1 December 1941. To No.3 Manning Depot, 26 December 1941. To Calgary, 28 February 1942. To No.2 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.19 EFTS until 18 July 1942; to No.11 SFTS, 12 September 1942; graduated and promoted Sergeant, 22 December 1942; subsequently commissioned, 30 December 1942. To "Y" Depot, 13 January 1943. Arrived in UK, 13 February 1943; to No.12 (Pilots) AFU, 13 April 1943. Promoted Flying Officer, 30 June 1943. To No.60 OTU, 6 July 1943. Posted to No.418 Squadron, 30 September 1943. Attached to No.1530 Beam Approach Training Flight, 4-11 February 1944. To Repatriation Depot, 1 May 1944. Embarked for Canada, 9 June 1944; disembarked New York, 16 June 1944. To No.7 OTU as instructor, 23 August 1944. Promoted Flight Lieutenant, 30 December 1944. To "Y" Depot, 14 March 1945; to United Kingdom, 18 March 1945. To No.406 Squadron, 9 April 1945. To Repatriation Depot, 22 October 1945. Repatriated 23 October 1945. To No.7 Release Centre, 30 October 1945. Released 26 November 1945. Re-engaged with RCAF Auxiliary, Edmonton, 30 July 1946 in rank of Flight Lieutenant (120009). Promoted Squadron Leader, 1 June 1950. Retired 10 January 1952. Died in Vancouver, 1 June 1995 as per **Legion Magazine** of August 1995. Credited with the following victories: **20/21 December 1943**, one unidentified enemy aircraft

destroyed; **27 January 1944**, one Ju.88 destroyed plus two Junkers W.34s destroyed (both shared with F/L J.R.F. Johnson); **26 February 1944**, one Bf.110 destroyed (on ground); **12 March 1944**, one Ju.52 destroyed plus one Ju.86P destroyed (both on ground); **14 April 1944**, two Ju.52s destroyed in air, one He.111 destroyed on ground and one Ju.52 damaged on ground; **2 May 1944**, two Do.18s destroyed (on water), two Do.18s damaged (on water), one Ju.52 destroyed, one Ju.88 destroyed, one W.34 destroyed and one Ju.86 destroyed (all on ground); **8/9 May 1944**, one BV.138 destroyed plus one Do.18 destroyed plus two Do.18s damaged (all on water); **24/25 April 1945**, one Ju.88 destroyed plus two FW.190s damaged (all on ground); **2/3 May 1945**, two Ju.52s destroyed on ground. The 1943-44 claims were with No.418 Squadron. Photo PL-25036 (6) taken on repatriation to Canada. Photo PL-28311 (ex UK-9411 dated 1 April 1944) shows J.T. Caine and his observer, P/O Earl Boal. Photo PL-43731 shows Caine examining flak-damaged fin of his Mosquito, No.406 Squadron, 25 April 1945. 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). PL-44459 (ex UK-21969 dated 7 June 1945) taken on marriage of F/O John Caine to LACW Olive Jane Ford; best man was W/C Ross Gray. For additional details see H.A. Halliday, **The Tumbling Sky**. DFC and first Bar presented by King George VI, 13 July 1945.

This officer has completed many sorties during which he has shot down four enemy aircraft, two of them at night. He has also destroyed two more on the ground. He has displayed exceptional devotion to duty and his successes are an excellent tribute to his skill and determination.

CAINE, F/O John Todd (J22379) - **Bar to Distinguished Flying Cross** - No.418 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944.

This officer continues to display the finest qualities of skill and determination. In a sortie in March 1944, he shot down two enemy aircraft whilst in another operation in April 1944 he shot down two Junkers 52s and damaged a Heinkel 111 on the ground. Since then, Flying Officer Caine has destroyed another enemy aircraft. This officer is a fearless and relentless fighter and has been responsible for the destruction of nine enemy aircraft in the air and four damaged on the ground.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 17 April 1944 by Wing Commander A. Barker; Caine had flown 24 sorties (73 hours) of which eleven sorties (40 hours) had been since his previous award.

Since being awarded the Distinguished Flying Cross, Flying Officer Caine has successfully completed a further eleven operational sorties of which six have been by day. His keenness, operational ability and devotion to duty have been

rewarded by the destruction of a further five and the damaging of one enemy aircraft.

On March 20th, Flying Officer Caine carried out a long daylight penetration of France and destroyed a Junkers 52 and a Junkers 88 at Clermont. Again on the 14th April, Flying Officer Caine took part in a highly successful Day Ranger to Copenhagen. During the course of this sortie, Flying Officer Caine shot down and destroyed two Junkers 52s over the Pomeranian Sea, destroyed a Heinkel 111 and damaged a Junkers 52 on the ground at Copenhagen Karlstrup. On the return journey by skilful manipulation of his aircraft, Flying Officer Caine evaded the attacks of two Focke Wulf 190s and returned to base without injury to his crew or damage to his aircraft. The example set by this officer, his keenness to engage and his ability to destroy the enemy, is a constant source of encouragement to the squadron ground crews and an inspiration to the aircrews alike.

CAINE, F/L John Todd (J22379) - **Second Bar to Distinguished Flying Cross** - No.406 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Award presented 29 November 1947.

Flight Lieutenant Caine has completed many operational sorties since the award of a Bar to the Distinguished Flying Cross. In May 1944, whilst on a patrol in the Barth area, he inflicted much damage on the enemy's lines of communication and destroyed several enemy seaplanes at anchor. In April 1945, while over southeast Germany he destroyed one enemy aircraft and damaged a further two. Despite the fact that on this sortie Flight Lieutenant Caine's aircraft was hit by anti-aircraft fire which damaged the flying control, a successful return to base was made. His indomitable fearlessness and skill have merited the highest praise. Since his previous award he has destroyed a further eleven enemy aircraft, bringing his total victories to at least twenty enemy aircraft destroyed.

Notes: Application for Operational Wing dated 27 May 1944 claimed 31 sorties (104 hours five minutes), 19 October 1943 to 26 May 1944.

Another application for Operational Wing dated 13 June 1944 stated he had flown 31 sorties (101 hours), 4 October 1943 to 1 June 1944. List of softies (all intruding) compiled 18 August 1944, as follows:

20 October 1943 - France (2.05)
9 November 1943 - Germany (3.00)
25 November 1943 - France (50 minutes)
26 November 1943 - France (2.50)
29 November 1943 - France (2.50)
19 December 1943 - France (1.40)
20 December 1943 - Germany 5.50)

23 December 1943 - France (1.50)
21 January 1944 - Germany (4.05)
27 January 1944 - France (4.15)
29 January 1944 - France (2.00)
13 February 1944 - Germany (2.45)
19 February 1944 - Germany (5.30)
20 February 1944 - France (2.25)
25 February 1944 - Germany (5.50)
26 February 1944 - France (1.55)
1 March 1944 - France (3.55)
8 March 1944 - France - (45 minutes)
9 March 1944 - France (1.40)
12 March 1944 - France (4.35)
26 March 1944 - Germany (3.05)
28 March 1944 - France (1.35)
10 April 1944 - France (55 minutes)
10 April 1944 - Denmark (4.10)
14 April 1944 - Germany (5.40)
15 April 1944 - Denmark (1.50)
22 April 1944 - Germany (5.20)
25 April 1944 - France (3.25)
26 April 1944 - France (3.25)
27 April 1944 - Germany (4.45)
2 May 1944 - Germany (5.30)
8 May 1944 - Germany (4.30)

Form on repatriation dated 7 October 1945 stated he had flown 140 operational hours and 462 non-operational hours (35 sorties, the last on 2 May 1945). Types flown overseas were Oxford (20 hours), Anson (two), Blenheims I, IV and V (40) and Mosquito (400).

Training: Interviewed 18 September 1941. "This applicant has studied hard and qualified through Canadian Legion War Services in Maths and General Science to Grade X. Also Mechanical Daring, English and Book Keeping. Good personality, determined type, definitely keen for pilot and should be trained as such. Is qualified for WO (AG) but should be given chance as pilot."

At No.2 ITS, 12 April to 5 June 1942 - "A smart, clean type of airman. He failed in both Mathematics and Navigation in the mid-term examinations, but by hard work and long hours of study obtained a very high passing mark in the final examinations. He is very keen to be a pilot, has taken advantage of every opportunity to obtain air experience. He should prove commission material at the conclusion of his training. He is self-confident and cooperative. He is recommended for a commission." Placed 29th in a class of 145.

At No.19 EFTS, 20 July to 11 September 1942. Flew Tiger Moths (8.15 dual to first solo, total of 31.55 day dual, 46.55 day solo, 3.00 night dual. Flew 10.25 on instruments. Logged ten hours in Link. - "General flying a good average. Good attitude and has no bad flying faults. Instrument flying a good average. Fair average ability in Ground School. Discipline and deportment good." Placed 29th in a class of 32.

At No.11 SFTS, 14 September to 30 December 1942. Crane aircraft - 6.00 dual to first solo, total of 65.20 day dual, 68.45 day solo, 7.40 night dual, 10.40 night solo. Of these times, 19 hours in formation, 22.20 on instruments. Also logged 25 hours in Link. - "A very sound pilot who is hard working, intelligent and mature in his viewpoints. Recommended for a commission." Placed 47th in a class of 61.

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CAIRNS, S/L Kenneth Colborne (C4160) - **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. Enlisted in Moncton, New Brunswick, 17 February 1941 and immediately commissioned in rank of Flying Officer. Assigned to Yarmouth until 17 May 1942 when posted to Eastern Air Command Headquarters. Promoted Flight Lieutenant, 1 May 1942, Promoted Squadron Leader, 1 November 1942. To Release Centre, 26 May 1946. Retired 30 May 1946. Died in Ottawa, 6 February 1980.

This officer has been connected with the Construction Engineering branch of the Royal Canadian Air Force since January 1940, for one year as a civilian engineer and for the balance as a Works and Buildings officer. He has been on the Construction Engineering staff at Eastern Air Command for three and a half years. His devotion to the service and the care with which he has carried out his duties have consistently been most praiseworthy.

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CALDER, F/L James Alexander (J6149) - **Mention in Despatches** - No.116 (B) Squadron (now No.160 Squadron) - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born 26 March 1915. Home in Ottawa; enlisted there 22 August 1940. Posted to No.1 ITS, 13 October 1940; graduated and promoted LAC, 4 November 1940 and posted to No.4 EFTS. Ceased training, 3 December 1940; to "A", 16 December 1940; to No.1 Manning Depot, 4 January 1941; to No 5 AOS, 31 January 1941; graduated 28 April 1941 when posted to No.4 BGS; graduated 7 June 1941 when posted to No.1 ANS; promoted Sergeant, 9 June 1941. To No.116 (BR) Squadron, 8 July 1941. Later commissioned (backdated to 8 July 1941). Promoted Flying Officer, 8 July 1942. Promoted Flight Lieutenant, 1 February 1943. To Eastern Air Command Headquarters, 18 July 1943. To No.160 Squadron, 2 August 1943. To No.3 Training Command, 23 March 1944. To "Y" Depot, Lachine, 31 March 1944. To No.301 Conversion Unit, 1 May 1944. To Eastern Air

Command, 13 July 1944. To No.160 (BR) Squadron, 14 July 1944. To No.10 (BR) Squadron, 11 August 1944. To No.5 OTU, 1 October 1944. To "Y" Depot, 15 March 1945. To United Kingdom, 18 March 1945. Repatriated 3 December 1945. Retired to Ottawa, 10 January 1946. No citation to MiD.

CALDER, F/O James Alexander (J6149) - **Distinguished Flying Cross** - No.160 Squadron (Canada) - Since gone to No.5 OTU - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. As of award had flown 1,450 hours, 1,098 operational hours (113 sorties).

This officer has been employed as a navigator on operational duties in the North Atlantic for the past three years and has at all times displayed the greatest keenness in his work. His ability as a navigator and his devotion to duty have at all times been outstanding.

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CALDER, F/O James Harold (J24292) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born May 1915 in Montreal; home there (ex-Royal Canadian Artillery); enlisted there 12 December 1941. Granted Leave Without Pay until 4 January 1942 when promoted LAC and posted to No.5 Manning Depot. To No.12 Equipment Depot, 28 February 1942. To No.5 ITS, date uncertain; graduated 4 July 1942 but not posted to No.13 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.16 SFTS until 7 November 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 5 March 1945. Repatriated 14 February 1945. Retired 4 April 1945. Award presented by Governor General, 24 May 1946. Died in Sudbury, Ontario, 21 November 1986 as per **Airforce Magazine** of October-November-December 1987.

Flying Officer Calder has completed many sorties, both by day and by night. On one occasion he was detailed as captain of aircraft to attack Laon. During the sortie his aircraft was attacked by five enemy fighters but, by skilful airmanship, all were successfully evaded. On another occasion when detailed to attack a flying bomb base, a complete failure of all the electrical system rendered the intercommunication and navigational equipment unserviceable on the outward journey. In spite of this, Flying Officer Calder continued to the target which he successfully attacked. Flying Officer Calder has always displayed high qualities of leadership and a fine fighting spirit.

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CALDER, F/O John Mills (J14118) - **Distinguished Flying Cross** - No.235 Squadron - Award

effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 11 May 1923 in Edmonton (but obituary says 11 December 1923); home there or Victoria (mechanic); enlisted Edmonton, 24 July 1941 with permission of his mother and 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, 21 February 1942 but not posted to No.16 EFTS until 14 March 1942; graduated 22 May 1942 and posted next day to No.4 SFTS; graduated and commissioned 11 September 1942. To No.1 GRS, 2 October 1942. To "Y" Depot, 27 December 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 23 July 1945; to No.3 Repair Depot, 3 August 1945. To No.8 Release Centre, 19 September 1945. Retired 3 October 1945. Postwar he flew Ansons and helicopters on provincial mapping and mineral surveys. Also mapping in Tanzania and Indonesia with Canadian International Development Agency. Died in Victoria, 13 June 2013. Award presented 5 March 1949. 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 participated in very many sorties, including several attacks on enemy shipping recently. He has at all times displayed the greatest keenness and has set a fine example of gallantry and devotion to duty. In August 1944 he took part in an engagement against four Dornier 217s, two of which were shot down into the sea.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 22 August 1944 when he had flown 41 sorties (185 operational hours)

Since D Day Flying Officer Calder has been engaged in three shipping strikes and one air combat.

11th July 1944 In Wing strike force of 16 aircraft in anti-flak role attacked three "M" Class minesweepers and one Sperbrecker near Toulinquet Point in face of intense opposition from ships and shore batteries. Attack was highly successful.

9th August 1944 Was one of a strike force of 13 aircraft to engage four Dornier 217s at mouth of Gironde River, and took part in the attack on one of them. Two were shot down in flames into the sea, and two were left on fire.

12th August 1944 In Wing strike force of 25 aircraft, in anti-flak role attacking one "M" Class minesweeper, one armed motor vessel and three TTA's [Trawler-Type Auxiliaries] parallel to the shore at Royan.

21st August 1944 In Wing strike force of 20 aircraft attacked with 250 [pound] depth charges, three "M" Class minesweepers and one TTA in Gironde Estuary.

Previous to D Day he was engaged in two strikes, one on 23rd December 1943 against eight German destroyers and Blockade Runner, and one on 25th December 1943 against another German convoy.

A Coastal Command Intelligence Report for 9 August 1944 gives a version of events closer to the citation than to the recommendation. It gives the time as 2055 hours and states:

Aircraft on anti-shiping patrol sighted four Dornier 217s at 500 feet. One aircraft closed and attacked. Two of the enemy aircraft were seen to crash into the sea; two dinghies were observed with one man in each. Hits were scored on the other two enemy aircraft, one of which broke away and headed for land. All the enemy aircraft jettisoned bombs, which were believed to be HS.293 [radio controlled glider bombs]. **Results:** two Do.217s destroyed - two Do.217s damaged.

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CALDER, Sergeant Roger Garfield (R85060) - **Mention in Despatches** - No.405 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 26 April 1916 in Saskatoon. Home in Saskatoon (salesman); enlisted Regina, 18 December 1940. To No.2 Manning Depot, Brandon, 18 December 1940; to No.11 Equipment Depot, Calgary, 27 January 1941; to No.2 ITS, Regina, 29 March 1941; graduated 6 May 1941 and posted to No.2 Manning Depot; to No.2 Wireless School, Calgary, 22 June 1941; to Composite Training School, Trenton, 10 December 1941; to No.7 BGS, Paulson, 3 January 1942; graduated 2 February 1942 and promoted Sergeant; to "Y" Depot, Halifax, 4 February 1942; to No.3 Personnel Reception Centre, Bournemouth, 10 March 1942; to No.7 Air Gunner School, 18 May 1942 (11 hours on Whitleys); to No.23 OTU, 16 June 1942 (120 hours on Wellingtons); to 425 Squadron, 1 September 1942; to No.405 Squadron 12 October 1942; to Station Leeming, 3 April 1943; repatriated to Canada, 25 November 1943; to No.4 Wireless School, Guelph, 5 March 1944; to No.1 Flight Engineer School, Arnprior, 1 August 1944; to No.9 BGS, Mont Joli, 14 October 1944; to Station Mountain View, 28 March 1945; to Release Centre, 14 August 1945; released 17 August 1945. Rejoined RCAF; 31 July 1951 as a Weapons Technician; served with No.416 Squadron, No.2 Wing, CEPE and No.408 Squadron; released October 1966. Unit not given in AFRO; **No.6 Group Monthly Summary of Operational and Training Activities** (June 1943) gives unit as No.405 Squadron. A memo dated 26 October 1943 when he was repatriated described his operational career:

While at this unit [No.405 Squadron] he completed nine operational sorties totalling 88 hours operational flying. During a cross country flight, normally of

four hours duration, but which took seven hours due to the unserviceability of the artificial horizon instrument, while trying to land at their parent aerodrome, they were diverted through bad weather to a neighbouring aerodrome, where they made six attempted landings before finally landing, due to shortage of petrol, in a field. Later, whilst returning from an operational trip, Warrant Officer Calder's machine crash-landed. He escaped from the aircraft and helped to free the Wireless Operator who was trapped at his post, and for this Warrant Officer Calder was Mentioned in Despatches. He continued to fly after this for some time but was withdrawn on 3 April 1943.

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CALDERBANK, F/O James Robert (J27605) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 16 August 1914 in Sarnia; home in Hamilton (machinist); enlisted there 3 September 1942. Posted to No.1 Manning Depot, 21 September 1942, To No.5 SFTS (guard duty), 23 November 1942. To No.9 Pre-Aircrew Education Unit, 7 March 1943. To No.1 Air Gunner Ground Training School, 3 April 1943. To No.9 BGS, 15 May 1943. Promoted Acting Corporal 17 May 1943. Reverted to LAC, 24 June 1943. Graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Further trained at No.24 OTU (Honeybourne) and No.1664 HCU. Reported missing, 11 June 1944. Reported Safe, 18 August 1944. Repatriated 23 September 1944. Retired 5 February 1945. Award sent by registered mail 7 August 1949. See also entry for F/O William G. Shields.

As air gunner, Flying Officer Calderbank has completed numerous sorties against many of the most heavily defended enemy targets. On one occasion his aircraft was attacked by two Junkers 88s which closed in simultaneously. In the fight, Flying Officer Calderbank displayed great skill and determination and shot down one of the enemy aircraft. He is a devoted and courageous member of aircraft crew.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by W/C A.F. Avant, 10 September 1944, when he had flown 22 sorties (132 hours 35 minutes):

This officer has completed many sorties against the enemy, attacking many of the most heavily defended targets. At all times he has displayed courage and fortitude of the highest order. On several occasions his aircraft has been attacked by enemy night fighters but by skilful direction he has enabled his captain to avoid sustaining damage to the aircraft. One night in June his aircraft was attacked by two Ju.88s at the same time. Giving his captain evasive action, Flying Officer Calderbank succeeded in shooting down one of the enemy aircraft and although he himself was out of ammunition, he remained in his turret giving

evasive action to his captain until such time as he was forced to leave the aircraft. This inspiring example of valour, devotion to duty and high courage in the face of the enemy is exemplary [sic] of Flying Officer Calderbank's work at all times.

It is considered that this officer's fine operational record, courage and fortitude fully merits the award of the Distinguished Flying Cross.

Public Record Office WO 208/3321 has MI.9 evasion report based on interview of 19 August 1944. He had left Normandy on 18 August 1944, arriving the same day at Northolt. Crew listed as F/L A. Macdonald (pilot), F/O W.C. Shields (navigator), P/O J.J. Millison (bomb aimer), Flight Sergeant N. Guild (wireless operator), Sergeant C. McCarthy (flight engineer), F/O James R. Calderbank (mid-upper gunner), and Sergeant R.B. Chapman (rear gunner). At the time there was no information on Macdonald; McCarthy was reported as "Safe", having been seen last on 13 August. All others had evaded.

I was a member of the crew of a Halifax aircraft which left Leeming on 10 June 1944 at about 2230 hours to bomb Versailles. On the homeward journey, when approximately 25 kilometres southwest of Chartres, we were attacked by two fighters. The aircraft was on fire, and we received orders to bale out.

I came down in the forest southeast of La Loupe (Northwest Europe 1:250,000, Sheet 7, R 0407). I had hurt my head and was dazed, and do not know what happened during the night, but on the following morning I ran into a farmer. He gave me food and civilian clothes, put me into a barn and made contact with a Resistance party who took me to their camp about two miles from La Loupe.

On 14 June members of the Resistance group took me to a camp about one mile east of Villebout (France, 1:250,000, Sheet 15, W 1254) and I was here until we made contact with American troops. I was taken to Bayeux on 15 August and evacuated on 18 August.

Directorate of History and Heritage file 181.003 D.539 has Operational Research Section (Bomber Command) "Report of Loss of Aircraft on Operations" dated 25 August 1944 for Halifax III LV973, X/429, 10/11 June 1944 from fighter attack as follows:

Position of Loss: 15 miles west of Chartres, homebound

Information from: Sergeant N.R. McCarthy, flight engineer on 30th sortie; F/O J.R. Caldebank [sic], mid-upper gunner, on 24th sortie.

Remainder of Crew:

Captain and pilot: F/L A. McDonald on 32nd operation (killed):

Navigator: P/O W.C. Shields, on 30th operation (evaded, later awarded DFC)

Wireless Operator: Flight Sergeant M. Guild, on 30th operation (evaded)

Air Bomber: P/O J.J. Mollison, on 30th operation (evaded)

Rear Gunner: Sergeant T.B. Chapman, on 30th operation (evaded)

Briefed Route: Base - Flamborough - Docking - 5055 N 0045E - 4957 N 0111 E - 4916 N 0142 E - Target - 4842 N 0201 E - 4815 N 0130 E - 4847 N 0100 E - 4940 N 0230 W - Base.

Narrative:

1. The Halifax took off from East Moor at about 0230 hours to attack the railway junction at Versailles. The outward run was normal, and the target was bombed successfully. The night was dark and clear, with the moon below the horizon.
2. About 0100 hours, five to ten minutes after leaving the target, an aircraft was seen shot down about two miles astern. Two fighter flares were then dropped some distance behind the Halifax which was flying at about 6,000 feet. The Mid Upper Gunner and the Rear Gunner saw a Ju.88 on the port fine quarter flying on the same course and slightly above. Almost immediately a second Ju.88 was seen in a similar position to starboard and at about 400-450 yards distance. The gunners told the pilot to corkscrew to port and as the pilot began to manoeuvre the fighter to starboard [Interrogator's note: The Flight Engineer and the Mid-Upper Gunner were interrogated on separate days and there was a disagreement in their statements as to whether this should read "port" or "starboard"] opened fire following the Halifax down. Tracer from the fighter passed above and to port; the Rear Gunner and the Mid-Upper Gunner returned fire, and the fighter passed beneath.
3. The Ju.88 to port [see Interrogator's note] then opened fire from about 150 yards as the Halifax came up to starboard, and obtained strikes on the port wing and along the fuselage almost as far aft as the mid turret. The Halifax's return fire caught the Ju.88 and the enemy's starboard engine and starboard mainplane caught fire. The enemy crossed over to starboard and was last seen by the Flight Engineer and Mid Upper Gunner going down quickly.
4. No member of the Halifax's crew was hit. A few cannon shells had exploded about the rest position and started a small fire on the port side of the fuselage. The Flight Engineer went aft with a fire extinguisher and while he was there the Pilot had to feather the port outer engine which was giving out flames and sparks. When the Flight Engineer resumed his normal position, the port inner engine cut and windmilled (it was not on fire). The Flight Engineer tried to restart the port inner engine but could not; some sparks began to come from it and the engine was feathered too. The port outer engine was then unfeathered and restarted, but it threw out long streams of sparks and flames again. This engine would not re-feather when the Pilot attempted to do so.
5. About one minute after the attack some yellowish white fighter flares were dropped to either side of the Halifax, a few hundred yards away and somewhat higher. The Pilot has remarked

that the aircraft had become difficult to handle, and he had to give full starboard rudder. The Flight Engineer, on interrogation, said he was certain the port wing was holed all over. He conjectured that the port aileron was damaged too. The Halifax was now flying at about 2,000 feet with the starboard wing low. The Pilot said he could no longer hold the aircraft and gave the order to bale out. About this time, the first Ju.88 was seen again by the Mid-Upper Gunner on the port quarter flying on a parallel course, 450-500 yards away.

6. The Navigator told the Pilot on the intercom, that he had difficulty in opening the front hatch, which caught in the slip-stream. The Pilot ordered the Flight Engineer and the Gunners to bale out from the rear hatch, but the Flight Engineer was by the time off the intercom and never heard, The aircraft was now diving at about 45 degrees and the crew baled out through the front hatch in order Navigator, Bomb Aimer, Wireless Operator, Flight Engineer. The first three left facing after, by sitting on the edge and easing themselves out. They made normal landings. The Flight Engineer hurt his ankle landing, and it was still swollen two months later. The Mid-Upper Gunner opened the rear hatch and jumped feet first; his head hit some part of the aircraft and he remembered nothing more till he landed. The Rear Gunner sat on the edge of the hatch-opening and eased himself out. He, too, made a normal landing.

7. The Flight Engineer and Mid-Upper Gunner landed in Champrond Forest, west of Chartres; the latter saw the Halifax dive to the ground, hit a slope and blow up. They reported that the rest of the crew landed about three miles away near Laloupe. The Flight Engineer understood that the body of the Pilot had been found near the aircraft.

RCAF Press Release No. 3759 dated 24 January 1944 from F/O Eggleston read:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Quick action on the part of the mid-upper gunner, P/O J.R. Calderbank, 261 Wentworth Street, Hamilton, Ontario, and splendid evasive action by the captain of the crew, F/O A. MacDonald, Stanford, Ontario, foiled the attempts of an unidentified night fighter to get in close enough to damage the Halifax bomber "J" for "Johnny", from the Bison squadron of the R.C.A.F. Bomber Group in England during an attack on the German capital of Berlin recently.

"We had just left the target after dropping our bomb-load when I sighted the twin-engined fighter on the starboard quarter and above at 20,000 feet. There were no lights on the enemy aircraft. He was at 600 yards range above a cluster of fighter flares. As soon as I sighted him, I gave the skipper orders to take evasive action and informed the rear-gunner Sergeant T.B. Chapman, Springhill, N.S., of the fighter's position," said the mid-upper gunner.

"I was unable to bring my guns to bear during the dive, but opened fire with a long burst at the bottom of the dive and again as our aircraft started its climb. The fighter opened fire with cannon and machine gun fire as our "kite" started its first

dive. Both myself and the pilot saw his tracer pass to starboard.”

“The enemy aircraft was in sight until we started the second dive when it was lost. The rear-gunner did not see the enemy aircraft but sent a burst in the direction of the tracer from my guns. There was no damage to our aircraft, but tracer was seen to bounce off the enemy fighter”, Calderbank concluded.

It was the fifth operational sortie for the skipper, four for the mid-upper, and three for the balance of the crew. Other Canadians in the crew were F/O W.C. Shields, navigator, Timmins, Ontario, and F/S J.J. Mollison, bomb-aimer, 831 Esquimalt Road, Victoria, B.C.

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CALDWELL, F/O Donald McNair (J38751) - **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 Huntingdon, Quebec, 16 January 1923; home in Montreal (teller); enlisted there 12 November 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 29 December 1942. To No.6 ITS, 27 February 1943; to No.5 ITS, 3 April 1943; graduated and promoted LAC, 12 June 1943 but not posted to No.5 AOS until 10 July 1943; graduated and commissioned, 26 November 1943. To “Y” Depot, Halifax, 10 December 1943. To No.2 Aircrew Graduate Training School, 16 January 1944. To “Y” Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated with No.420 Squadron, 16 June 1945. To Debert, 6 August 1945. Retired 15 September 1945. Award presented in Montreal, 25 December 1949. 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 12 May 1945 when he had flown 26 sorties (163 hours 40 minutes):

In all his operations this navigator has had a consistent record for accuracy and precision in timing and track keeping. His work has been an example to all navigators on the squadron and the success of his crew's operations can be largely attributed to his continual good navigation.

On February 14th, in the face of very unexpected and adverse weather conditions, he carried out a deep penetration to Chemnitz, despite the fact that all Radar equipment was unserviceable from the French coast. He reached the target within one minute of T.O.T. On April 22nd as lead navigator in a gaggle attacking Bremen without any previous leader experience he brought the lead Vic of aircraft to the target at exactly T.O.T.

Of great value to his crew and to his squadron, he has maintained a high standard of navigation. His consistently excellent work and example has been an

inspiration to all members of the squadron.

The sortie list was as follows:

4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.15)
16 November 1944 - Julich (5.00)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (7.00)
27 November 1944 - Neusse (5.25)
18 December 1944 - Duisburg (6.10)
24 December 1944 - Dusseldorf (4.25)
28 December 1944 - Spich (7.35 but name of target is unfamiliar; typo error ?)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (5.40)
6 January 1945 - Hanau (6.55)
7 February 1945 - Goch (6.00)
8 February 1945 - Wanne Eickel (5.55)
14 February 1945 - Chemnitz (7.35)
17 February 1945 - Wesel (6.30)
25 February 1945 - Kamen (6.15)
27 February 1945 - Mainz (6.55)
5 March 1945 - Chemnitz (8.55)
7 March 1945 - Hemmingstadt (6.20)
8 March 1945 - Hamburg (6.05)
12 March 1945 - Dortmund (6.25)
15 March 1945 - Hagen (6.35)
18 April 1945 - Heligoland (4.40)
23 April 1945 - Bremen (5.40)

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CALDWELL, F/L Ian McKenzie (J4888) - **Mention in Despatches** - No.41 OTU (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 22 September 1915 in Virden, Manitoba. Home in Winnipeg where he was a clerk and cashier, 1933 to 1939; enlisted there as a Clerk, 31 July 1939. On strength of No.2 Equipment Depot, Winnipeg, 31 July 1939 to 1 November 1940; promoted LAC, 1 June 1940. Promoted Corporal, 15 September 1940. Remustered to aircrew on 5 November 1940, reverted to AC2 and posted to No.2 ITS, Regina; graduated 10 December 1940 and promoted to Leading Aircraftman again. To No.15 EFTS, 11 December 1940; graduated 28 January 1941 when posted to No.32 SFTS, Moose Jaw; graduated 11 April 1941 and commissioned. To Central Flying School, Trenton, 25 April 1942. Posted on 16 July 1941 to No.10 SFTS, Dauphin, to

instruct. Posted from that school to "Y" Depot on 15 November 1942; embarked for overseas from Halifax, 11 December 1942; arrived in Britain 18 December 1942. To No.17 (P) AFU, 19 January 1943; to No.41 OTU, 16 March 1943 until 5 May 1943 when posted to North Africa, arriving 27 May 1943; to Fighter Pilots Practice Flight, 21 June 1943; to No.1 BPD, 16 July 1943; to Advanced Flying Unit, 16 July 1943; to No.255 Squadron, 12 August 1943. Posted away to Britain, 10 April 1944 (arrived in UK 23 April 1944); to No.41 OTU, 12 May 1944. Killed in flying accident at No.41 OTU, 31 July 1944 (Hurricane LF324); buried in Britain.

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CALHOUN, F/L Maxwell Boyd (J23966) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 16 August 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 29 August 1923 in St. Lambert, Quebec; home there (educated at St. Lambert High School; student in accountancy at McGill); enlisted Montreal 12 May 1942 and posted to No.5 Manning Depot. To No.5 Equipment Depot, 3 July 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 when posted to No.4 BGS, Fingal; graduated 9 January 1943 when posted to No.9 AOS; graduated 6 March 1943 and subsequently commissioned with effect from 19 February 1943. To "Y" Depot, Halifax, 6 March 1943; left Canada 26 March 1943; disembarked in Britain 10 April 1943. To No.3 (O) AFU, 8 June 1943; to No.23 OTU, 6 July 1943; to No.1659 Conversion Unit, 25 September 1943; to No.427 Squadron, 20 October 1943; to No.405 Squadron, 1 March 1944. Killed in action 16/17 August 1944 (Lancaster PB239). Body not found; name on Runnymede Memorial. Award presented to next-of-kin, 9 December 1947.

Flight Lieutenant Calhoun, as air bomber, has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

Notes on Training and Operations:

Course at No.3 ITS was 31 August to 23 October 1942. Courses and marks as follows: Mathematics (140/150), Armament (40/50), Signals (84/150), Navigation (107/150), Airmanship, Theory of Flight, Engines (88/100), Drill (90/100), Law and Discipline (81/100), Meteorology (33/50), Aircraft Recognition (67/100), Anti-Gas (47/50). Placed 72nd in a class of 114. Described as "Intelligent and pleasant personality, excellent spirit; good worker. Thorough and reliable."

At No.4 BGS, course was 26 October to 26 December 1942. Spent 14 hours 55 minutes (day) and five hours 20 minutes (night) in Anson (bombing instruction) and seven hours 20 minutes (day) in Bolingbroke (gunnery instruction). In High Level Bombing he dropped 42 bombs by day and 18 by night (average error was 130 yards by day and 154 yards by night). In Low Level Bombing he dropped 18 bombs by day; average error 39 yards. In Air Gunnery he fired 400 rounds in Beam Test (two percent hits), 800 rounds in Beam Relative Speed Test (4.3 percent

hits) and 400 rounds Under Tail Test (4.5 percent hits). Bombing and gunnery both described as "average". Courses and marks as follows: Bombing, written (193/250), Bombing, oral (235/250), Proficiency as Bomb Aimer (247/400), Gunnery, written (71/100), Gunnery, oral (74/100), Proficiency as Air Gunner (148/200), Aircraft Recognition (47/50), Signals (30/50). Placed 19th in a class of 47. "Reliable worker, conscientious, self-assured" (S/L A.P. Whalen and W/C D.D. Findlay).

Course at No.9 AOS was 11 January to 19 February 1943. Flew in Anson aircraft (22 hours ten minutes day, eleven hours at night). Courses and marks as follows: Navigation, air work (75/100), Photography, air work (92/100), Bombing, air work (61/100), Elements of Navigation (41/50), Signals, practical (75/75), Photography (45/50), Reconnaissance (41/50) and Aircraft Recognition (44/75). "A very keen and capable man. His air work is very good." Placed first in a class of nine.

Report from No.23 OTU describes course as 6 July to 14 September 1943. Prior to course he had logged 73 hours 55 minutes (day) and 27 hours (night). At OTU he spent four hours ten minutes at controls (day) and three hours 40 minutes (night). In "other flying" he had logged 37 hours (day) and 40 hours ten minutes (night). He also put in 14 hours 30 minutes in Link. Dropped 36 bombs by day and 23 by night. Ground training in Bomb Panel, Pyrotechnics, Bombs and Comps (?) and Bombsights. Assessed under Bombing as follows: "Has a very sound and thorough knowledge of all Ground Subjects." He carried out one operational sortie. Assessed under following headings: Map Reading (5/9), Confidence (6/9), Coolness (5/9), Initiative (4/9), Determination (5/9) and as Operational Air Bomber (5/9). "Inclined to be a little careless, but showed a great improvement at the end of the course, when his bombing results were very good."

At No.1659 Conversion Unit, Bomb Aimer Report, he was described as having flown 186 hours before attending unit, and flew 33 hours 20 minutes at the HCU. This involved three cross-country exercises. Spent five hours practicing GEE on ground, one hour GEE practice in air. Flew as second pilot (dual) one hour. Spent two hours on Gunnery (turrets), and in Astro Navigation exercises took 19 ground sights and eight air sights. Described as "good average".

Applied for Operational Wing, 29 June 1944 at which time he stated he had flown 32 sorties (eight with No.427 Squadron) and 143 hours 35 minutes operational time (66 hours 30 minutes with No.427 Squadron).

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CALLAGHAN, F/L Daniel Hobbins (J18788) - **Mention in Despatches** - No.24 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 1

August 1918 in Windsor, Ontario; home there; enlisted there 27 January 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.1 Equipment Depot, 14 February 1941. To Technical Training School, St. Thomas, 26 April 1941. Promoted AC1, 6 June 1941; promoted LAC, 1 October 1941 while serving with No.1 Equipment Depot, Toronto. Remustered to aircrew, 28 February 1942, reverting to AC2 and posted to No.1 ITS; graduated and promoted LAC, 1 April 1942 but not posted to No.7 EFTS until 25 April 1942; may have graduated 3 July 1942 but not posted to No.6 SFTS until 18 July 1942; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, Halifax, 21 November 1942; to RAF overseas, 11 December 1942. To No.3 P) AFU, 2 March 1943; waiting turn to take off in Oxford V4061, 27 March 1943 he was struck by a taxiing Thunderbolt. To No.22 OTU, 20 April 1943. Commissioned 28 June 1943 Embarked for North Africa, 19 July 1943 for service with No.425 Squadron, with which unit he flew 29 sorties (191 hours five minutes), 19 July to 5 October 1943. Returned to Britain, 26 October 1943. To No.24 OTU, 3 December

1943. Repatriated 21 January
1945. Released 13 March
1945. Rejoined RCAF as
pilot (Chipmunk Instructor), 1
February 1951; awarded
Queen's Coronation Medal
while at Trenton, 23 October
1953. Retired 12 September
1958. No citation for award,
but assessment of 30
December 1944 described
him as follows:

An officer who has great enthusiasm and fine powers of leadership. Rather a "rough diamond" but has improved considerably during the last three months. If he could overcome a tendency to be aggressive he would be a well above average officer.

* * * * *

CALLAGHAN, LAC Stuart Arthur (R223809) - **British Empire Medal** - Station Rockcliffe - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 16 April 1904. Home in Harrowsmith, Ontario; enlisted in Ottawa, 12 April 1943 for General Duties and posted to No.1 Manning Depot. To Station Rockcliffe, 19 May 1943. Promoted AC1, 12 July 1943. Promoted LAC, 12 October 1943. Retired 28 May 1946. Medal presented 19 November 1948.

This airman, prior to his enlistment, was a successful commercial artist. Despite obvious misemployment as a standard General Duties, he has performed his duties cheerfully and in a highly satisfactory manner. As a member of the entertainment committee his work has been outstanding. He has been responsible for the sign writing and decorations at every function held at this station and has done an exceptionally fine job. This work has been carried out after normal working hours and with the exception of material costs, his services have been given free of charge. His outstanding talents and efforts have contributed in no small manner to maintaining a high standard of morale amongst other ranks who have served at this station.

* * * * *

CALLAGHAN, F/L Thomas Cecil (J13486) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 9 February 1916 in Toronto (date from obituary); home in Sudbury. Attended Scollard Hall, North Bay and Sudbury High School before starting work on a survey

crew for Highway 69 South, moving on to work for Cochrane-Dunlop Hardware. Enlisted North Bay, 15 September 1940. To No.4 SFTS, 23 September 1940. To No.2 ITS, 28 October 1940; graduated and promoted LAC, 28 November 1940; posted next day to No.14 EFTS; graduated 16 January 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 1 April 1941. To Central Flying School, Trenton, 6 April 1941. To No.12 SFTS to instruct, 30 June 1941. Commissioned 1 June 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 9 July 1943. To RAF overseas, 2 August 1943. Repatriated 17 February 1945. Retired 2 April 1945. Following his return to Canada, he married Evelyn Reid (1918-1992) in Fort William, Ontario in 1945. In 1955, along with his partner, Don Groom, he founded Groom-Callaghan Supply Company, an industrial hardware company which continues in Sudbury today. He was a member of the 1954 curling team which represented Northern Ontario at the Briar in Edmonton. Over the years he enjoyed curling, fishing, golf, garden construction & maintenance and general home maintenance as well as socializing with family and friends. Tom was proud of his Roman Catholic heritage and lived by its principles daily. He was a modest, hardworking man who very seldom "blew his own horn". Unless asked, he would not brag of his accomplishments. Award presented 20 August 1949. Died in Sudbury, Ontario, 20 August 2004.

Flight Lieutenant Callaghan has taken part in many sorties against heavily defended German targets and minelaying missions in enemy waters. Throughout his tour he has displayed consistency of purpose and has obtained an excellent photographic record. Twice his aircraft has been severely damaged by anti-aircraft fire. Flight Lieutenant Callaghan's leadership in the capacity of deputy flight commander has always been most praiseworthy.

NOTE: Public Records Office Air 2/9050 has recommendation dated 17 December 1944 when he had flown 34 sorties (154 hours 26 minutes); sortie list indicates he flew most of his tour with F/O Alexander Stadnyk:

29 April 1944 - GARDENING, North Sea (3.09)
30 April 1944 - GARDENING, North Sea (3.05)
7 May 1944 - GARDENING, North Sea (3.01)
9 May 1944 - Berneval (3.57)
10 May 1944 - Lens (3.41)
27 May 1944 - Le Clipon (3.40)
28 June 1944 - Blainville (7.15)
1 July 1944 - St.Martin (3.45)
4 July 1944 - Domleger (3.42)
6 July 1944 - Marquiss Memo (4.27)
7 July 1944 - Caen (4.12)
23 July 1944 - Hauts Boissons (4.15)
24 July 1944 - Stuttgart (8.15)
28 July 1944 - Foret de Nieppe (3.30)
30 July 1944 - Area G (3.50), DNCO

1 August 1944 - Noyelle en Chaussee (3.45), DNCO
3 August 1944 - Bois en Cassan (4.25)
5 August 1944 - Foret de Nieppe (3.30)
9 August 1944 - Foret de Mormel (3.50)
11 August 1944 - Somain (4.30)
12 August 1944 - Brunswick (6.05)
14 August 1944 - TRACTABLE 22 (3.55)
15 August 1944 - Eindhoven (4.00)
17 August 1944 - GARDENING, Gironde Estuary (6.45)
27 August 1944 - Homberg (4.10)
10 September 1944 - Le Havre (3.40)
12 September 1944 - Munster (4.35)
7 October 1944 - Cleve (4.20)
15 October 1944 - Duisburg (5.10)
4 November 1944 - Bochum (4.50)
6 November 1944 - Gelsenkirchen (4.15)
21 November 1944 - GARDENING, Oslo Fiord (6.30)
5 December 1944 - Soest (6.25)
18 December 1944 - Duisburg (6.02)

Flight Lieutenant Callaghan, pilot and captain of aircraft, has almost completed his first operational tour, with many sorties against heavily defended German targets to his credit, and including minelaying missions in enemy waters.

This officer, throughout his tour, has shown consistency of purpose and has accrued a good photographic record which includes many aiming point photographs. Twice his aircraft has been badly shot up by flak, on one occasion, namely the 27th August 1944, the target being Homberg, his Flight Engineer was severely wounded by flak.

His leadership in the capacity of Deputy Flight Commander has on frequent occasions been most noteworthy, maintaining morale at a very high level and meriting the highest praise. In recognition of Flight Lieutenant Callaghan's fine work and enthusiastic squadron spirit it is strongly recommended that he be awarded the Distinguished Flying Cross.

* * * * *

CALLAS, FS (now P/O) Charles Edgar (R198720/J88822) - **Distinguished Flying Medal** - No.625 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 24 February 1924 in Wainwright, Alberta; home there (apprenticed projectionist); enlisted Edmonton, 9 November 1942. To No.3 Manning Depot, 5 January 1943. To No.2 Pre-Aircrew Education Detachment, 21 February

1943. To No.10 SFTS, 6 March 1943. To No.3 Pre-Aircrew Education Detachment, 2 May 1943. To No.2 Air Gunner Ground Training School, 28 May 1943. Promoted LAC, 10 July 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 16 August 1944. Repatriated 28 October 1944. To No.2 Training Command, 6 December 1944. To No.3 BGS, 14 December 1944. Promoted Flying Officer, 16 February 1945. Retired 14 March 1945.

Flight Sergeant Callas has now completed his first operational tour during which he has participated in attacks on many strongly defended targets in Germany. On numerous occasions his vigilance and skill have enabled his captain to ward off attacks by enemy fighters. Chiefly owing to this airman's cool courage and efficiency, his aircraft escaped all damage one night in May 1944, when attacked by enemy fighters on a mission to Mailly de Camp. Flight Sergeant Callas has constantly shown outstanding ability as a gunner.

Public Records Office Air 2/9026 has recommendation dated 12 July 1944 when he had flown 32 2/3 sorties (168 hours), 22 March to 6 July 1944. Appears to have been a member of same crew as F/O H.K. de Beck.

| | | |
|-----------|-----------------------------|--|
| 22 Mar 44 | Frankfurt | Target bombed. |
| 27 Mar 44 | Berlin | Target bombed |
| 9 Apr 44 | Villeneuve St. St.George | Target bombed; aiming point photographed. |
| 10 Apr 44 | Aulnoye (1/3) | Target bombed; photograph of target. |
| 18 Apr 44 | Rouen | Target bombed. |
| 20 Apr 44 | Cologne | Target bombed. |
| 22 Apr 44 | Dusseldorf | Target bombed; photograph of target. |
| 24 Apr 44 | Karlsruhe | Starboard inner feathered on way to target. Attacked by fighters twice. |
| 26 Apr 44 | Essen | Target bombed. |
| 27 Apr 44 | Friedrichshafen | Target bombed. Attacked by Ju.88. No combat through evasive action. No damage. Photograph of target. |
| 30 Apr 44 | Maintenon (1/3) | Target bombed; aiming point photograph. |
| 1 May 44 | Lyons | Target bombed. |
| 3 May 44 | Mailly-le-Camp | Target bombed. Aiming point photograph. Four fighter attacks. |
| 7 May 44 | Bruz | Target bombed; photograph of target. |
| 9 May 44 | Merville | Target bombed; photograph of target. |
| 10 May 44 | Dieppe | Target bombed. Photograph 200 yards from aiming point. |
| 15 May 44 | Kiel Bay | Mines successfully laid within 200 yards. |
| 24 May 44 | Dunkirk | Target bombed. |
| 31 May 44 | Tergnier | Target bombed. Extreme weather conditions. Photograph 110 yards from aiming point. |

| | | |
|------------|-----------------|--|
| 5 June 44 | Crisbecq | Target bombed. |
| 6 June 44 | Vire | Target bombed; photograph of target. |
| 7 June 44 | Foret de Cerisy | Target bombed. |
| 10 June 44 | Acheres | Target bombed; photograph of target. |
| 12 June 44 | Gelsenkirchen | Target bombed; photograph of target. |
| 14 June 44 | Le Havre | Target bombed; aiming point photographic result commended. |
| 15 June 44 | Boulogne | Target bombed. |
| 22 June 44 | Reims | Target bombed. |
| 24 June 44 | Les Hayons | Target bombed. Hit several times by anti-aircraft fire. Aiming point photograph. |
| 25 June 44 | Liegescourt | Target bombed; aiming point photograph. |
| 27 June 44 | Vaires | Target bombed. Attacked by Ju.88. Aiming point photograph. |
| 29 June 44 | Siracourt | Target bombed; aiming point photograph. |
| 4 July 44 | Orleans | Target bombed; photograph of target. |
| 5 July 44 | Dijon | Target bombed; aiming point photograph. |
| 6 July 44 | Foret de Croq | Target bombed; aiming point photograph. |

A skilful and determined Canadian gunner, Flight Sergeant Callas has now completed an intensive first tour of operations. He has flown 32 2/3 sorties comprising 168 hours operational flying. He has participated in attacks on many strongly defended targets including, Dusseldorf, Cologne, Essen, Friedrichshafen and Gelsenkirchen.

On numerous occasions, but most particularly on the night of 3rd May, 1944, whilst en route to and from Mailly-le-Camp, by his vigilance he has warded off attacks of enemy fighters and by his prompt action has enabled his aircraft to withdraw from the action unscathed. His skill as a gunner is exceptional, and his coolness when under fire has inspired the confidence of, and set a magnificent example to everyone with whom he has flown.

Flight Sergeant Callas has constantly shown considerable courage and devotion to duty and the excellent example he has set to others fully merits him the award of the Distinguished Flying Medal.

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CALOW, Corporal (now FS) Thomas Arthur (Can 364) - **British Empire Medal** - Station Dartmouth - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born in Edmonton; brought up in Langley Prairie and White Rock, British Columbia. Enlisted in Vancouver, June 1937, although home given as Winnipeg at time of award. Qualified for Atlantic Star. Medal presented 3 December 1942. Subsequently

commissioned in Telecommunications (C25626). With Eastern Air Command as of 27 January 1946. Remained in postwar RCAF, attaining rank of Flight Lieutenant (1 June 1948) and Squadron Leader (1 January 1952). To No.2 Air Command, 7 September 1946. To Winnipeg, 1 March 1947. To Station Edmonton, 1 June 1947. To Northwest Air Command, 4 October 1949. To Rockcliffe, 21 February 1950. To Training Command Headquarters, 16 July 1953. Received Queens Coronation Medal, 23 October 1953 while with Training Command. Retired 28 April 1966 to Burnaby, British Columbia. Became a Customs and Excise Officer, finally retiring in 1980. Died in Saanich, British Columbia, 16 September 2009.

On 17th September, 1939, this NCO was wireless operator on a Stranraer which made a forced landing in the sea. During 22 hours, suffering from exposure, sickness and cold, Corporal Calow stuck to his post through this long period and was unceasing in his efforts to reach the base and the various DF stations in the area. His devotion to duty is of the highest order.

The following is text of a letter dated 25 September 1939, S/L R.C. Mair to Commanding Officer, No.5 (BR) Squadron (Dartmouth) reporting on loss of Stranraer 911.

1. Stranraer 911 was ordered to take off at 0515 hours, 17-9-39, to intercept convoy, carry out outer anti-submarine patrol, and after being relieved, proceed to Sable Island to refuel, arriving at 1200 hours. Stranraer 911 was to take off again at 1655 hours, intercept convoy again, carry out relative sector anti-submarine patrol, returning to base at 2345 hours.

2. Stranraer 911 with the following crew:

Squadron Leader R.C. Mair
Flying Officer W.H. Stapley
No.364 Cpl Calow, A.
No.2310 AC1 Pomes, S.J.
No.347 LAC Daniels, J.A.
No.2229 AC1 Hornick, J.W.
No.2356 AC1 Magnus, R.C.
No.11563 AC2 Alexander, R.L.
No.11559 AC2 Phillips, W.F.

Took off at 0520 hours, 17-9-39 and proceeded to intercept convoy. The weather was very hazy, visibility being only three or four miles. The automatic controls were not working. At the estimated point of interception, the convoy could not be seen, so a square search using a virtual visibility of four miles was carried out for approximately two hours. The convoy not being sighted, course was set for Sable Island at 0932 hours. Sable Island was not sighted at the estimated time of arrival, 1026 hours, and course was immediately set for the nearest point of the

mainland. Two points of land were sighted and recognized as Cape Ray, Newfoundland and Cape North, Cape Breton Island. Course was then altered in the direction of Sydney, Nova Scotia, and since it was becoming increasingly evident that a forced alighting due to lack of fuel was imminent, the captain and the armourer both attempted to jettison the bomb load, while the navigator attempted to send an SOS to base. The attempts to jettison the bomb load failed, and the wireless operator was unable to obtain a reply to his call. At this point the engines began to fail and the pilot turned into wind and alighted at 1225 hours. A drogue was streamed from the nose of the aircraft, while the armourer released the bombs by disconnecting the carriers. A message giving our estimated position and requesting help was prepared and attached to one of the carrier pigeons, which was released. Another drogue was attached to the anchor chain to be in readiness if necessary. A sleeping robe bag was filled with engine oil and streamed from the nose. The air raft was inflated and tied atop of the cabin. The officers then took turns standing watch with alternate members of the crew as assistants. The wireless operator continued to send out calls for assistance, but due to static, no reply was received until about 2330 hours, when contact with the base at Dartmouth was established.

3. At approximately 2345 hours, the first drogue carried away and it was necessary to stream the remaining one.

4. The wireless operator continued his efforts with the base and also in obtaining D/F bearings.

5. At 0705 hours, a Delta seaplane was sighted about five miles on our port beam. This was reported by radio to Sydney, while an attempt was made to attract the pilot's attention by Aldis lamp.

6. At 0720 hours the remaining drogue carried away, and the anchor was re-attached to the chain and dropped over to its full length. A box of reconnaissance flares was attached to a rope and was streamed from the nose as a make-shift drogue. While this was being attempted, the port aileron was forced under water and broken. The sink bucket was attached to a rope also and streamed from the nose. These makeshift drogues worked quite satisfactorily.

7. At about 1000 hours, a tanker was sighted about five miles away on our starboard bow. Attempts were made to attract his attention by flares and Aldis lamp, but no reply was observed. At the same time the wireless operator told Sydney that we could see the vessel and gave our approximate position from the tanker. The operator then heard Sydney telling the vessel where we were, and shortly after the tanker was observed to be changing course in our direction. Sydney then asked if the SOS could be cleared for other ships. This was agreed

to.

8. Two Delta seaplanes were observed to be circling the tanker. It was learned from O.C. No.8 (General Purpose) Squadron later, that although these aircraft knew the Stranraer was only a few miles from the tanker, they were unable to see it.

9. On observing that the tanker was Swedish, all secret documents were weighted and thrown overboard. The tanker's lifeboat came as close as possible and indicated that he could not come alongside. The crew then jumped it and with the help of their life-jackets, swam to the lifeboat. On arriving aboard the tanker, the aircraft crew were exceptionally well cared for, being given dry clothing, food and stimulants. The Master of the tanker, **Pollux**, Captain Adolf Olsen, decided that it was impossible for him to attempt salvage of the aircraft, the seas being 25 to 35 feet.

10. For the remainder of the afternoon, the **Pollux** stood by the aircraft, awaiting the arrival of the tug, **Cruizer**, from Louisburg, Nova Scotia. When the tug arrived, it was too rough to attempt salvage, or to transfer the aircraft crew from the tanker. The followed the tug to a lee of land behind Scatari Island, where the crew were transferred to the tug and proceeded to Louisburg. The aircraft crew proceeded to Sydney, by taxi, reporting to O.C. No.8 (General Purpose) Squadron upon arrival, while the tug, **Cruizer**, with Lieutenant-Commander Coleman prepared to attempt salvage at dawn the following morning.

11. The aircrew crew remained in Sydney until word was received from O.C. No.8 (General Purpose) Squadron that the aircraft had sunk and they were to proceed to Halifax by the next train.

12. It is desired to bring attention to the outstanding work and devotion to duty of No.364 Corporal Calow, A., the wireless operator. This Non-Commissioned Officer was continuously on duty at his wireless set from the time of take-off, 0520 hours, 17-9-39 until rescued at 1045 hours, 18-9-39.

13. It is pointed out that the **Pollux** was kept from her normal work for a considerable period of time, and that her lifeboat was severely damaged, due to the roughness of the sea, while it was being hoisted aboard after the rescue. The boatswain sustained an injury to his eye while launching the lifeboat. It is strongly recommended that official recognition be given to Captain Adolf Olsen, and to Chief Officer Fred Lundgren, coxswain of the lifeboat, in view of the efficient rescue work under difficult circumstances, and the most excellent treatment accorded to the rescued crew.

Letter dated 26 September 1939 from N.R. Anderson (Air Officer Commanding, Eastern Air

Command) to AFHQ in Ottawa:

Stranraer 911 was forced to alight at sea at 1255 hours on the 17th September 1939, approximately midway between Cape North and Cape Ray, Cabot Strait, on exhaustion of the fuel supply. The aircraft missed the Nova Scotia coast on returning from an attempted Outer Anti-Submarine Patrol for a convoy. Changes in wind direction and velocity of considerable magnitude occurred as the aircraft proceeded from the coast on the outward flight. Accurate drift readings could not be obtained at sea owing to poor visibility.

The aircraft's calls for assistance were not picked up by the Department of Transport Marine Stations close-by or the Squadron W/T Station from the time the aircraft landed at 1255 hours until 2250 hours, 17th September, owing to a bad electrical and wind storm which swept the Nova Scotia Coast, starting at approximately 1300 hours the same date. A contributing factor in the non-receipt of the aircraft's S.O.S. calls by the Department of Transport Marine Stations in the vicinity may be attributed to the type of receiver with which these stations are equipped, as explained in paragraph 3 of the W/T Communication Report submitted by WO II Stephens.

Immediately the aircraft's position became known arrangements were made for the Sydney rescue boats "DETECTOR" and "SCATARI" to proceed to the rescue, although sea conditions were unfavourable for the operation of these boats. The Commanding Officer, Atlantic Coast, R.C.N., Halifax, also very kindly sent two of their boats out from Sydney for the same purpose. These boats did not make contact with the aircraft and were forced to return to harbour owing to deterioration of sea conditions.

At approximately 1030 hours on September 18th the Swedish tanker "POLLUX" was directed by wireless to the aircraft's position and the crew of the aircraft were picked up by the tanker's life boat after swimming from the aircraft to the life boat, as it was impossible for the life boat to go alongside the aircraft owing to the heavy seas.

The Swedish tanker stood by the aircraft for the remainder of the day waiting the arrival of the tug "CRUISER". On arrival of the tug at approximately 1930 hours, the sea was too rough to attempt salvage of the aircraft, so the aircraft's crew was transferred from the Swedish tanker to the tug in the lee of Scatari Island and the tug proceeded to Louisburg Harbour, arriving approximately 2200 hours.

At dawn on September 19th the tug again proceeded to sea from Louisburg to locate and salvage the aircraft. Members of the aircraft crew were not physically fit to go with the tug, having been seasick and without sleep for at least 42 hours

before they landed at Louisburg. After a gallant effort the tug secured a towing line to the aircraft and proceeded slowly towards harbour but the aircraft filled and sank at 1730 hours. The Master and crew of the tug and the Naval officers on board are to be commended on their efforts to salvage Stranraer 911.

The morale of the crew of the aircraft remained high throughout their trying experience. The devotion to duty of No.304 Corporal Calow, T.A., wireless operator on the Stranraer, is particularly brought to attention. This N.C.O. was continuously on duty at his wireless set from the time of take-off at 0520 hours, 17th September, until the crew were rescued at 1045 hours on the 18th September. He is recommended for the Air Force Medal.

The efficient rescue work of Captain A. Olsen, of the Swedish tanker "POLLUX", and his Chief Officer, F. Lundgren under difficult conditions is also worthy of acknowledgement by the Department.

The loss of the Stranraer must be attributed to these hazards of Active Service flying which now apply to all aircraft undertaking General Reconnaissance Patrols over the sea on the East Coast of Canada. Improvement in the operation equipment of the Command, particularly wireless equipment and D/F facilities, will reduce present hazards. No blame can be attributed to the crew of the aircraft in any way. Two other Stranraers experienced the same difficulty in accurate navigation on that date owing to poor visibility and change in wind direction and velocity and they were very fortunate in being able to make a land-fall, although they did not return to their base until the next day.

The ability of the Stranraer to remain afloat in very heavy seas is the outstanding point brought out in the loss of 911. The aircraft might have come through the tests without damage had the sea drogues held under the strain.

A further letter, undated but evidently written 25 or 26 September 1939 (S/L A.D. Ross, Commanding Officer, No.5 Squadron to Commanding Officer, Station Dartmouth) discusses both the lessons to be learned from the incident and the uncertainty surrounding the state of awards at that time.

It is apparent that the loss of this aircraft was caused by a number of factors namely:-

- (a) Rapidly changing weather conditions ultimately resulting in a very rough sea
- (b) Insufficient navigation facilities to accurately determine the wind.
- (c) Lack of proper towing facilities when salvage of the aircraft was

attempted.

With regard to (b) above, it is pointed out that the small sea markers issued for use in wind finding were of little use on the September 17th, 1939, owing to the sea that was running at that time.

With regard to the remarks contained in Para. 12 of Squadron Leader Mair's report respecting No.364 Cpl. Calow, A., it is strongly recommended that this N.C.O. received some recognition of the splendid effort he put forth on this occasion. It is not known what the policy of the present government is with respect to the awarding of medals to members of the Force on Active Service. It is recommended, however, that this N.C.O. be awarded the Air Force Medal or, if this is not possible, that he receive other recognition in the form of accelerated promotion.

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CALVER, FS Herbert Edward (Can 2202) - **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 23 December 1912 in Balearra, Saskatchewan. Home in Stockholm, Saskatchewan; enlisted in Regina, 28 May 1937. Promoted Aircraftman First Class, 28 May 1938. To Station Trenton, 13 June 1938. Posted to No.1 (Fighter) Squadron, Calgary, 22 August 1938. Promoted Leading Aircraftman, 1 July 1939. Promoted Corporal, 1 September 1939. Proceeded overseas with No.1 Squadron, May 1940. Promoted Sergeant, 1 June 1940. Took Rotol Propeller Course, November 1940. Promoted Flight Sergeant, 1 January 1941. Took Rolls-Royce Merlin Engine Course, July 1941. To No.404 Squadron, November 1941. To No.3048 Servicing Echelon, August 1942 (working on Spitfires). Promoted WO2, 1 October 1942. To No.419 Repair and Salvage Unit, 1 February 1944 with promotion to WO1 (working on Spitfires and Typhoons). To "R" Depot, Warrington, 8 September 1944 for repatriation in view of long service overseas. On strength of No.10 Repair Depot, Calgary, 8 November 1944 to 2 October 1946; with Northwest Air Command, Edmonton, 3 October 1946 to 17 October 1946; with Winter Experimental Establishment, Namao (Edmonton), 18 October 1946 to 9 February 1948. Retired 25 February 1948. Died 21 March 1987 in Victoria. No citation.

On 31 July 1944 the Officer Commanding, No.419 Repair and Salvage Unit (S/L W. Skelding), wrote of him:

Since the formation of No.419 Repair and Salvage Unit, this Warrant Officer has carried out his duties most efficiently. He is considered as being qualified for immediate commissioning in the Aeronautical Engineering Branch but does not desire such an appointment. Should he be posted, however, from this unit, his records will be endorsed to that effect and a good general report attached.

While this unit is far from anxious to lose Warrant Officer Calver's services, it is felt that in view of his length of service overseas, complete with the fact that a large percentage, if not all, of the personnel of the original No.1 Fighter Squadron have now been repatriated, it is high time for him to resume his family life to the fullest possible extent permitted by the service. Repatriation, therefore, is strongly recommended.

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CALVESBERT, S/L Percival Sydney (J6860) - **Air Force Cross** - Station Pennfield Ridge - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Woodstock, Ontario, 22 July 1917. Educated in Brantford public and collegiate schools. Clerk and salesman in Agnew Surpass stores, Brantford, Sarnia and Woodstock. Performed 30 days training with First Battalion, Oxford Rifles, 9 October to 7 November 1940. Enlisted in London, Ontario, 22 November 1940 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, 18 December 1940 (guard). To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.13 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and commissioned, 20 August 1941. At No.31 GRS, 8 September to 8 November 1941. To "Y" Depot, 10 November 1941. To RAF overseas, 4 December 1941; disembarked in Britain, 18 December 1941. To No.6 (Coastal) OTU, 3 February 1942. To No.608 Squadron, 21 April 1942. To RAF Bone, 17 June 1942. Promoted Flying Officer, 20 August 1942. To No.1 BPD (whatever that is), 26 July 1943. Promoted Flight Lieutenant, 20 August 1943. Embarked from North Africa for Home Establishment, 25 August 1943, briefly instructing at Thornaby. Repatriated 18 October 1943. To No.31 OTU, 2 November 1943. To No.7 OTU, 30 June 1944. To Station Pennfield Ridge, 20 August 1944. Promoted Squadron Leader, 1 May 1945. Retired 14 September 1945. Died in Brantford, Ontario, 1 March 1974. Award presented 14 June 1949. As of award had flown 1,225 hours, 450 hours as instructor, 220 hours in previous six months. Photo PL-5689 shows the following personnel (all LACs at the time): Front Row, C.W. Palmer (Dundalk, Ontario), C.J.W. Taylor, A. Horn (Hamilton), H.W. Rowlands (Fergus, Ontario), C.B. Smith (West Pembroke); Second Row: P.S. Calvesbert (Brantford), W.D. Smith (Embrow, Ontario), P.W. Porter (Hamilton), F.G. Stratham (Hamilton), C.M. Park (London).

This officer completed a tour of operations in the United Kingdom and North Africa before returning to Canada in 1943. Since this time he has been continuously employed as an Operational Training Unit instructor and for the past eleven months, at Royal Canadian Air Force Station Pennfield Ridge. During this time he has shown exceptional keenness and devotion to duty. His flying time has consisted entirely of conversion and low-level bombing, during which time neither he nor any of his pupils has had an accident of any kind. His painstaking work is reflected in the high standard of his pupils, and the general high standard of flying training of this squadron is in a great measure due to his untiring efforts.

The original recommendation was raised 3 August 1945 when he had flown 1,225 hours (220 in previous six months); of these, 450 had been instructional (220 in past six months); also stated to have flown 90 sorties in 430 operational hours.

This officer completed a tour of operations in the United Kingdom and North Africa before returning to Canada in September 1943. Since this date he has been continuously employed as an Operational Training Unit instructor at No.31 Operational Training Unit and for the past eleven months, at Pennfield Ridge, New Brunswick. During this time, Squadron Leader Calvesbert has shown exceptional keenness and devotion to duty. His flying time has consisted entirely of conversion and low-level bombing, during which time neither he nor any of his pupils has had an accident of any kind. His painstaking work is reflected in the high standard of his pupils, and the general high standard of flying training of this squadron is in a great measure due to his untiring efforts.

Notes: Accident in Fleet Finch II, serial 4642, 1 May 1942 at No.13 EFTS. No injuries. Did not land straight into wind and ground looped.

Accident at No.6 (Coastal) OTU, 23 March 1942, Hudson III, serial T9406. "The pilot was forced to return from a navigation exercise owing to starboard engine failure. When making a single engine approach he forgot to lower the undercarriage and made a belly landing. Shortly after leaving the starboard engine began to lose power but picked up and ran normally after moving mixture control to 'Automatic Rich.' The engine continued to run satisfactorily under these conditions for one hour, then power began to fall off and the engine began vibrating badly. The mixture lever then placed on 'Full Rich' but had no effect, the propellor was feathered and the engine stopped."

Training: Interviewed in London, 4 July 1940 by F/O R. Key. "Fine type of young man, energetic, intelligent, aggressive. Splendid appearance, strong personality; will make a fine airman. Strongly recommended as first class Air Crew material."

Course at No.2 ITS was 21 February to 26 March 1941. Courses in Mathematics (82/100), Armament, practical and oral (75/100), Signals (48/50), Hygiene and Sanitation (37/40), Drill (83/100), Law and Discipline (54/60). Graded 86/100 in Link. "Former clerk and manager of shoe store, mature, responsible, good material; active in sports including team sports, special Basketball, rugby, soft ball. NPAM bandsman three years." Placed 30th in a pilot class of 163.

Course at No.13 EFTS was 10 April to 25 May 1941. Fleet Finch (22.10 dual, 26.50 solo including 6.30 on instruments). Logged eight hours in Link. Assessed as "high average" as a pilot (General Flying, high average; Instrument Flying, low average; Aerobatics, low average.). Ground courses in Airmanship (166/200), Airframes (67/100), Aero Engines (82/100), Theory of Flight (75/100), Air Navigation (110/200), Armament, oral (127/200); graded 150/200 as officer material. "Ability above average; conduct good. Very keen and a hard worker." Placed 12th in a

class. of 36.

Course at No.8 SFTS was 28 April to 28 August 1941. Anson aircraft (38.35 day dual, 30.30 day solo, 3.05 night dual, 6.55 night solo - of these totals, 20.05 on instruments) Also 20 hours in Link. "A steady, capable pilot of average ability. Tries hard to improve his flying. Very steady and good on instruments. Bomber material." Ground course in Airmanship and Maintenance (143/200), Armament, written (86.5/1000, Armament, practical (81/100), Navigation and Meteorology (172/200), Signals, written (96/100) and Signals, practical (48.5/50). "A keen and interested student throughout course. Absorbed instruction readily and obtained above average results." Laced tenth in a class of 46.

Course at No.31 GRS was 9 September to 8 November 1941. Anson aircraft (34 hours on navigation). "Sound, steady and reliable. Has obtained good results. Should make a very competent navigator." Marked 242/300 in Navigation, 65/100 in Reconnaissance. Ground courses in DR Navigation (82/100 and 287/300), Astro Navigation (92/100), Compasses and Instruments (136/200), Meteorology (120/200), Reconnaissance (145/200), Coding (87/100), Ship Recognition (150/200) Photography (79/100) and Visual Signals (pass). "His work on the course has been above average." Placed 11th in a class of 22.

Application for Operational Wing prepared 1 February 1944 listing the following sorties, all with No.608 Squadron (Hudsons); those from 3 May to 23 August 1942 are from United Kingdom; 10 November 1942 to 30 April 1943 are in Mediterranean:

3 May 1942 - convoy (4.00)
5 May 1942 - convoy (4.00)
7 May 1942 - ASR (5.55)
9 May 1942 - Anti-submarine patrol (6.35)
11 May 1942 - ships (7.05)
14 May 1942 - convoy (5.00)
17 May 1942 - ASR (7.20)
22 May 1942 - ships (7.00)
25 May 1942 - Anti-submarine patrol (4.00)
2 June 1942 - strike, shipping, Norwegian coast (4.25)
4 June 1942 - Anti-submarine patrol (6.45)
11 June 1942 - Anti-submarine patrol (7.30)
12 June 1942 - ships (6.05)
15 June 1942 - ships (6.25)
18 June 1942 - Anti-submarine patrol (7.30)
20 June 1942 - Anti-submarine patrol (5.40)
24 June 1942 - convoy (2.30)
29 June 1942 - convoy (1.55)
2 July 1942 - Anti-submarine patrol (6.00)
6 July 1942 - strike, Tirpitz, Norway (5.15)

7 July 1942 - Anti-submarine patrol (6.00)
1 August 1942 - ships (5.45)
5 August 1942 - ships (5.25)
7 August 1942 - Anti-submarine patrol (4.45)
14 August 1942 - ships (5.00)
18 August 1942 - ships (4.45)
23 August 1942 - ships (5.45)
9 November 1942 - Anti-submarine patrol, UK to Gibraltar (8.55)
10 November 1942 - convoy (4.45)
12 November 1942 - Anti-submarine patrol (6.30)
13 November 1942 - Anti-submarine patrol (7.00)
14 November 1942 - convoy (6.05)
16 November 1942 - Anti-submarine patrol (6.10)
19 November 1942 - Anti-submarine patrol (6.30)
20 November 1942 - Anti-submarine patrol (6.55)
22 November 1942 - Anti-submarine patrol (6.10)
24 November 1942 - Anti-submarine patrol (3.30)
28 November 1942 - Anti-submarine patrol (1.40)
29 November 1942 - Anti-submarine patrol (2.05)
1 December 1942 - Anti-submarine patrol (6.25)
3 December 1942 - Anti-submarine patrol (4.50)
6 December 1942 - Anti-submarine patrol (6.30)
7 December 1942 - Anti-submarine patrol (3.10)
8 December 1942 - Anti-submarine patrol (2.55)
10 December 1942 - Anti-submarine patrol (6.20)
12 December 1942 - Anti-submarine patrol (2.55)
16 December 1942 - Anti-submarine patrol (3.35)
17 December 1942 - Anti-submarine patrol (2.55)
20 December 1942 - Patrol, sub and shipping (6.00)
25 December 1942 - convoy (6.15)
27 December 1942 - Patrol, sub and shipping (5.45)
30 December 1942 - Patrol, sub and shipping (4.05)
1 January 1943 - convoy (7.50)
5 January 1943 - convoy (6.00)
8 January 1943 - Anti-submarine patrol (6.40)
16 January 1943 - Reconnaissance, Blinda to Marble Arch (7.20)
16 January 1943 - Reconnaissance, Marble Arch to Heliopolis (5.10)
28 February 1943 - Reconnaissance, Heliopolis to Marble Arch (5.40)
1 March 1943 - Reconnaissance, Marble Arch to Blinda (7.10)
3 March 1943 - sub strike, off Bone (7.10)
7 March 1943 - Anti-submarine patrol (6.25)
9 March 1943 - Anti-submarine patrol (5.00)
13 March 1943 - patrol, sub and shipping (6.10)

16 March 1943 - convoy (7.00)
19 March 1943 - Anti-submarine patrol (6.30)
20 March 1943 - Anti-submarine patrol (6.05)
23 March 1943 - Anti-submarine patrol (3.50)
31 March 1943 - Anti-submarine patrol (6.10)
3 April 1943 - Anti-submarine patrol (4.35)
7 April 1943 - Anti-submarine patrol (6.15)
11 April 1943 - Anti-submarine patrol (5.50)
13 April 1943 - Anti-submarine patrol (6.55)
14 April 1943 - Anti-submarine patrol (3.30)
19 April 1943 - Anti-submarine patrol (2.15)
20 April 1943 - strike, ships (5.40)
30 April 1943 - Anti-submarine patrol (2.45)

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CAMACHO, F/L Vivian Evelyn (J4899) - **Distinguished Flying Cross** - No.59 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 4 March 1919 in British West Indies; served in Officer Training Corps, England, 1932-1936. Home in Radcliffe, Manitoba; enlisted in Montreal 24 August 1940. To No.1 ITS, 7 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.3 EFTS; graduated 23 December 1940 when posted to No.5 SFTS; graduated and commissioned, 20 March 1941. To No.31 GRS, 30 March 1941. To "Y" Depot, 4 July 1941. To RAF overseas, 20 July 1941. Promoted Flying Officer, 20 March 1942. At 1305 hours on 1 May 1942, flying Hudson T9387 of No.233 Squadron from Gibraltar, he attacked a U-Boat, apparently without success. This craft was subsequently attacked by a Sergeant Brent (Hudson AM735) heading east at eight knots. Brent made a diving attack from 1,700 feet releasing three depth charges from 30 feet set at twenty-five feet depth and spaced at sixty feet. Two exploded to starboard abaft the conning tower and the vessel submerged. A minute later ten feet of its bows appeared perpendicular to the surface before sliding down and settling on an even keel. This proved to be **U-573** which was subsequently interned in Spain. Sources: **Lockheed Hudson in World War II** by Andrew Hendrie (Shrewsbury: Airlife, 1999, p.64) and Norman Franks, **Search, Find and Kill: The RAF's U-Boat Successes in World War Two** (London, Grub Street, 1995, pp.210-211), with help from RAF Commands website. Camacho promoted Flight Lieutenant, 20 March 1943. Retired 25 November 1945, apparently in England. Invested with award by King George 29 June 1945. RCAF photo PL-44883 (ex UK-22465 dated 6 July 1945) taken in courtyard, Buckingham Palace after all-Canadian investiture: left to right are W/CJ.M. Enstone (Ottawa), Mrs. Enstone, Mrs. V.E. Camacho, F/L V.E. Camacho, and his mother, Lady Camacho (Derby, England).

This officer completed a tour of operational duty on Hudson aircraft. He has since taken part in many anti-submarine patrols. Early this year he was captain of an aircraft which delivered a telling attack on an enemy U-boat. This attack was

pressed home in the face of extremely heavy anti-aircraft fire and in very bad weather. Since the above action Flight Lieutenant Camacho has continued to display great keenness and a fine fighting spirit.

NOTE: Public Records Office Air 2/9276 has original recommendation dated 17 July 1944 when he had flown 23 Very Long Range sorties (326 operational hours); he was reported as having flown 500 hours on his first tour !

This officer joined No.59 Squadron on the 12th November 1943, and has since completed 23 sorties. This is his second operational tour with Coastal Command, having already completed a tour on Hudson aircraft prior to joining this unit.

On the 27th May 1944, Flight Lieutenant Camacho was captain of aircraft "S" (No.59 Squadron) when a U-boat was sighted in an estimated position of 62° 37' North, 00° 57' East. The weather conditions at the time were extremely bad and the captain was forced to descend below 300 feet before breaking cloud and making his sighting, having previously obtained a radar contact. The captain, however, pressed home a very determined attack at low altitude in the face of extremely heavy flak.

During the run in, the starboard engine was damaged by a cannon shell to such an extent that the aircraft returned to base on the remaining three engines. The attack was, however, well executed, and an analysis given by higher authority was "probably sunk".

Since the above action, Flight Lieutenant Camacho has continued to display great keenness and aggressiveness in carrying out his duties concerning U-boat warfare, and has been a fine example to junior and less experienced members of the squadron.

The U-Boat was **U-292** which had no sinkings to its credit and was lost with all hands. Camacho's crew consisted of J6392 F/L J.R. Morrill (co-pilot), NZ421915 F/O R.S. Shewry (navigator), Aus 418108 Flight Sergeant R.D. Hall (co-navigator, Nfld 798694 Flight Sergeant L.E. Proudfoot (1st WOAG), R115281 Warrant Officer W. Wilkinson (2nd WOAG), Aus 422238 Flight Sergeant L. McCleary (3rd WOAG), 577947 Sergeant W. Derbyshire (WOM Air), 1579452 Sergeant L.M. Waltham (flight engineer). Camacho had previously dropped 64 practice bombs and four depth charges. He had also made one previous attack on a U-Boat (1 May 1942). Initial radar contact at 15 miles, lost at 12 miles and regained at eight miles. Aircraft broke cloud at 250 feet and one and one-half miles from target. The first visual sighting was made jointly by Camacho and Shewry. The aircraft carried eight 250-lb depth charges set to a depth of 25 feet; six were dropped, spaced at 55 feet. The submarine took no evasive action. Aircrew reported two explosions short and very close to U-Boat with four overshooting. The area was not searched owing to an engine catching fire just after the attack. They did observe a

large oil patch, 150 yards by 50 yards. Gunners reported firing 500 rounds (tail), 80 rounds (front) and 20 rounds each from beam guns. The complete narrative read:

On 26th/27th May 1944, aircraft "S", No.59 Squadron was on C.L.A. [creeping line ahead] search in area 62/63° North - 0100° to 0200 E. At 0810 hours a radar contact was obtained at 045° port, range 15 miles. Through a misunderstanding on the part of the Special Equipment operator, the aircraft turned to starboard; this was immediately rectified and aircraft turned on to correct heading, contact being regained at eight miles. Height was lost through cloud and radar contact maintained to three miles, when it was lost in sea returns. Aircraft then broke cloud at 250 feet in position 62°37'N - 00°57'E, and sighted U-Boat on bearing 070° Red 1 ½ miles.

At attack was made across the beam of the U-Boat, aircraft tracking over the conning tower. The six depth charges were dropped at a spacing of 55 feet, but although the points of entry were not observed, the rear gunner saw the depth charge plumes rising on both sides and completely enveloped the U-Boat from the conning tower to the stern. By the size and shape of these plumes he estimated two depth charges on starboard and four on the port side.

After passing over U-Boat, the starboard beam gunner saw a bright yellow explosion amidst the depth charge plumes and approximately half their size. This explosion appeared to be a few feet above the surface of the sea.

The aircraft then turned to sharply port, and the starboard beam gunner, who had crossed over to the port side beam window, saw that the depth charge plumes had subsided and that the bows only of the U-Boat were sticking out of the water at an angle of approximately 20°.

At this time the attention of the crew was diverted from the U-Boat for approximately one minute, due to one of the aircraft engine catching fire.

The U-Boat was then observed to be stationary and submerging on an even keel. This was seen by four members of the crew.

The aircraft then passed over the position, but no swirl was seen. The aircraft once again circled the position, a large oil patch of a blue-green colour and the depth charge scum being seen.

Due to damage sustained during the attack, the aircraft then set course for base.

During the attack nose gunner fired short sighting burst at 1,000 yards. As the range closed, bursts of approximately 30 and 40 rounds were fired, several hits

being registered on the conning tower.

A member of the U-Boat crew was observed between the bandstand and the conning tower, and as the aircraft approached he fell forward on to his face.

The rear gunner, who had his guns fully depressed, opened fire when he heard the navigator say "Bombs gone", and continued until out of range. Both port and starboard beam guns were fired.

Intense light and medium flak was experienced most of which appeared to pass under the port wing. The aircraft sustained damage from flak in No.1 engine.

The time from commencing the attack to complete submergence of U-Boat was three to four minutes.

The Squadron Commanding Officer, Wing Commander P.A. Gilchrist, wrote:

This appears to have been a good attack and was carried out in extremely bad weather conditions. It is unfortunate that a second attack could not be made before the U-Boat submerged, but with such a low cloud base and an engine on fire, the captain of the aircraft was fully occupied during the short space of time following the first attack and the disappearing of the U-Boat. It is unfortunate that the first three negatives off the mirror camera do not disclose the points of entry of the depth charges, but a professional photographic interpreter may be able to assess the position of the explosions in relation to the U-Boat.

The Coastal Command assessment at the time was "B" (probably sunk).

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CAMDEN, F/L James Orville (C3410) - **Member, Order of the British Empire** - No.219 Squadron, AEAF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Hamilton, Ontario, 28 January 1917; educated in that city. In 1935 he passed examination for Amateurs Certificate for Proficiency in Radio. In March 1939 passed examination for Second Class Certificate of Proficiency in Radio. Took special radio courses in high school and by correspondence. Employed 1936-1939 by Canadian Westinghouse (Hamilton) on radio test trouble-shooting, inspection, laboratory assistant and instructor. Chief Engineer for Central Broadcasting Company, 1939-1940, Enlisted in London, Ontario, 22 November 1940 in Signals Branch and granted rank of Flying Officer. To RAF overseas, 21 February 1941; arrived at No.3 PRC, Bournemouth, 5 March 1941. To No.72 Wing, 10 March 1941. To No.2 Radio School, 4 May 1941 (course in Ground Radar. . To No.70 Wing, 27 June 1941. To Station Valley, 5 August 1941 (Radar Officer, Trewen Sands, North Wales). To RAF Station Tangmere, 14 April 1942 (Radar Officer, Darrington). To RAF Station Ford, 1

May 1942. To Station Tangmere, 1 August 1942. Attached to TRE Swanage for GCI course. To No.29 Squadron, 19 October 1942. To No.85 Squadron, 16 November 1942. To No.219 Squadron, 19 December 1942. Attached to TRE Malvern, 20 November to 19 December 1942 for course on Mark VIII A.I. radar, then returned to No.219 Squadron as Radar Officer. Promoted Flight Lieutenant, 1 March 1943. Attached to RAF Catterick, 15 May to 2 June 1943. On strength of No.1 Overseas Air Despatch Unit, 1-3 June 1943. Deplaned in North Africa, 3 June 1943. Reposted to No.219 Squadron, 3 June 1943. Authorised to wear Aircrew Badge (Radio Operator), 29 June 1943. To No.1671 Conversion Unit, 25 January 1944 (ground instructor). Emplaned in North Africa, 12 February 1944; deplaned Cairo West, 13 February 1944. Emplaned Cairo West, 17 February 1944; deplaned No.46 Squadron, 17 February 1944. Temporary Duty with No.10 SP (whatever that is), 17-19 February 1944. To Air Headquarters India, 19 February 1944. Attached Karachi, 21-26 February 1944. Attached Delhi, 26-28 February 1944. Attached No.2 BSU (whatever that is), 28 February to 28 March 1944. Attached Nagker, 28-29 March 1944. Attached Headquarter, Air Command South-East Asia, 9-10 April 1944. Attached RAF Allahabad, 11-12 April 1944. To Repatriation Depot, 27 June 1944. Repatriated via Rockcliffe, 7 or 12 August 1944. To No.1 Manning Depot, 13 September 1944. To No.1 ITS, 7 October 1944; took standard course and was described on 8 December 1944 as "Very keen officer, had no difficulty on course", but aircrew training cut short when he was hospitalized with orthopaedic problems. Right leg amputated, 13 December 1944. To No.1 Composite Training School, 8 January 1945. To No.4 Release Centre, 10 August 1945. Retired 17 August 1945. Award sent by registered mail 8 June 1948. Radar officer. Personal recollections appear in the **CAHS Journal** (Vol.24, No.2, Summer 1986) and an obituary notice appears in Vol.28 No.4 (Winter 1990); died 19 May 1990 (see also **Airforce Magazine**, issue of January-February-March of 1991). No citation in Canadian sources; Public Records Office Air 2/8872 has recommendation.

This officer is Squadron Radar Officer. He was posted to his present unit at a time when new equipment was being introduced and his work during the initial period when many difficulties were being undergone was of the highest order. He did much flying to test equipment and to train navigators Radio. Flight Lieutenant Camden proceeded with his unit to North Africa and was instrumental in effecting a high percentage of serviceability of Radar equipment. There was an almost complete absence of failures during the subsequent operations. As well as imparting his technical experience this officer also trained the mechanics of three American night fighter squadrons in the use of Radar equipment and during the whole year he has never been known to relax his efforts. His untiring devotion to duty has been exemplary.

Notes: Interviewed 11 November 1940 by F/L J.M. Roberts (Commanding RCAF Recruiting Centre, London) - "Good personality; well spoken, unassuming young man. Did well on his trade test. With his good background and his knowledge in respect to Radio we strongly recommend." Noted that he had flown seven and one half hours dual and one hour solo (Taylor Cub, Kitchener Flying Club).

Assessed 30 November 1941 at Station Valley on RDF Maintenance, Trewan Sands "This officer has shown great keenness in his job and also in his spare time has spent all available moments in flying, furthering his knowledge of airborne Radio Equipment." (S/L J.L. Kemp, to which W/C J.O.W. Oliver adds, "A hard working and efficient radio officer.")

On Repatriation Form dated 3 July 1944 he stated he had flown in the following types of aircraft - Dakota (25 hours), Cessna C-78 (three hours), Blenheim (five hours), Oxford (40 hours), Magister (five hours), Sunderland (39 hours), Harvard (ten hours), Wellington (two hours) and Beaufighter (370 hours). Flew approximately 35 sorties (65 operational hours), the last in December 1943.

While in North Africa he had applied for aircrew training and passed medical. On 18 November 1943 he wrote to the Commanding Officer, No.219 Squadron. He observed that he had flown some 350 hours (over 90 at night). Part of his letter read as follows:

The most serious objection to acceptance of this application would seem to be that it is wasting a technician on a flying job. It has been proved many times that it is necessary for someone with technical experience to fly with radar equipment to check faults and keep the gear working efficiently.

I have seen experimental radar gear of the very latest type for installation in some types of single engined aeroplanes. There is no reason to suppose that this gear will be any easier to service than present types, in which case, judging from past experience, an experienced radar mechanic, who is also a pilot, will be very necessary.

This is one of several very useful jobs which could be done by a pilot-radar officer, so it is requested that this application may be given very serious consideration.

RAF policy discouraged such transfers but RCAF Overseas Headquarters agreed, 1 May 1944.

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CAMERON, F/L (now S/L) Archibald MacPherson (C996) - **Air Force Cross** - No.10 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Scotch Hill, Pictou County, Nova Scotia, 7 May 1914. Enlisted in Sackville, New Brunswick, 5 June 1939. Promoted Flight Lieutenant as of 15 June 1941. With No.10 (BR) Squadron as of 21 July 1941. Promoted Squadron Leader, 1 October 1942. To Ferry Command, 10 April 1943; To Eastern Air Command, 11 July 1943. Promoted Wing Commander, 1 December 1943. To No.160 (BR) Squadron, 12 June 1944. To Canadian Joint Staff, Washington, 12 December 1944. Remained in post-war RCAF (20356), retaining rank of

Wing Commander. Commanded Winter Experimental Establishment and in July 1949 posted to a staff position in Air Plans Division, AFHQ. Promoted Group Captain, 1 January 1952; awarded Queen's Coronation Medal, 21 October 1953 while in AFHQ. Died in Scotsburn, Pictou County, Nova Scotia, 1999.

The willing and cheerful manner in which this officer carried out his duties is an inspiration to the junior personnel of the squadron. He has flown 1,000 hours, 386 of which have been on reconnaissance and convoy escort duties comprising 67 sorties over the North Atlantic. His outstanding devotion to duty, cheerful spirit and high ideals deserve recognition.

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CAMERON, F/L Cecil J. (C5627) - **Mention in Despatches** - Middleton St. George (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Winnipeg; enlisted there 13 June 1941 in Aero Engineer Branch. Promoted Flying Officer, 22 November 1941; at RCAF Overseas Headquarters as of 25 November 1941; promoted Flight Lieutenant, 1 September 1942. Repatriated 2 August 1945. Retired 16 October 1945. Living in Flin Flon, Manitoba as of 1950. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945 stating that as of that date he had served 35 months in Canada, nine months overseas. Believed to have died in Nelson, British Columbia, 21 October 1993.

This officer is Station Electrical Engineer Officer and is considered well worthy of recognition. He took over his present appointment from his RAF predecessor at the height of the bombing campaign last summer and has handled the many problems involved with outstanding energy, initiative and perspicacity. He has contributed greatly to the maintenance of a high degree of serviceability at this Unit and was instrumental in the efficient installation of this Station's Sodium Flare Path equipment. He has provided fine leadership and by his own example has set a high standard of workmanship and devotion to duty in his section.

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CAMERON, F/O Gregory Donald Angus Tunnicliffe (J16636) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 20 November 1919 in Toronto; home there (truck driver); enlisted there 6 May 1941 and posted to No.1 Manning Depot. To No.5 Equipment Depot, 23 May 1941. To No.1 ITS, 1 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 promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 7 January 1942. Attended No.5 (Pilots) AFU, 23 February to 31 March 1942. To No.52 OTU, 31 March 1942. Commissioned 19 October 1942, To Station Kenley, 21 October 1942. To No.249 Squadron, 23 October 1942. Wounded, 27 October 1942 (lacerated scalp,

forehead). To Headquarters, Malta, 12 February 1943. Promoted Flying Officer, 19 April 1943. To No.1 Personnel Despatch Centre, 18 May 1943. To Hendon, 22 May 1943. To No.57 OTU, 6 June 1943 to instruct. To Repatriation Depot, 6 November 1943. Embarked for Canada, 13 November 1943. Disembarked New York, 19 November 1943. To Eastern Air Command, 29 December 1943. To No.129 (Fighter) Squadron, 1 January 1944. To "Y" Depot, 23 August 1944. Embarked 30 August 1944; disembarked in United Kingdom, 7 September 1944. To No.83 Group Service Unit, 22 September 1944. To No.401 Squadron, 30 September 1944. Promoted Flight Lieutenant, 19 October 1944. Hit by flak, 1 May 1945 and sustained burns to face and wrists (baled out over Showerin Aerodrome). Repatriated 8 July 1945. Retained in Interim Force; to No.1 Air Command, Trenton, 20 July 1945; to No.1 WS, Mount Hope, 20 August 1945; to No.2 Flying Training School, Yorkton, 30 October 1945. To Winter Experimental Establishment, Edmonton, 1 December 1945. As of April 1946 he was flying Meteor EE311 at RCAF Winter Experimental Establishment, Edmonton. Retired 8 October 1946. Studied law at Osgoode Hall. Re-engaged in Toronto, 31 October 1951 (160254) with No.2400 Aircraft Control and Warning Squadron (Auxiliary) on Special Duty to 5 March 1952 ("retention of this officer is not practical or desirable.") Taken on strength of Station Toronto as Administrative officer (legal duties), 18 December 1953 to 11 January 1954, 29 May 1954 to 31 December 1954, 29 July 1955 to 27 August 1955, 19 October to 5 November 1956, 28 June to 12 July 1957. Assigned to Downsview, 1 October 1958. Final retirement to reserve on 31 March 1960. Died in Blind River, Ontario, 1989 as per **Legion Magazine** "Last Post" website. Photo PL-35886 is a portrait, Credited with the following victories: **7 September 1942**, one FW.190 damaged while a Sergeant with No.402 Squadron; **5 October 1944**, one Me.262 destroyed (shared with four other pilots); **10 December 1944**, one FW.190 probably destroyed plus one FW.190 damaged; **29 December 1944**, one FW.190 destroyed; **1 January 1945**, three Bf.109s destroyed; **20 April 1945**, one FW.190 destroyed and one FW.190 damaged. Award presented 18 October 1947.

Flying Officer Cameron has displayed a high standard of skill and resolution in air operations. He has participated in a large number of sorties during which he has shown the greatest keenness to engage the enemy. Flying Officer Cameron has destroyed four enemy aircraft, three of which he shot down within a few minutes in an engagement against a large force of fighters in January 1945. Flying Officer Cameron has also attacked several locomotives and a number of mechanical vehicles with damaging effect.

NOTE: Public Record Office Air 2/9044 has recommendation drafted by S/L W.T. Klersy on 3 January 1945.

This officer has flown 226 operational hours for a total of 140 sorties and is now on his second tour of duty, having completed one tour in Malta and the Middle East. Since joining No.401 Squadron on September 30th, 1944, Flying Officer Cameron has shown exceptional keenness and fierce determination to engage the enemy which has resulted in his destroying on the ground 12 enemy vehicles and

damaging five locomotives. On January 1st, 1945 at 0914 hours, No.401 Squadron were at the end of the runway waiting to take off when 40-plus Focke Wulf 190s and Messerschmitt 109s swept across the airfield. A hurried take-off resulted and in the ensuing melee, Flying Officer Cameron found himself split up from the rest of the squadron. With dauntless courage and regardless of his own personal safety, he pressed home devastating attacks against the enemy and shot down three Messerschmitt 109s within ten minutes of being airborne, bringing his score to four enemy aircraft destroyed, two probably destroyed and one damaged.

Such outstanding coolness and such superb effort against overwhelming odds have earned for him the fine respect of his comrades and set for them a splendid example.

On 6 January 1945, Group Captain G.R. McGregor wrote on the form:

This officer's attitude toward his work has been exemplary throughout his association with this wing. His outstanding performance on January 1st is deserving of the highest praise. He is strongly recommended for the award of the Distinguished Flying Cross.

The diary of No.129 Squadron (Dartmouth) has the following entry for 27 April 1944:

At about 1400 hours, F/O G.D. Cameron was engaged in Section height climb in Hurricane XII 5683 at about 24,000 feet when the hood opened and blew off. The pilot's helmet and oxygen mask also were carried away, causing the pilot to go into a power dive. As a result of pressure in dive, the port panels were blown off. The pilot landed without injury to himself or further damage to the aircraft.

Notes: On Repatriation Form dated 4 June 1945 he stated he had flown 315 operational hours and 380 non-operational hours - 225 sorties, the last on 1 May 1945. Types flown overseas were Spitfire (500 hours), Kittyhawk (15), Master (80) and Hurricane (100). Claims of five enemy aircraft destroyed, two probably destroyed and two damaged plus 14 engines, 35-40 mechanical transport.

RCAF Press Release No.830 dated 10 October 1942 read as follows:

They are still talking on an R.C.A.F. fighter squadron in Great Britain of how a young Canadian sergeant pilot on the ground guided a whole squadron through a haze and gathering dusk to a safe landing after a recent sweep.

Sergeant Gregory Cameron, Toronto, had landed with two of his squadron mates at a southern aerodrome just as darkness was closing in. A ground haze was rolling across the field making judgment of distance difficult. Cameron sighted a

homing squadron coming in to land under these dangerous conditions.

He raced to a Spitfire nearby and switching on the intercom 'talked' the aircraft down through the dusk and the haze one at a time. Exercising remarkable judgment and a pilot's trained eye, he told each of the incoming pilots when to lose height and put down his flaps, and with these detailed instruction, enabled every member of the squadron to touch down without so much as a washed out undercart.

Cameron received high praise from his commanding officer, S/L 'Bud' Malloy of Halifax, as well as from the leader of the squadron he steered to a safe landing.

Training: Interviewed in Toronto 30 April 1941 by F/O J.R. Richardson - "Good heavy built lad. Keen and alert. Able to absorb instruction and should make good aircrew material."

Course at No.1 ITS as 4 July to 8 August 1941. Courses in Mathematics (67/100), Armament, practical and oral (80/100), Signals (92/100), Hygiene and Sanitation (38/100), Drill (79/100) and Law and Discipline (57/60). "Keen, willing type who is a bit slow in learning subjects given him. Should develop satisfactorily." Placed 95th in a class of 132.

Course at No.7 EFTS was 8 August to 25 September 1941. Fleet Finch aircraft - 24 hours 25 minutes dual, 31 hours 30 minutes solo plus 6 hours 25 minutes on instruments. Logged ten hours in Link. "Progress average. Eager to learn. Attitude good. Instrument flying weak. Aerobatics good. Should be an average pilot." Ground courses in Airmanship (134/200), Airframes (67/100), Aero Engines (55/100), Signals, practical (74/100), Theory of Flight (67/100), Air Navigation (122/200), Armament, oral (124/200), and graded 155/200 on "Qualities as an Officer." Placed 27th in a class of 36. "Conduct fair. Anxious to learn. Self confident. Has a tendency to argue and have his own way. Wants to be in the limelight."

Course at No.14 SFTS was 25 September to 19 December 1941. Harvard aircraft. 42 hours 50 minutes day dual, 37 hours 35 minutes day solo, three hours 15 minutes night dual, eight hours 45 minutes night solo. Was 20.05 on instruments; logged 20 hours in Link. "A low average pilot, weak on instruments. Tends to be careless. All flying needs polishing. No special faults. Over confident." (S/L E.R. Johnston). Ground course is Airmanship and Maintenance (153/200), Armament, written (64/100), Armament, practical (79/100), Navigation and Meteorology (144/200), Signals, written (37/50), Signals, practical (85/100). "Willing to learn but has trouble expressing himself. Conduct and deportment fairly good. Average student." (S/L G.E. Creighton). "Average intelligence. Grasps instruction slowly, good application, resents criticism, over confidence hinders his improvement." Placed 43rd in a class of 47.

Course at No.5 (Pilots) AFU was 23 February to 31 March 1942. Miles Master aircraft (12.15 day dual, 1.00 day solo, 2.10 night dual - 30 minutes in formation, 2.05 on instruments); also logged 5.15 in Link and flew 30 minutes in Hurricane.

Course at No.52 OTU was 31 March to 2 June 1942. Spitfire aircraft - 71.25 day solo of which 1.45 were on instruments and 16.50 in formation; also logged 15.50 in Link. Carried out 27 exercises; fired 4,670 rounds air to air and 1,500 air to ground. Flying assessed under following headings - Natural Aptitude (average), Skill in Landing (average), Airmanship (above average), Aerobatics (above average), Cockpit Drill (average), Instrument Flying (average), Formation Flying (above average), Formation Flying (above average), Map Reading (above average). Distinctive Qualities rated under following headings - Persistence (above average), Sense of Responsibility (above average), Endurance (above average), Leadership (above average), Method (above average), Deliberation (above average), Self Control (above average), Initiative (average), Dash (average), Distribution of Attention (average), General Assessment as Suitability as an Operational Pilot (above average). "A good pilot and an excellent NCO. In due course he is likely to be a good officer and is strongly recommended for a commission."

Selected Assessments: "A most keen and willing officer who would make a good flight commander." (Air Commodore A.H. Hook, No.57 OTU, 4 November 1943, when he had flown 575 hours (115 in previous six months). To this, G/C G.R. McGregor added, "This officer lacks Admin experience but I concur in the above remarks. The assessment may be too high slightly."

"This officer completed a tour of operations and almost completed his tour on an OTU when he had to be withdrawn from flying due to a cable received concerning his wife's ill health. He has applied for reposting to England, but it is not considered advisable due to the fact that domestic worries might cause him again to 'go to pieces'. It is requested that action be taken to effect his positing within Canada. This officer will be available for posting 23rd December 1943." (F/O F. Thompson, for S/L K.E. Ball, DD/R, 2 December 1943)

"Keen on returning overseas." (S/L P.A. Gilbreton, No.129 Squadron, 16 March 1944)

"Is a keen and capable pilot. On the ground he is a good officer." (S/L W.T. Klersy, 1 May 1945; he had flown 135 hours in previous six months.)

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CAMERON, Squadron Officer Jean Thurston (V30011) - **Mention in Despatches** - Eastern Air Command Headquarters (however, posting record indicates Western Air Command only). Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 24 September 1901 in St. Thomas, Ontario (RCAF press release 4907 announcing award). Educated there and University of Toronto. On the staff of St. Mary's Board of Education. Home in Woodstock, Ontario; enlisted Hamilton, 23 October 1941 (Administration Branch) and posted to Canadian Women's Air Training unit. Commissioned Section Officer, 1 December 1941. To No.7 SFTS, 30 January 1942. To Western Air Command, 11 June 1942. Promoted Flight Officer, 10 September 1942. Promoted Squadron Officer, 1 February 1944. Retired 21 December 1946. Died in Komoka, Ontario, 19 October 1992.

This officer, employed on personnel duties, has displayed exceptional capacity for her arduous duties. By her initiative, efficiency and outstanding devotion to duty, she has been a fine example to the staff at these headquarters. Her cheerful willingness to assume extra responsibilities and carry them out successfully is most praiseworthy.

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CAMERON, S/L Kenneth Cairns (C2912) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Walsall, England, 26 November 1911; educated at Tamworth, England plus Toronto public schools and Central Technical School (1925-1928). Involved in Potency Tests on insulin, Connaught Laboratories, University of Toronto, 1926-1927. Testing receivers, Mohawk Radio, Toronto, September 1927 to November 1928. Specialized Radio Services, Cameron Brothers Radio (Winnipeg) with his brother Ron and was a radio engineer with CJRC (1934-1940; Operations Engineer for Trans-Canada Communications, Winnipeg, March to August 1940. Enlisted in Winnipeg, 11 October 1940 in Signals Branch. To No.1 Manning Depot, Toronto, 4 November 1940. To No.1 Wireless School, Montreal, 17 November 1940. To No.4 Repair Depot, Dartmouth, 16 March 1941. Promoted Flying Officer as of 18 March 1941. To No.11 (BR) Squadron, Dartmouth, 7 July 1941. To Eastern Air Command Headquarters, 2 January 1942. Promoted Flight Lieutenant, 1 April 1942. At AFHQ as of September 1942. Promoted Squadron Leader, 1 April 1943. To AFHQ, 30 September 1943 (Special Duties List). To Eastern Air Command Headquarters, 13 February 1944. To Western Air Command Headquarters, 24 October 1944. Temporary Duty in San Francisco, 8-12 January 1945. Promoted Wing Commander, 1 April 1945. To Canadian Joint Staff, Washington, 19 August 1946. Remained in RCAF after the war (24016), reverting to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 June 1947. To AFHQ (Special Duty List), Scott Field, Illinois, 8 June 1947. Canadian Joint Staff, Washington, 2 October 1947. To AFHQ, 2 June 1948. To Canadian Joint Staff, Washington, 7 February 1950. Promoted Group Captain, 1 January 1952. To AFHQ, 17 July 1952. To Training Command Headquarters, Trenton, 29 August 1955. To Station Clinton to command, 24 July 1956. To Air Defence Command Headquarters, 2 September 1960. Retired 27 May 1965. Awarded Queen's Coronation Medal, 21 October 1953 while a Group Captain, AFHQ. Spent 25 years with ITT Canada as President, General Manager, and member of the Board of Directors. Died in Ottawa, 2 October 1993.

This officer was employed on the Signals staff at Eastern Air Command for over two years, during which time he worked hard and conscientiously in establishing an efficient system for the distribution, installation and maintenance of all wireless equipment within the Command. Through long hours of work and careful planning he succeeded in creating an efficient system which has contributed in a large measure to the success of the air operations in the

Command.

Recommendation raised 15 January 1944 by G/C W.A. Orr as follows:

From the time of his appointment to the Signals staff at Eastern Air Command Headquarters in January 1942, Squadron Leader Cameron worked hard and conscientiously on establishing an efficient system for the distribution, installation and maintenance of all wireless equipment within the Command. With but limited resources at his disposal, by careful planning, long hours of work and unflagging resolve in the face of all difficulties he succeeded in creating an efficient system which has contributed in a large measure to the success of the air operations in the Command.

Selected Assessments: “This officer has carried out the duties as Signal Officer in a satisfactory manner. He is very quiet and retiring, neat in appearance, keen and conscientious.” (S/L M.G. Baskerville, No.11 BR Squadron, Dartmouth, 15 December 1941).

“Special knowledge in Radio Broadcasting. This officer is particularly competent in his work as Signals 2 in the Headquarters. He is a fighter and achieves results against what may appear to be unsurmountable difficulties. He is recommended for promotion to Temporary Rank.” (G/C W.A. Orr, Eastern Air Command Headquarters, 7 January 1943).

“An outstanding Signals Officer who in a short time has done much to improve the signals organization in the Command. (G/C M.D. Lister, WAC, 6 April 1945). To this, Lister then adds, “This officer is far above average in ability and determination to get a job done properly and promptly.”

“Wing Commander Cameron has served under me as Chief, Communications Branch and Deputy Director of Signals for the last seventeen months. His work in that capacity has been outstandingly effective and he has made a significant contribution to RCAF plans and to the direction of RCAF and joint signals activities during a period made particularly difficult by reason of rapid expansion. Wing Commander Cameron possesses sound technical knowledge, above average ability in staff work, good judgement and expresses himself well either verbally or in writing. He is mature, discerning and well informed, with a capacity to recognize and evaluate broad issues. He has the highest professional and moral integrity. His manner is somewhat severe and he sets a high standard for those working with him but a still higher standard for himself. In his duties Wing Commander Cameron is required to deal with a great many personnel of military and civil status. His relationship with personnel at all levels is completely satisfactory and he has had the confidence and respect of all those with whom he works. Although not particularly gregarious, he can meet social obligations with complete adequacy. His family life is, to the best of my beliefs, happy and his personal affairs well ordered. Although I would regret the loss of Wing Commander Cameron’s services, I consider that he is capable of filling a position of greater responsibility than is required in his present rank

and appointment. I have no hesitation on recommending him for accelerated promotion.”
(Group Captain E.A.D. Hutton, Director of Signals Administration, 4 November 1949).

“The ability of this officer in commanding a large station and its associated electronics school has been of a high order. Despite a constant series of unfortunate personnel maladjustments, through no fault of his own, he has never wavered in his standards of administration or his sense of purpose. In reviewing his performance as a Station Commander under such circumstances, I cannot help but feel that the RCAF can ill afford to lose his services at the conclusion of his present appointment. Apart from his wide staff experience in the electronics field, Group Captain Cameron is practical and down to earth in his everyday approach and he has the respect of all for his personality and knowledgeable leadership.” (Air Commodore M.P. Martyn, Training Command Headquarters, 2 February 1960).

“It is a pleasure to report on G/C once more. I have assessed him very highly but it is well justified. This officer took over the staff appointment of STelSO about a year and three months ago. Not long after his arrival he proposed a re-organization within the staff to join together the technical and control functions and this has worked very well indeed, balancing the workload within the HQ and permitting greater efficiency. Since that time there has been a constant flow of useful ideas from him and his staff, many of which have been adopted and others which are of broad implication and still under consideration at the present time. His background of experience, imagination and initiative, and his organizing ability are remarkable, and in the process he has welded his staff into a smoothly operating entity, handling personnel problems in a most competent manner. He speaks well and with authority and his written work is of a very high quality, in fact quite exceptional. These attributes bring forth respect and close attention around the conference table. G/C Cameron is a very fine officer, mature in all respects, highly intelligent and admired and held in high esteem by his colleagues, seniors and juniors alike.”
(Air Commodore J.B. Harvey, Air Defence Command Headquarters, 23 January 1962).

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CAMERON, S/L Lorne Maxwell (J15378) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 22 March 1944 as per **London Gazette** dated 4 April 1944 and AFRO 921/44 dated 28 April 1944. Born 27 February 1922 in Roland, Manitoba; home in Winnipeg; enlisted there, 2 January 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard), 9 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.14 EFTS; graduated 3 July 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF Trainee Pool, 8 October 1941; No.53 OTU, 18 November 1941 to 20 January 1942; No.402 Squadron, 20 January to 22 July 1942 (injured in a crash). Promoted Flight Sergeant, 13 March 1942 and commissioned 1 May 1942. He became one of the Guinea Pigs treated at East Grinstead Hospital by W/C Tilley as described in the book **‘As for the Canadians - The Remarkable Story of the RCAF’s Guinea Pigs of World War II** by Rita Donovan (Buschek Books). Promoted Flying Officer, 1 November 1942 and Flight Lieutenant, 30 November 1943. At Station Redhill, 22 July to 6 September 1942; No.402 Squadron, 6 September 1942 to 3 April

1943; No.53 OTU, 3 April to 12 November 1943; No.401 Squadron, 12 November 1943 to 3 July 1944 (promoted Squadron Leader, 18 December 1943; reported missing; shot down by flak, captured, escaped); safe in UK, 3 September 1944. For more on this, see MI.9 report of G.M. Murray and comments below by Lieutenant Peter Stanley Winston. Repatriated 29 September 1944. To No.120 Squadron, 16 November 1944. To No.2 Air Command, 6 March 1945. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 5 August 1945. Although he attended RCAF Staff College but elected to retire, 4 October 1945. Served in postwar RCAF Auxiliary, rising to Wing Commander. Claimed 1,250 hours (400 operational). Victories as follows: **22 February 1943**, one FW.190 destroyed in mid-Channel; **13 March 1943**, one FW.190 damaged, Cayeux; **29 November 1943**, one FW.190 destroyed, Chievres; **20 December 1943**, one Ju.88 destroyed, Brussels; **7 March 1944**, one Bf.109F damaged, Beaumont-sur-Oise; **25 May 1944**, one FW.190D destroyed, Nivelles; 7 June 1944, two JU.88s destroyed. Award sent by registered mail 11 March 1949. Married Norma Claire and worked for Ducks Unlimited. Died in Victoria, 30 September 1997. RCAF photo PL-28534 (ex UK-9500 dated 6 April 1944) shows him with Spitfire. Photo PL-28535 (ex UK-9501 dated 6 April 1944) shows S/L L.M. Cameron; on his left is F/L Jack Sheppard (Dollerton, British Columbia); on his right is F/L Richard Martin Stayner (Saskatoon).

This officer led a large formation of fighters detailed to escort a vary large force of bombers on an operational mission in March 1944. Throughout the sortie, during which several enemy aircraft were shot down, Squadron Leader Cameron displayed great skill and determination and played a good part in the success achieved. He has invariably displayed high courage, setting an example which has been reflected in the fine fighting qualities of the squadron he commands.

DHH file 79/507 has excerpts from MI.9 report of Lieutenant Peter Stanley Winston, 45th Royal Marine Commandos, which bore on Cameron:

On 4 July [1944] Squadron Leader Cameron, RCAF (MI.9/S/P.G./MISC/INT/636) was brought to the wood by the Resistance group. On 5 July Squadron Leader Cameron and I decide that the party should split up and each man should endeavour to find his own way through the lines.

Squadron Leader Cameron and I moved together. We walked south by day and hid at night in barns, woods, etc. French peasants gave us food. Our route was - Mezidon (U 2555) - Argentan ((U 2619) - Alencon (Z 3503) where we obtained two bicycles from a Frenchman.

We cycled to Le Mans (Sheet 15, Z3931) - La Fleche (Sheet 14, K 1902) - Saumur (Sheet 20, P 1853) - Loudon (P 1915) - Poitiers (Sheet 21, U 4878) - Ruffec (Sheet 24, U 3418) - Angouleme (Z 3074) - Montmoreau Z 2847) - Chalais (K 2032) - Le Roche - Chalais (K 1820) - St. Barthelemy (K 3211) where we arrived on 16 July.

On 17 July we were taken to a Maquis group in St, Michel le Double (K 3911). We remained with this group until 27 July when we were taken by train (third class) to Bordeaux. We stayed at a house there until 4 August/ On that day we were being taken by car to a rendezvous which had been arranged by letter with a supposed member of the Resistance. The car was stopped by about 50 Germans and we were made Prisoners of War. We were interrogated by the Gestapo. We gave only names, rank and number.

With eight Americans we were taken to the detention prison in Bordeaux, where we remained until 19 August when the German Air Force took the ten of us to Merignac aerodrome near Bordeaux.

We stayed there until 22 August when we were taken in a Luftwaffe convoy to near Chateauneuf (Z 1369). We stayed there until 28 August. Between 26 and 28 August we persuaded the Germans to send groups of our party to a civilian hospital in Angouleme. The last party was taken there on 28 August. On 1 September at 0315 hours the local Maquis came to the hospital and took us to the Torn Hall, where we were feted by the French. On 2 September at 1900 hours we were taken to Limoges with a Canadian Captain Paratrooper. On 3 September we were brought to the United Kingdom by air in two parties.

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CAMERON, Corporal Richard Cleland (R121920) - **Mention in Despatches** - No.156 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 14 December 1920 in Leith, Scotland. Home in Sylvan Lake, Alberta (baker); enlisted Edmonton, 23 August 1941. Posted to Valcartier, 23 August 1941. To University of New Brunswick, Fredericton, 20 October 1941 to train as Radio Mechanic until 14 February 1942. Promoted **Leading Aircraftman**, 9 February 1942. To No.31 Radio School, Clinton, 5 March 1942. Posted to No.31 Personnel Depot, Moncton, 19 April 1942. Arrived at No.3 Personnel Reception Centre, Bournemouth, 27 May 1942. To No.50 Squadron, 13 June 1942. Classified as **Radar Mechanic**, 1 July 1942. To Headquarters, Bomber Command, 8 November 1942. Promoted **Corporal**, 1 January 1943. To No.156 Squadron, 6 May 1943. Promoted **Sergeant**, 16 February 1945. To Station Upwood, 10 March 1945. Repatriated to Canada, 23 July 1945. Released 24 September 1945 in Calgary. Died in Red Deer, Alberta, 4 August 1991 as per **Legion Magazine** "Last Post" website.

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CAMERON, F/O Thomas Henry (J17785) - **Distinguished Flying Cross** - No.255 Squadron - Award effective 20 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 644/44 dated 24 March 1944. Born Leith, Scotland, 21 January 1919. Educated in

Saskatchewan. Took one year of electrical and welding courses. Labourer in smelter mill, Trail, British Columbia and baker for one year. Served briefly in Calgary Highlanders. Home in Sylvan Lake, Alberta; enlisted Calgary, 20 December 1940 and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 27 January 1941. To No.2 ITS, Regina, 29 March 1941; graduated 29 April 1941; promoted LAC 2 May 1941; to No.5 EFTS, Lethbridge (later High River), 3 May 1941; to No.3 SFTS, Calgary, 3 July 1941; graduated 20 September 1941; promoted Sergeant). To "Y Depot, Halifax, 22 September 1941; to RAF Trainees Pool, 6 October 1941. Taken on strength of No.3 PRC, 19 October 1941. To No.2 SFTS, 3 November 1941. Attached to No.1516 Beam Approach Training Flight, 15-29 December 1941. To No.51 OTU, 27 January 1942. Promoted Flight Sergeant, 20 March 1942. To No.255 Squadron, 21 April 1942, later proceeding to North Africa with that unit. Commissioned 15 February 1943. Promoted Flying Officer, 15 August 1943. Returned to Britain 6 November 1943 (tour expired). To Headquarters, No.9 Group, 21 November 1943. To No.63 OTU, 22 November 1943. To No.51 OTU, 18 January 1944, serving there until 20 July 1944. He was considered a satisfactory but not outstanding instructor. Expressed a wish in July 1944 to be posted to No.418 Squadron and although this was recommended it did not happen. Embarked for Canada, 11 August 1944 on special leave; returned to Britain by air, 12 October 1944. To No.410 Squadron, 17 November 1944. Promoted Flight Lieutenant, 15 February 1945. Killed in flying accident in Holland, 11 May 1945 (Mosquito MM786, No.410 Squadron, on air test; killed with R251263 LAC Llewellyn Morganog Thomas). Chris Shores, **Those Other Eagles**, confirms that his radar observer was F/O James Lascelles Wood (RAF, awarded DFC) and provides the following victory list: **12/13 December 1942**, one Junkers 88 destroyed in Bone area; **23/24 January 1943**, one Dornier 217 destroyed twenty miles north of Bone; **31 July/1 August 1943**, one Junkers 88 destroyed forty miles northeast of Palermo. Award presented to next-of-kin, 1 December 1948. Photo PL-25540 (right) is a portrait.

This pilot has destroyed three enemy aircraft in the course of a long and arduous operational career. He has completed eighteen months of operational flying in the Mediterranean theatre of war and has always shown the utmost keenness and enthusiasm for his duties. His courage and devotion to duty have been outstanding at all times.

NOTE: On 17 March 1944 W/C H.W. Eliot filed a report which, in spite of its date, covered his service with No.255 Squadron from 15 February 1943 to 15 October 1943. It described him as having flown 759 hours (180 in the previous six months) and described him thus:

An excellent all round officer possessed of sound judgement and considerable initiative. Has tackled his work with consistent skill and efficiency.

As of February 1945 he was reported to have flown 1,094 hours (53 in previous six months).

Circumstances of death: It appears that his aircraft had not been refuelled following earlier flying, and on a test flight both engines failed through fuel starvation. He was too low to allow

time for engines to restart after switching from outboard to inboard tanks. He was losing height gradually when the port wing struck the ground, the aircraft rolled over and broke up. He was killed instantly and his body thrown clear. LAC Thomas (fitter) was dragged living from the wreckage but died a few hours.

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CAMERON, F/L William Clackson (J7456) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 21 March 1921 (card says 1911 which seems unlikely) in Condir; Saskatchewan; home in Lumsden, Saskatchewan; enlisted Regina, 4 January 1941. To No.2 ITS, 14 March 1941. Promoted LAC on 3 May 1941 and posted to No.14 EFTS; graduated 3 July 1941 and posted to No.11 SFTS; graduated and commissioned 13 September 1941. To Trenton, 14 September 1941. To No.4 SFTS, 16 December 1941. To No.2 EFTS, 17 October 1942. To No.10 SFTS, 8 June 1943. To "Y" Depot, 5 August 1943. To United Kingdom, 24 August 1943. Repatriated 26 September 1945. Released 5 November 1945. Died 1972. 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.1634 (RG.24 Vol.20604) has recommendation dated 17 January 1945 when he had flown 30 sorties (169 hours 50 minutes), 23 June to 6 November 1944. It is rather misleading in referring to his "first sortie" which was actually a trip as second pilot; the mission of 4 July was Cameron's second operation (though first as captain).

On this officer's first sortie on 4th July, 1944 to Villeneuve St.George, he was attack[ed] by an ME.410 and his aircraft suffered considerable damage to wings, fuselage and the starboard elevator was blown partly away. However, Flight Lieutenant Cameron, by his coolness and skill, regained control of his aircraft and brought it back safely to base where he made an excellent landing without further damage to his aircraft.

This officer has completed 30 sorties to some of the enemy's most heavily defended targets, including Kiel, Stuttgart, Stettin, Soesterberg and twelve sorties to the most heavily defended areas in the Ruhr.

I consider this officer's skill, courage and unswerving devotion to duty merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

23 June 1944 - Bientiques (4.00, second pilot)
4 July 1944 - Villeneuve St. George (6.35)
6 July 1944 - Siracourt (4.50, day)
7 July 1944 - Caen (4.35, day)
12 July 1944 - Thiverny (4.55, day)

23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.10)
3 August 1944 - Bois de Casson (5.45, day)
4 August 1944 - Bois de Casson (5.50, day)
5 August 1944 - St. Leu d'Esserent (5.25, day)
7 August 1944 - Caen (4.30)
8 August 1944 - Chantilly (5.45)
14 August 1944 - Pontigny (4.45, day)
15 August 1944 - Soesterburg (4.20, day)
16 August 1944 - Stettin (8.10)
7 September 1944 - Le Havre (3.35, early return)
12 September 1944 - Dortmund (5.35, day)
17 September 1944 - Boulogne (3.40, day)
18 September 1944 - Domburg (4.40, day)
27 September 1944 - Bottrop (5.50, day)
28 September 1944 - Cap Gris Nez (3.40, day)
4 October 1944 - Bergen (6.10, day)
14 October 1944 - Duisburg (5.50, day)
14 October 1944 - Duisburg (5.45)
25 October 1944 - Essen (5.25, day)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (6.25)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (4.40)

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CAMERON, F/O William Fulton (J4333) - **Mention in Despatches** - No.407 Squadron. Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Victoria, British Columbia, 11 April 1909. Attended UBC before enlisting in Vancouver, 26 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS; graduated 11 December 1940 when posted to No.5 SFTS; graduated and commissioned, 12 March 1941. He was in crew of Anson N5087 which was on an exercise, 24 April 1941 and struck cable over Chatham Estuary, damaging port engine and starboard wing; pilot (41200 F/O Anthony Brien John Pearson, RAF) uninjured; others aboard were Sergeant Russell Majeau, (RCAF, later MiD and KIA), LAC John Henry Danton (RAF) and AC1 Harry Teggert (RAF). Aircraft executed successful forced landing at Chatham. To "Y" Depot, 17 June 1941. To RAF overseas, 20 June 1941. Promoted Flying Officer, 12 March 1942. Served with No.407 Squadron. Repatriated, sick, March 1943, after being wounded or injured. To Patricia Bay, 27 April 1943. To School of Flying Control, 17 April 1943. To Boundary Bay, 28 May 1943. Promoted Flight Lieutenant, 30 September 1943.

Reclassified as Flying Control, 11 September 1944. Promoted Squadron Leader, 1 October 1944. Service in Western Air Command included both flying control and air cadet liaison duties. Remained in postwar RCAF, retaining rank of Squadron Leader as of 1 October 1946 (23411 and returning to General List). Promoted Wing Commander, 11 August 1956. Died in Ganges, British Columbia, 20 April 1982. Shown in RCAF photo PL-2441, taken at No.5 SFTS - LAC J.R. McCullough (Point Pleasant, West Virginia, ex-American Airlines and U.S. Navy Reserve), LAC W.F. Cameron (Vancouver ex-logging business), LAC D.E. Kelly (New York City, educated at Harrow) and LAC J.L. Francine (ex-Philadelphia, ex-American Airlines and U.S. Navy Reserve, pointing to map). No citation in AFRO. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation dated 17 August 1942.

Flying Officer W.F. Cameron joined this unit on the 17th of July, 1941. He was subsequently taken off flying duties owing to ill health, after he had successfully completed eight operational flights during which three enemy merchant vessels were attacked by night. One of these vessels was officially credited as damaged. Since March 1942 he has been employed as the permanent training and despatching officer of the squadron. I can only say that I have never before known these duties to be carried out so efficiently in any squadron as they are by Flying Officer Cameron. The ground training given to all crews both new and old is characterized by extreme thoroughness and the air training which in a large measure is controlled by this officer is gratifyingly complete in all respects. In the normal course of his despatching duties he has undertaken most successfully the provision of both aircraft and crews to meet operational requirements, and the efficiency with which this is done has been such as to make the lot of the operational aircrew the best that can be given. Flying Officer Cameron has achieved these most noteworthy results by recognizing, first of all, the necessity of having an efficient system with which to work and of creating the highest degree of good will and liaison between all ranks.

CAMERON, S/L William Fulton (J4333) - **Member, Order of the British Empire** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Award presented 6 November 1948.

Squadron Leader Cameron is presently filling the position of Staff Officer Aircraft Control at Western Air Command. Since his return from overseas, due to injuries, he has enthusiastically applied himself to aircraft control and air/sea rescue duties, and has gained a most comprehensive knowledge of this phase of flying. He has built up an air search and rescue organization second to none, and by reason of his own direction and untiring round-the-clock efforts, far beyond the ordinary call of duty, is responsible for the excellent record achieved by this Command both in search and rescue and aircraft control, in this the worst flying area in Canada. In dealing with flying problems that have arisen between the Royal Canadian Air Force, United States Northwest Pacific and Alaskan

Commands, he has shown such tact and ability that messages of appreciation have been received from both Commands.

RCAF press release No. 982 (Immediate) dated November, 1942, transcribed by Huguette Oates, reads:

Bill Cameron is a welfare officer now! Certainly a complete metamorphosis from his former role as a hell-diving pilot with the famous RCAF Demon squadron, and pre-war race horse owner. Actually, F/O William F. Cameron's welfare job is a part-time one, his main task at the moment being a ground job which makes him long for the days when he struck at Nazi shipping.

Bill curses the day he was injured in his Hudson over the Frisian Islands, for that injury, and a subsequent one suffered on the ground, finished his war time flying career and later ended his connection with his beloved Demons, of which he remained the only original number. The grounded pilot spent 15 months with the Demons, joining them immediately after arriving in England in June 1941.

Bill was acting as navigator and second pilot on his twelfth strike against German shipping in October of last year when the aircraft was caught in a burst of heavy flak over the Prisians. The pilot took violent evasive action and Bill was thrown from his seat, down into the nose of the plane, his knee being badly injured. Disregarding his injury, Cameron navigated home from a prone position in the nose of the Hudson, shouting the course to the pilot. As soon as the kite was set safely down on the home airdrome --- a neat feat of piloting and navigating --- Bill was sent to hospital where he remained for three months.

Before recovering completely from his injured knee, Bill, by this time as famous a character around the hospital as he was with the Demons, suffered a hand injury which resulted in blood poisoning, leaving him with a permanently stiff forefinger - too severe a handicap for a pilot. So Bill was grounded and upon his return to the Demons from hospital --- much to the relief of the doctors in charge --- he became officer in charge of training and navigation. Then one day, an unhappy one for Cameron, the Demons were moved to another station and their veteran member was obliged to sever his connection with the squadron. Bill was posted to the important, but to him, unexciting job of guiding lost pilots home to their bases.

Bill Cameron was a well-known character throughout the Pacific Coast area before the war, especially in racing circles and is almost as well known in London now. He is welcomed with open arms at dozens of hotels, restaurants and pubs, and his friends are legion. True, even his friends, eyeing the grey hairs beginning to sprout at his temples, query his right to wear wings won under the British Commonwealth Air Training Plan, but he still merely smiles blandly and

produces his identification card which shows him to be about 30, and turns a deaf ear to the muttered imprecations of “ruddy liar”.

Even if Cameron won't tell when he was born, he will relate with gusto how he was born in Victoria, B.C., on Easter Sunday, nineteen-hundred-and-something, the son of Mr. and Mrs. E.J. Cameron. He was educated at Monterey Public School, Victoria; prep school, Shawnigan Lake, N.C.; Prince of Wales High School, Vancouver, where his family now resides, and he spent “some time” at the University of British Columbia --- where tales of his great roadster, and girlfriends are legends.

Bill then became interested in mining and travelled all over his native province, later becoming interested in logging and the timber brokerage business. His father was interested in mining and timber in Vancouver and his maternal grandfather, William Nunnsie of Victoria, one known throughout the coast district for his sawmills, sealing industry and salmon canneries.

Although Bill's business holdings became quite extensive and he was a director of three mining companies in B.C., he never let business interfere with pleasure and, of these, his greatest interests were horse racing and the breeding of Labrador shooting dogs. He is also an expert shot and fisherman and was long a member of the Vancouver Riding and Driving Club, taking part in many gymkhanas. He participated in many competitive shooting meets and even today can bring down his birds in the approved manner at local shoots.

Cameron formerly owned a string of thoroughbreds on the coast and his colors were known at many Western tracks in Canada and the U.S., including Vancouver; Long Acres, Seattle, Washington; Bay Meadows, San Francisco, where he won the opening race on the day that the track opened, with ‘Rapid Bells’; Tanforan, Tia Juana, Mexico; Calgary and Winnipeg. One of Bill's greatest thrills recently was to receive a cable from home telling him that his Labrador bitch, ‘Sky Pilot Judy’ took first place in the Western Canada retriever trials, while his ‘Sky Pilot Punch’ took third place.

Bill almost became a farmer once when his father brought the 800-acre Minnekahda stock farm and turned it over to him. “Bill claims, “I didn't know one end of a cow from the other and thought milk was secured by pumping the tail”. However, the farm didn't languish under Bill's management, and it was later sold to ex-Lt.-Gov. Eric W. Hamber who still operates it. Bill recalls all these cows with sorrow now, thinking what wonderful steaks could be secured from them – steaks being in the same class as eggs in England. With his usual acumen, however, he can usually wangle a steak in London while his friends toy with a bit of mutton.

One of his most recent visits to London was to say au revoir to his sister, Mrs. Marion Hale of Vancouver, who returned home after serving nine months here with the Canadian Motor Transport Corps.

Bill took his training at Toronto, St. Catharines, Brantford, where he won his wings and commission, and at Charlottetown. And now he is Canadian welfare officer for the district and, he adds bitterly, just another ground "erk". But he goes on making friends and being called Bill by everyone from Group Captain down – and if he thinks he misses the "Demons", he ought to know how much they miss him.

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CAMIRE, P/O Joseph Jean Paul (J85895) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 3 October 1919 in St. Perpetune, Quebec; home in Montreal or Quebec City; enlisted Quebec City, 27 February 1942 and posted to No.5 Manning Depot. To No.9 SFTS (guard duty), 28 May 1942. To No.3 ITS, 1 August 1942; graduated 25 September 1942, promoted LAC and posted to No.8 AOS; graduated and promoted Sergeant on 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Commissioned 5 March 1944. Promoted Flying Officer, 5 September 1944. Repatriated 23 December 1944. To No.3 Training Command, 4 January 1945. To No.3 AOS, 6 January 1945. Date of release uncertain. Rejoined RCAF, 7 May 1951. Granted permanent commission, 1 January 1955. Award sent by registered mail 24 April 1946.

In the course of a tour of operations this navigator has taken part in attacks on such major targets as Berlin, Frankfurt and Essen. In all these operations he has distinguished himself by his skilful navigation, sometimes in extremely trying circumstances, and by his devotion to duty. On one occasion the aircraft in which Pilot Officer Camire was flying was hit three times by anti-aircraft fire over Dieppe. Fragments entered his compartment and destroyed or rendered unserviceable nearly all his instruments. Undaunted, he directed the aircraft accurately to the target and the mission was successfully completed. This officer's fine record of achievement is worthy of high praise.

The original recommendation was drafted by W/C J. Lecomte August 1944 when he had flown 33 sorties (172 hours 25 minutes), found in DHH file 181.009 D.1633, Library and Archives Canada RG.24 Volume 20603 with the following sortie list and text:

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 (7.35)
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 - Merville (4.10)
27 May 1944 - Bourg Leopold (3.50)
9 June 1944 - Le Mans (5.35)
10 June 1944 - Versailles (5.15)
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'Eawy (4.55)
3 July 1944 - Biennais (4.25)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (4.15)
12 July 1944 - Thivery (4.10)
15 July 1944 - Nucourt (4.45)

In the course of his tour of operations, this navigator has participated in in offemnsive sorties against such major targets as Berlin, Frankfurt, Essen, Nuremberg and Schweinfurt. In all of these operations he has distinguished himself by his skillful navigating, sometimes under extremely trying conditions, and by his outstanding devotion to duty.

On one occasion the Halifax bomber in which Pilot Officer Camire was flying was three times struck by flak over Dieppe. Fragments entered the Bomb Aimer's and Navigator's compartments, and all of the regular navigational instruments were rendered unserviceable. Giving the pilot a course to set on the P.4 Magnetic Compass, this officer directed the aircraft to the target by pin-pointing on flak

positions, and then navigated it safely back to base.

Pilot Officer Camire's fine record of achievement merits high praise. I recommend that he be awarded the Distinguished Flying Cross.

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CAMPBELL, P/O Allan (J93772) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 21 February 1915. Home in Keewatin, Ontario; enlisted Kenora, 13 June 1942. Granted Leave Without Pay until 14 July 1942 when posted to No.2 Manning Depot. To No.3 WS, 21 August 1942; promoted LAC, 6 October 1942; may have graduated 13 April 1943 but posted to No.2 Manning Depot, 21 April 1943, to No.1 Advanced Ground Gunnery Training School on 27 May 1943 and to No.9 BGS on 10 July 1943; graduated and promoted Sergeant on 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 11 November 1944. Repatriated 9 July 1945. Retired 7 September 1945. Died in Victoria, British Columbia, 4 October 1986. Award presented 22 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". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C C.W.W. Campbell dated 13 March 1945 when he had flown 32 sorties (164 hours 40 minutes), 23 July 1944 to 14 February 1945 and was an NCO (R172915).

Warrant Officer Campbell has completed a tour of operations with this squadron. He has taken part in many raids over enemy territory, often against very heavily defended areas. His work as a Wireless Operator has been outstanding and he has set a very high standard of efficiency which has been an example, not only to his crew but to the squadron as a whole.

On the ground, Warrant Officer Campbell's keenness has been evident and he has been of the greatest assistance to his Section Leader. In view of his outstanding work and fine example over a long period, I have no hesitation in recommending Warrant Officer Campbell for the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

23 July 1944 - Donges (6.00)
30 July 1944 - Villers Bocage (4.40)
30 July 1944 - Foret de Croc (3.55)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - Foret de Croc (4.00)

25 August 1944 - Point Robert near Brest (5.05)
27 August 1944 - Duisburg (4.50)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
12 September 1944 - Dortmund (5.25)
17 September 1944 - Boulogne (3.30)
20 September 1944 - Calais (4.00)
23 September 1944 - Domburg (3.30)
25 September 1944 - Calais (4.05)
6 October 1944 - Dortmund (6.45)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (5.30)
15 October 1944 - Gardening, Kattegat (2.05, duty not carried out)
23 October 1944 - Essen (5.35)
25 October 1944 - Hamburg (4.45)
28 October 1944 - Gardening, Oslo (2.40, duty not carried out)
30 October 1944 - Koln (5.55)
1 November 1944 - Oberhausen (6.05)
16 November 1944 - Julich (5.00)
21 November 1944 - Gardening, Oslo (7.40)
25 November 1944 - Gardening, Kattegat (6.30)
27 November 1944 - Friedrichstadt (7.10)
13 January 1945 - Saarbrucken (6.50)
14 January 1945 - Gardening, Oslo (6.20)
14 February 1945 - Gardening, Pomeranian Bay (6.40)

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CAMPBELL, G/C Archibald Patrick (C55) - **Mention in Despatches** - RCAF Station Camp Borden - Award effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Born in Hamilton, Ontario, 21 March 1903 (RCAF Press Release 2659 announcing CBE). Educated in UK, Port Hope, and RMC. Appointed Pilot Officer in Permanent RCAF, 16 June 1924. Entitled to wear pilot wings, 8 April 1925, having taken flying training at Camp Borden. Transferred from Camp Borden to High River, 17 April 1925. Active forest fire patrols in west. Promoted Flying Officer, 1 April 1926. On Command to RAF Armament Course, Eastchurch, 31 December 1926 to 16 October 1927. Transferred from High River to Camp Borden, 17 October 1927. To be Flight Lieutenant whilst so employed. 1 April 1929. Confirmed as Flight Lieutenant, 15 May 1929. Posted from Camp Borden to Winnipeg, 7 September 1931. Detached to Vancouver for Seaplane Course, 15 September to 15 December 1931. Transferred from Winnipeg to Camp Borden, 30 September 1932. Promoted Squadron Leader, 1 April 1937. To courses abroad, 27 December 1934 to attend RAF Staff College. Ceased to be on command to RAF Staff College, 21 December 1935 and attached to Liaison

Office, London, 22 December 1935 until 11 January 1936. Posted on command to Air Armament School, Eastchurch, 12 January 1936. Completed course and transferred from Courses Abroad to be Assistant Staff Officer, Air Staff Duties in Ottawa, 5 March 1936. Promoted Staff Officer, Air Staff Duties, 5 April 1937. To RCAF Headquarters, Courses Abroad, 21 July 1939 on command to RCAF Liaison Office. Promoted Group Captain, 25 February 1941. Returned from overseas, 30 September 1942. To Eastern Air Command, October 1942. To "Y" Depot, 28 March 1944. To United Kingdom, 29 April 1944. Transferred to RAF as Group Captain, 17 May 1944, feeling more rooted in Britain than Canada. Photos PL-4304, PL-4305 and PMR 74-244 refer. Photo PL-4583 (ex UK-325) is captioned as follows: "Mr. King (Prime Minister) chats with Squadron Leader P.B. Pitcher of Montreal, now commanding an RCAF fighter squadron in Great Britain. Group Captain A.P. Campbell of Hamilton, who is now in command of an RCAF station in England manned solely by Canadians looks on." Photo PL-4589 (ex UK-331) shows G/C A.P. Campbell explaining a Spitfire instrument panel to Prime Minister Mackenzie King. Photo PL-4739 (ex-UK-512) shows (left to right) S/L C.W. Trevena (Regina), G/C A.P. Campbell (Hamilton), the Duke of Kent, A/V/M R.E. Saul, W/C P.Y. Davoud, S/L Johnstone (Winnipeg) at a luncheon given for the Duke. RCAF photo PL-4873 (ex UK-682) shows the King shaking hands with S/L Bruce Handbury (Vancouver, back to camera); G/C A.P. Campbell (commanding the station) is at King's left. RCAF photo PL-4874 (ex UK-683) taken with No.409 Squadron and is captioned as follows: "Flying Maxwell M. Smith, right, engineer officer of a Canadian night fighter squadron, is greeted by the King on a tour of Canadian units in England. Smith, a Winnipegger and a mining graduate from Queen's University attended the School of Aeronautical Engineering conducted by the RCAF in Montreal. In the centre, with back to camera, is Wing Commander Paul Davoud and Group Captain A. Campbell is on left." No citation to MiD.

CAMPBELL, G/C Archibald Patrick (C55) - **Commander, Order of the British Empire** - EAC Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944.

This officer, as Senior Air Staff Officer of this Command, has at all times displayed outstanding devotion to duty and distinguished service. His keenness, sense of responsibility and energetic spirit have been an excellent example to all personnel. The experience acquired during his extensive service both in Canada and Overseas, coupled with his notable ability, has been of great value to this Command and largely responsible for the efficient planning of anti-submarine operations.

NOTE: The following letter was sent from G/C A.P. Campbell to Air Officer, Eastern Air Command, 3 February 1943:

Application for Commission in the Royal Air Force

1. I have the honour to submit this application for a permanent commission in the

Royal Air Force.

2. I realize that this is a most unusual request from an officer who has held an RCAF commission for nearly nineteen years. Before I explain my reasons for submitting it, may I say that there is not, and cannot be, any tinge whatever of disloyalty or ingratitude to the RCAF. I have spent my whole commissioned service in the RCAF, have been treated more than fairly and have naturally made many close personal friends. There can be no question whatever, on my part, of any dissatisfaction or complaint, or lack of appreciation of my indebtedness to this service. This application is not one which I should submit lightly; it is the outcome of many years of thinking it over and I should be deeply distressed if it were looked on as having any colour of disloyalty or ingratitude.

3. My motive in making this application is simply this:- I am the son of a British Army Officer (the late Lieutenant-Colonel D.F. Campbell, DSO, MP of the Black Watch) who was also a member of Parliament for a Scottish constituency; I was born in Canada (in Hamilton, which was my mother's home), while my father's regiment was on garrison duty in Barbados, but was taken to England as an infant when the regiment returned home. I was brought up and partly educated in Scotland, and my early associations were all a mixture of British Army and Scottish politics; I knew of Canada only by hearsay. I came out to Canada in 1917 when I was nearly fourteen years old, after my father had died as the result of wounds received in France and Belgium; and seven years later I was granted a commission in the RCAF. I can say honestly that my service in the RCAF has been whole-hearted and that I have taken much pride in it; in return I have been granted opportunity, advancement and personal consideration which have been more than fair. My early associations, however, have remained particularly strong - years which I have since spent in England have helped to make them strong; and the thought of applying for a commission in the RAF has been in my mind throughout. When the present war broke out I was in England at the RCAF Liaison Office, and I have felt more keenly than ever the wish to serve in the air forces of the United Kingdom, and eventually to settle down there permanently. I made up my mind to apply through the RCAF for an RAF commission, if this should be feasible, but hesitated to take the step of applying without any knowledge of whether, if the RCAF authorities concurred, the RAF would accept me.

4. In the summer of 1942, when I had been a Station Commander in an RAF Fighter Group for nearly a year, I made some personal enquiries to try to find out whether, if I submitted an application through the proper RCAF channels, with RCAF concurrence, the RAF would consider it. I was careful to keep these enquiries unofficial and to make them only of RAF Officers whom I knew personally; I had no thought whatever of "short-circuiting" and I am positive that

the enquiries I made could not in any way cause embarrassment. I spoke first to the Director of Personal Services, Air Ministry (then Air Commodore A. Fiddament, DFC), who told me that he could not give an official opinion, but would loom into the question from the formal viewpoint, without any reference to myself in particular. He told me that Air Vice-Marshal Mackie had gone in the opposite direction - from the RAF to the RCAF - and while this could not be looked on as a precedent, he indicated that the door was not always shut against such moves. He advised me to speak to the Air Officer Commanding of No.12 Group (then Air Vice Marshal R.E. Saul, CB, DFC) and ask his advice. I spoke to Air Vice-Marshal Saul, who suggested I write a personal letter to himself explaining my reasons for wanting an RAF commission, and that he would write personally to Air Commodore Fiddament. He was good enough to say that he himself would look favourably on my being granted an RAF commission, and that he would say so in his letter. I accordingly wrote to Air Vice-Marshal Saul telling him that I wanted to explore the possibilities of being granted an RAF commission on the conditions described in the next paragraph hereunder, if I applied through RCAF channels and with RCAF concurrence, and explained to him the reasons which I have given above. I had not heard again from Air Commodore Fiddament when I left England in September last year; but I have lately received a personal cable from a senior staff officer at 12 Group Headquarters telling me that if an application were received from me through the proper RCAF channels, he "understood consideration would be given" to it by the RAF authorities. I have today received a letter from the same officer in which he says, "I have spoken on the telephone to Fiddament and, so far as we are concerned on this side, your application would be given every consideration."

5. I therefore respectfully request your approval, Sir, and that of Air Force Headquarters, for the forwarding to the Air Ministry of this application for a commission in the Royal Air Force under the following conditions:-

- (a) Permanent commission,
- (b) Substantive rank of Wing Commander and temporary rank of Group Captain
- (c) Credit in the Royal Air Force, for purposes of any pension, retired pay, etc. for commissioned service since 16th June 1924.

6. In conclusion, may I repeat that I am deeply conscious that in submitting this application, which if mutually approved by the RCAF and RAF authorities involves my resignation of my RCAF commission, I am taking what, from my own point of view, is a serious step; that I should not submit such an application without having given it long thought from every angle (including the welfare of my dependents); and that I would not lightly raise the question of leaving a service in which I have spent over eighteen good years. Whatever reception is given to this submission, I

shall naturally continue to give my best efforts under all circumstances. The reasons which I have given for this application, however, are, from my own personal point of view, most deep rooted ones, and I earnestly request that this application be considered favourably.

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CAMPBELL, P/O Arnold Ernest (J90742) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 7 April 1915 in Medicine Hat; home in Vancouver (truck driver); enlisted there 28 January 1942. Granted Leave Without Pay until 1 March 1942 when posted to No.3 Manning Depot. To No.4 ITS, 20 June 1941; and promoted LAC, 14 August 1942; to No.1 BGS, 28 August 1942; graduated 24 October 1942 and posted to No.10 AOS; graduated and promoted Sergeant, 19 February 1943. Posted that date to No.1 GRS; to No.5 Manning Depot, 17 April 1943; to No.111 OTU, 13 May 1943; to No.45 Group (Ferry Command), 26 August 1943. To United Kingdom, 9 November 1943. Commissioned 12 July 1944. Repatriated 22 July 1945. To Greenwood, 23 July 1945; to No.8 Release Centre, 11 September 1945. Retired, 27 September 1945. Living in Calgary as of 1950. Award presented 29 January 1947.

This officer has completed a tour of operational duty. He is a first class navigator and bomb aimer who has never let either adverse weather or enemy opposition deter him from completing his allotted tasks. At all times Pilot Officer Campbell has displayed outstanding courage, determination and devotion to duty.

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CAMPBELL, S/L Cameron Jamieson (C1414) - **Member, Order of the British Empire** - AFHQ, Directorate of Signals - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 8 March 1913 at Maxville, Ontario (RCAF press release 6785); educated at Maxville, Ontario. In civil life he was the owner and manager of a radio sales and service firm and then of a retail hardware business. Enlisted in Ottawa, 7 November 1939, yet DHist records also suggest his home as Shediac, New Brunswick. As of 31 August 1941 he was at AFHQ and as of 15 September 1941 he had been promoted Squadron Leader. To No.4 Repair Depot, 7 September 1942. To No.1 RDF School, date uncertain. To AFHQ, 30 April 1943. Promoted Wing Commander, 1 November 1943. Promoted Group Captain, 1 June 1944. Director of Signals in AFHQ near the end of war, followed by post of Director of Communications Research, Department of Reconstruction. To No.3 Release Centre, 4 June 1945; retired 5 July 1945. Subsequently became assistant superintendent of communications and electronic development with Trans-Canada Airlines. As of 1950 he was living in Montreal. Award presented 23 November 1943. It is worth noting that on DHist file 181.009 D.1307 (RG.24 Vol.20597) there is a letter from Henry L. Stinson (U.S. Secretary of War) to Secretary of State, dated 18 May 1942, praising Campbell who had been sent to Panama with a Canadian crew to install radar stations in the American Aircraft Warning Service.

"Squadron Leader Campbell performed that task in a very creditable manner and assisted our officers in the solution of many other Aircraft Warning Service problems. He proved to be a highly efficient officer with initiative and extensive technical knowledge."

Squadron Leader Campbell has consistently gained high commendation from his superior officers for meritorious services in the practical application of highly specialized radio technical knowledge of vital importance to the defence of the North American continent. The valuable services rendered by this officer in Panama have been the subject of commendation by United States authorities and his services in Canada are no less commendable. He is a very capable officer of exceptional ability, energy and initiative.

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CAMPBELL, F/O Charles Scott Henry (J45828) - **Distinguished Flying Cross** - No.357 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 26 November 1911 in Castor, Alberta; home there (gauge examiner, teacher); enlisted Ottawa 31 August 1943 and posted to No.5 Manning Depot, To No.1 Manning Depot, 23 September 1943. To No.3 ITS, 15 October 1943; graduated and promoted LAC, 24 December 1943; to No.4 AOS, 15 January 1944; promoted Corporal, 14 February 1944; graduated and commissioned, 2 June 1944; to No.2 Advanced Gunnery Training School, 16 June 1944. To No.5 OTU, 14 September 1944; to No.45 Group, Ferry Command, 24 November 1944. Taken on strength of No.3 PRC, Bournemouth, 22 December 1944. From UK, posted to Headquarters, No.231 Group, India, 6 February 1945. Repatriated to Canada, 29 December 1945. Released 8 February 1946. Re-engaged as an Education Officer, Red Dee, Alberta, 15 November 1956, serving with Tactical Air Command Headquarters and No.24 Squadron, Royal Canadian Air Cadets. Released 11 September 1959 and settled in Red Deer. Award presented 27 May 1950.

Flying Officer Campbell has completed a tour of operations over French Indo-China, Burma and Malaya. The sorties which he has completed have demanded a very high standard of navigation and the success achieved by his crew has been outstanding. He has successfully taken part in many supply dropping missions over the Singapore area. He has also completed seven long range sorties to Malaya, all of which were of over twenty hours duration. By his keenness and efficiency, Flying Officer Campbell has set a fine example.

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CAMPBELL, P/O Colin Summers (J15235) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in Vancouver, 19 February 1914. Educated at Lord Tennyson Public School (1921-1927), Kitsilano High School (1927-1928) and Magee High School (1928-

1930). Member of 72nd Seaforth Cadets, 1928-1930. Salesman for ten years before the war. Enlisted 19 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No 8 EFTS, Vancouver, 17 August 1940. Ceased training and returned to No.2 ITS, 16 September 1940; reverted to AC2, 18 September 1940; promoted LAC again, 12 October 1940; to No.3 AOS, 14 October 1940; to No.2 BGS 7 January 1941; graduated and promoted Sergeant, 16 February 1941; posted that date to No.1 ANS. To Embarkation Depot, 26 March 1941. To CPR Montreal (predecessor of Ferry Command), 22 April 1941; to RAF overseas, 27 May 1941. Taken on strength of No.3 PRC, Bournemouth, 28 May 1941. To No.21 OTU, 31 May 1941. To No.103 Squadron, 16 August 1941. Attached briefly to Aircraft and Armament Experimental Establishment, Boscombe Down, November 1941. Promoted Flight Sergeant, 1 November 1941. Commissioned 27 February 1942. . To No.103 Halifax Conversion Unit, 11 June 1942. Promoted Flying Officer, 1 October 1942. To No.1656 Conversion Unit, 10 October 1942. Promoted Flight Lieutenant, 9 November 1942 on posting to No.429 Squadron. Killed in action 2/3 March 1943 (Wellington HZ260) during mining operation; one crewman rescued from dinghy on 5 March 1943

This officer is a fearless and reliable navigator. His conduct when under fire has proved of inestimable value to his crew. He has always endeavoured to concentrate his attack on point of aim and allows nothing to deter him from his purpose. Since September 1941 he has participated in attacks on numerous enemy targets including Berlin, Stettin, Emden, Hamburg and the Renault Works at Paris.

Public Record Office Air 2/9591 has recommendation drafted by the Commanding Officer of No.103 Squadron, 24 May 1942 when he had flown 32 sorties (198 hours 45 minutes). Sortie list and submission as follows:

12 September 1941 - Frankfurt (6.55)
20 September 1941 - Berlin (10.00)
30 September 1941 - Stettin (1.10)
16 October 1941 - Dunkirk (3.20)
20 October 1941 - Emden (6.30)
22 October 1941 - Mannheim (7.30)
24 October 1941 - Frankfurt (7.00)
31 October 1941 - Hamburg (6.30)
9 November 1941 - Hamburg (6.20)
26 November 1941 - Emden (5.30)
29 December 1941 - Wilhelmshaven (5.30)
6 January 1942 - Brest (5.20)
8 January 1942 - Brest (6.10)
10 January 1942 - Wilhelmshaven (5.50)
15 January 1942 - Hamburg (6.00)
25 January 1942 - Brest (6.50)

28 January 1942 - Munster (4.40)
6 February 1942 - Brest (6.30)
12 February 1942 - German warships (5.40, daylight)
14 February 1942 - Mannheim (7.20)
21 February 1942 - Geissen (8.30)
3 March 1942 - Paris, Renault works (6.00)
8 March 1942 - Essen (5.05)
9 March 1942 - Essen (5.30)
13 March 1942 - Cologne (6.35)
25 March 1942 - Essen (5.40)
27 March 1942 - St. Nazaire (5.50)
2 April 1942 - Poissy (5.35)
5 April 1942 - Cologne (6.20)
8 April 1942 - Hamburg (6.30)
25 April 1942 - Rostock (8.10)
4 May 1942 - Stuttgart (7.45)

This officer has taken part in 32 operational sorties as Air Observer. He has at all times proved himself a cool, determined and reliable navigator. By his fearlessness when under fire, he has proved himself of inestimable value to his crew.

He has at all times proved himself to be one of the outstanding navigators in the squadron, both for his skilful navigation in the air and his leadership on the ground. His cheerful disposition and his enthusiasm have had a marked effect on the other aircrews. His accuracy and coolness under fire have helped to make his crew one of the most reliable and efficient in the squadron.

For his fine record and example and his cheerful courage, when under fire, I strongly recommend that he be awarded the Distinguished Flying Cross.

To this the Officer Commanding, Station Esham Wolds, wrote (24 May 1942):

An outstanding officer navigator. Flying Officer Campbell's presence in a crew undoubtedly added to their confidence and morale. He could be relied on to concentrate his attack on the point of aim and let nothing deter him from it. His dependability, coolness under the fiercest flak opposition and his cheerful confidence has inspired a high standard of morale in his own crew and set a very fine example in the squadron. Strongly recommended for the award of the Distinguished Flying Cross.

Training: Interviewed in Vancouver, 16 May 1940: "A mature, keen young man. Well educated. Athletic, well groomed and a desirable type. Determined nature and good personality; an all round good man and would recommend as pilot."

Course at No.2 ITS was 1 July to 27 July 1940. Courses and marks as follows: Mathematics (83/100), Armament, practical and oral (81/100), Drill (50/100) and Law and Discipline (86/100). Did not have experience in Link. Described as "Excellent material - self-possesses - has a good mind."

At No.8 EFTS he flew 12 hours 45 minutes dual and failed to solo. The Chief Supervisory Officer (F/L C.J.H. Holms) wrote that he had been tested on 6 September 1940.

His taxiing was fair but his take-offs were very poor and he swerved dangerously at all attempts. His air work was average but he had no idea of the use of the throttle and his landings were very violent and required aid from the Chief Supervisory Officer.

The airman was grounded and interviewed with regard to further service with the RCAF and he desires to continue as an Observer and this is recommended by the Chief Supervisory Officer.

At No.3 AOS course was 14 October 1940 to 6 January 1941. Flew in Avro Anson aircraft - 30 hours 25 minutes by day as first navigator, 15 hours 45 minutes by day as second navigator, one hour by night as first navigator, four hours five minutes by night as second navigator. Scored 330 out of a possible 500 in air work and described as "average in the air". Ground Courses and marks as follows: D.R. Plotting (118/150), D.R. Written (116/150), Compasses and Instruments (113/150), D.F. and W.T. (93/100), Signals (35/50), Maps and Charts (83/100), Meteorology (61/100), Photography (65/100), Reconnaissance (61/100). Described as "Average in class, slow but accurate." Overall he was assessed as "Quiet, unassuming. Good service material. Should make a good officer but not exceptional."

Course at No.2 BGS was 6 January to 17 February 1941. Flew in Fairey Battle aircraft - ten hours 45 minutes bombing and eight hours 55 minutes gunnery plus five hours as passenger. In bombing exercises his average error was 147 yards, best record was 81 yards, and in low-level bombing his average error was 205 yards. In Gunnery he scored seven percent hits on beam test, five percent hits on beam-relative-speed test and seven percent hits at under-tail test. Marks were as follows: Bombing, Written (84/150), Bombing, Practical (98/150), Gunnery, Written (63/100) and Gunnery, Practical (66/100). Placed 31st in a class of 40. Described as "rather slow on practical work but improved with experience. Well mannered, clean-cut individual - should make a good N.C.O."

The Chief Instructor wrote an assessment that said more about the school than about Campbell:

Considered satisfactory in view of the following: inexperienced pilots, uncalibrated instruments, targets difficult to see, restriction of bomb aimer's forward vision on Fairey Battle aircraft.

Advanced Air Observer Training at No.1 ANS was 17 February to 15 March 1941. Flew in Anson aircraft - six hours 35 minutes by day as first navigator, nine hours 45 minutes by day as second navigator, six hours 30 minutes by night as first navigator, 11 hours 35 minutes by night as second navigator. Assessed in air work at 152 points out of a possible 250 - "keen, should make a good air navigator". Ground courses in Astro Navigation, Plotting (150/150) and Astro Navigation, Written (97/100). Placed 36th in a class of 82.

No record pertaining to overseas training.

Particulars of death: Crew of his aircraft consisted of R118059 Sergeant J.H. Black (pilot), J15235 F/L C.S. Campbell (navigator), 1387043 Sergeant P.G. Rothera (bomb aimer and sole survivor), 126387 P/O F.W. Bartleet (WOP) and 751750 Flight Sergeant W.D.M. Billington, DFM (air gunner). Aircraft carried two 1,500 pound mines for gardening Nectarine (Frisian Islands). A report of the aircraft loss read, in part:

The aircraft [sic, aircrew ?] was picked up by H.S.L. on Friday afternoon, 5th March at 1420 hours in a position 53°24' north 03°27' east. This position is fairly accurate since the aircraft which sighted the dinghy in which the Bomb Aimer, 1387043 Sergeant Rothera, P.G. was found alive, had had a good fix a short while before. Also, in the dinghy was the body of the pilot, R118059 Sergeant Black, J.H., who had died a few hours before being picked up.

Statement signed by Sergeant Rothera reads as follows:

"Flight Lieutenant Campbell said we had come out at around 140 m.p.h. We must have been a little off track when we sighted the islands. We broke cloud and came down to about 1,500 feet. We pin pointed the island and flew off on our given course, dropped our vegetables, and had started climbing on track when we were attacked by one or more night fighters. The port engine was hit and rendered unserviceable, and the intercommunication system became unserviceable as well.

"After that the pilot sent me back to see how the rear gunner was. I found the doors jammed but saw that Flight Sergeant Billington was slumped in the starboard side of the turret. I began to bang at the doors but could not attract his attention. There were many bullet holes in the port top of the turret. The wireless was reported O.K. at this time. I reported this to the captain and he said that he was having difficulty maintaining height and gave orders to carry out ditching procedure. I informed the navigator and wireless operator and proceeded to carry out my part of the procedure. We jettisoned the bomb bars and I went back to collect the Verey cartridges. I pulled the floatation gear and was just reaching out to take out the astrodome when everything went black - presumably we had hit the water. Just before this the pilot had said that starboard engine had cut.

“I came to with water up to my nose and attempted to open the astrodome again. I found I could not do this as it was stuck and by this time we were under water. I swam back on the chance we had broken our back and found that this was the case. I broke water just beside the dinghy. The sea was moderately smooth. As I went to climb into the dinghy, the pilot swam up alongside. He had been thrown out of the pilot’s escape hatch sustaining a severe wound on the forehead. I estimate that we struck the water around 60 miles from the target in a westerly direction.

“By Wednesday night the sea became choppy and we got wet. Sergeant Black began to weaken and by Thursday he could not move, When first sighted by a single Beaufighter around 7 a.m. on Friday morning, he was in a weak and semi-conscious condition. I went to sleep and woke up with a start to see five Beaufighters overhead. This would be around 11 o’clock in the morning. Sergeant Black was dead by this time.

“Flight Lieutenant Campbell and Pilot Officer Bartleet were standing up in the aircraft when last I saw them. That was just before we crashed. I believe they must have been knocked unconscious with the impact when the aircraft hit the water. The pilot estimated the floating time to have been around 30 seconds.”

Sergeant Rothera was conveyed to the Naval
Sick
Quarters at
Melton
Lodge,
Great
Yarmouth on
the
evening of
Friday,
March
5th.
The
body
of
Sergeant
Black

was
conveyed to
the
police
mortuary at
Great
Yarmouth,
and
was
subsequently
interred with
full
military
honours
at the
Parish
Cemetery,
Sutton-
on-the-
Forrest
, York,
at noon
on
Monday,
March
8th,
1943.

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CAMPBELL, FS David Alexander (R213413) - **British Empire Medal** - No.8 Construction and Maintenance Unit (now MCHQ) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 March 1910. Home at Woodside, Nova Scotia; enlisted in Halifax on 5 January 1943 as Tractor Operator and immediately granted rank of Sergeant. Posted to No.5 Manning Depot on enlistment. To Halifax, 25 February 1943.

To No.8 Construction Unit, 2 March 1943. To No.1 Construction and Maintenance Unit, 15 March 1947. Released 6 May 1947. Award presented 9 April 1948.

This non-commissioned officer has had the responsible charge of the organization and personnel in building roads over rugged terrain to isolated radar units, particularly in the spring of 1944, when he broke through 30 miles of road where snow was drifted up to 30 feet in depth to take fuel oil to a Wireless Relay Station. At that time the unit faced a shut down through lack of fuel. Similarly, Flight Sergeant Campbell has built roads through rock and dense bush to isolated locations, despite many obstacles, when a very short time has been allotted for the work and the completion of the signal or radar station was urgently needed. His devotion to duty and ability to overcome difficulties are highly commendable.

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CAMPBELL, WO (now P/O) Donald Cedric (R104882/J88034) - **Distinguished Flying Cross** - No.184 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 18 October 1920 in Montreal; home there; enlisted there 28 May 1941 and posted to No.1 Manning Depot. To Trenton, June 1941. To No.1 ITS, 28 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.7 EFTS; graduated 25 October 1941 when posted to No.13 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 27 February 1942; to RAF overseas, 11 March 1942. Commissioned 1 June 1944. Award presented by the King 13 July 1945. Died in Mississauga, Ontario, 5 July 1996. Possibly "Ronald Cedric" ? Photo PL-34735 taken on his repatriation to Canada, being greeted by his parents and Captain L.B. Davis (Canadian Legion).

Warrant Officer Campbell has completed 37 Rocket Projectile and bombing attacks against land and sea targets, with the greatest determination and courage, often in the face of intense opposition. He has been operating with his squadron since they came to Normandy, and ably assisted his Squadron Commander, on July 9th and August 7th, when the Wing scored a great number of successes against enemy armour. As a Senior Non-Commissioned Officer he has on numerous occasions led his flight on operations, and has shown himself to be at all times a keen and reliable leader. He has always set a fine example to the other Non-Commissioned Officer pilots of the squadron.

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CAMPBELL, F/O Donald Ralph (J24406) - **Distinguished Flying Cross** - No.196 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 14 November 1918 in Foxboro, Ontario; home there; enlisted Toronto 8 December 1941. Granted Leave Without Pay until 11 January 1942 when posted to No.1 Manning Depot. To No.1 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.20 EFTS until 15 August 1942; graduated 10 October 1942 and posted to No.1

SFTS; graduated and commissioned 5 March 1943. To No.1 GRS, 12 March 1943; to "Y" Depot, 12 June 1943; to United Kingdom, 29 June 1943. Admitted to hospital, 28 October 1943 at Dalcross following accident with a grenade. No trained officer had been present and four persons had been injured. Deemed to be the fault of timer. DFC and Bar presented at Buckingham Palace, 13 July 1945. Repatriated to Canada, 13 August 1945. Retired 2 October 1945. Note: see **Aeroplane Monthly**, August 1992 for a lengthy article, "Seabed Stirling" re attempts to recover Stirling EF311 (code-letter "I") which he crashed at sea following an unsuccessful SOE support mission, 27 August 1944. The article describes this sortie in considerable detail; forced to ditch after failure of two engines (aircraft remained afloat ten minutes); crew rescued from dinghy by fishing boat. Other RCAF crewmen were P/O E.B. Leadley (navigator), F/L A.L. Capes (air bomber) and FS Frank J. Gladwin (rear gunner). This is incident mentioned in DFC citation.

This officer has completed numerous sorties and has invariably displayed a high degree of courage and devotion to duty. On one occasion, in August 1944, en route to the target, engine trouble developed. Nevertheless he went on to reach the target. Whilst over the sea on the homeward flight the propeller of the defective engine flew off. It fouled a second engine, rendering it useless. The aircraft could no longer be flown but Flying Officer Campbell brought it down safely on to the sea. He displayed resolution characteristic of that which he has shown throughout his tour of duty.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 30 August 1944 when he had flown ten sorties (46 hours five minutes). Sortie list and submission follows:

| | |
|----------------|--|
| 13 June 1944 | Container dropping, Normandy (3.25) |
| 20 June 1944 | Container dropping, Ouistreham (2.35) |
| 11 July 1944 | Special mission, France (4.00) |
| 18 July 1944 | Container dropping, central France (5.20) |
| 4 August 1944 | Container dropping, central France (5.00) |
| 5 August 1944 | Container dropping, central France (6.10) |
| 10 August 1944 | Container dropping, eastern France (7.30) |
| 23 August 1944 | Container dropping, eastern France (4.20) |
| 26 August 1944 | Container dropping, northeastern France (3.45) |
| 27 August 1944 | Container dropping, northeastern France (4.00) |

On the night of 26th August 1944, Flying Officer Campbell was detailed for an SOE operation near the Switzerland border. Shortly after crossing the French coast his port inner motor cut. He endeavoured to carry on but ran into a violent thunderstorm and was forced to turn back. He returned to base on three engines and accomplished a successful landing in poor weather conditions.

Again on the 27th August 1944, Flying Officer Campbell was detailed for an SOE

operation in northeastern France. Shortly after leaving the R.V. his port inner engine cut and he was unable to feather it. He carried on, however and dropped his containers at the DZ [Drop Zone]. He attempted to return to base but six miles off the English coast his port inner propellor flew off and fouled the port outer engine and rendered it useless. Flying Officer Campbell gave orders for ditching, reported his position and then carried out a successful landing in the sea.

This officer has exhibited courage, tenacity and devotion to duty of a high order, and his gallant conduct throughout has undoubtedly led to the saving of the lives of the rest of his crew. Recommended for an immediate award of the Distinguished Flying Cross.

On 3 September 1944 the Officer Commanding, Station Keevil, wrote:

This officer on two consecutive nights showed exceptional skill and devotion to duty in landing his aircraft under very difficult conditions. The successful ditching of the aircraft on the night of 27th August was due to the example he set to the remainder of the crew and he was entirely responsible for saving their lives. Strongly recommended for the immediate award of the Distinguished Flying Cross.

CAMPBELL, F/L Donald Ralph, DFC (J24406) - **Bar to Distinguished Flying Cross** - No.196 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945.

Since being awarded the Distinguished Flying Cross, this officer has participated in numerous attacks against the enemy including the airborne operations against Arnhem. In March 1945 he took part in an airborne mission east of the Rhine. When setting course over base the port inner engine failed. Although the airspeed was affected, Flight Lieutenant Campbell continued his mission and by skilful flying maintained height and eventually released his glider at the correct landing zone with the minimum loss of time. His consistent good work together with his keenness and determination has set a fine example to all.

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CAMPBELL, F/L Edward Alexander (J25414) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born King City, Ontario, 26 August 1923; home in Humber Bay, Ontario; enlisted Toronto 16 February 1942. To No.1 Manning Depot, 22 March 1942. To No.5 SFTS (guard), 23 May 1942. To No.1 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 when posted to No.9 EFTS; graduated 20 November 1942 and posted next day to No.5 SFTS; graduated and commissioned 16 April 1943. To No.1 General Reconnaissance School, Summerside, 1 May 1943. To "Y" Depot, Halifax, 18 July 1943. Posted overseas 20

July 1943. Arrived in Britain 29 July 1943. Posted to No.20 (P) AFU, 25 August 1943 (115 hours on Oxfords). Took course at No.1538 Beam Approach Training Flight, 20 September 1943. Attended No.12 OTU, 28 December 1943 to 7 March 1944 (Wellington III aircraft). Posted to No.1678 Conversion Unit, 16 April 1944. To No.514 Squadron, 30 April 1944. First sortie was 19 May 1944. Shot down in Lancaster LL692, A2-C. on his 25th sortie (raid on Stuttgart) by Ju.88G-1 (4R+AK) flown by Lt. Johannes Strassner of 2./NJG2, four kilometres east of Chateaudun. Full crew were F/L E.A. Campbell, RCAF (pilot, evaded), Flight Sergeant E.F. Garland, RCAF (Navigator, evaded), F/O J.E. Chapman, RCAF (Bomb Aimer, evaded), Sergeant A.R. Lyons (WOP/Air, evaded), Flight Sergeant E.R. Jones (MU Gunner, evaded), Flight Sergeant S.A. Harvey (Rear Gunner, evaded) and Sergeant W.A. Donaldson (Flight Engineer, evaded). Campbell had a bad bale-out from burning aircraft (tangled in harness) and injured on landing. Evaded capture and returned to England 19 August 1944. Repatriated to Canada 29 September 1944. To No.1 Air Command, 5 January 1945. To No.1 SFTS, 5 April 1945. Released 28 August 1945. Award presented in Toronto 30 November 1949. Served in postwar RCAF Auxiliary, 21 September 1952 to 12 September 1958 (No.3000 Technical Training Unit, Toronto). Died in Toronto, 4 May 2016.

In air operations this officer has displayed skill, courage and fortitude of the highest order.

MI.9 report based on interview of 15 August 1944. It states that Lancaster left Waterbeach at 2130 hours, 28 July 1944 and came down near Chateaudun at midnight. Parachute, harness and Mae West buried in field, and all secret papers destroyed.. Interviewer stated that Campbell had “no military or other information of current value.” He stated:

Soon after we landed, some French people came up and took Chapman, Harvey and myself and led us to their house. They then gave us food and civilian clothes and then took us to the camp in the Foret de Freteval.

Note: His first sortie (19 May 1944) was marked by a combat, described in following document from Public Record Office Air 50/271 (slightly edited for clarity).

Date: 19 May 1944

Target: Le Mans

Squadron: 514

Aircraft Letter: F

Aircraft Type and Mark: Lancaster II

Serial Number: DS842

What Special Equipment (i.e. Boozer I, Boozer III, Aural Monica, Visual Monica, Fishpond) was carried ? Visual Monica - serviceable

Was Operator Trained/Untrained ? Trained

Time: 0015 hours

Height: 11,000 feet

Heading: 185 Magnetic

Position: 4840 N 0010E

Weather: 10/10ths cloud, 8,000 feet. Good visibility above, No moon.

Searchlights, Flares, Flak etc. prior to or during attack: Light flak prior to attack.

What was first warning ?: Visual

What was the immediate action ?: Orders given to corkscrew.

First visual: Range: 300 yards, port quarter down.

What member of crew obtained first visual ? : Rear gunner.

Enemy Aircraft Type: Ju.88 **Number:** one

Did Enemy Aircraft Carry Lights ? No.

Direction of Attack or Approach: port quarter down

Direction of breakaway: starboard quarter up, 150 yards.

What combat manoeuvre taken ?: corkscrew to port, 300 yards.

Did fighter fire first ? No.

Rear Gunner: 500 rounds, 300 yards to 150 yards.

Mid-Upper Gunner: 100 rounds, 250 yards to 150 yards.

Who opened fire first ? Front gunner.

Were you able to clear stoppages ?: Belts jammed in tank tops owing to violent corkscrew.

Damage to bomber: nil.

Casualties to crew: nil

Rear Gunner: Sergeant Harvey (No.3 BGS, Canada, No.12 OTU, No.1578 CU)

Mid-Upper Gunner: Sergeant Jones (No.3 BGS, Canada, No.12 OTU, No.1578 CU)

Bomber off track/on track/ returning early when combat occurred ? On track.

Loss of height during encounter: 3,000 feet

Was under gun manned ? none fitted.

Which crew member was searching away from the attack or in the dark part of the sky ? Front Gunner.

Mechanical defects or damage previously sustained affecting combat ? None.

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CAMPBELL, F/O Frederick Albert (C25189) - **Mention in Despatches** - No.27 Radio Unit - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 23 November 1914. Home in Regina; enlisted there 11 May 1942 as Radio Mechanic. Granted Leave Without Pay until 25 May 1942 when posted to No.1 Manning Depot. To University of Toronto, 20 July 1942. Promoted LAC, 14 November 1942. To No.1 Manning Depot, 18 November 1942. To No.31 Radio Direction Finding Unit, 30 December 1942. Commissioned 26 March 1943. Posted to Officer School, 18 April 1943. To No.2 Repair Depot, 11 June 1943. To No.3 Repair Depot, 31 October 1943. To No.27 Radio Unit, 23 March

1944. To "Y" Depot, Moncton, 26 April 1945; to United Kingdom, 8 May 1945. Repatriated 9 September 1945. Retired 26 October 1945. Died in Barrie, Ontario, 14 May 1956. Certificate sent to Overseas Headquarters, 7 July 1945.

This officer is in command of one of the most isolated radio units in Western Air Command. He has set a personal example of courage by invariably assisting in the landing of supplies and personnel through dangerous rocks and surf which have cost the lives of several men. He has maintained a very high level of morale at this unit by his own competent and cheerful outlook in spite of the extreme isolation and depressing surroundings. In every respect his personal conduct and outlook have been an inspiration to his men.

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CAMPBELL, F/O Graham (J26921) - **Distinguished Flying Cross** - No.162 (BR) Squadron - Award effective 28 July 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Nottingham, England, 9 August 1922; educated in Saskatchewan (Mayfair Public School, Saskatoon Technical School); home in Saskatoon; attempted to enlist at age 17; finally enlisted there, 31 December 1940. At No.2 Manning Depot, Brandon, 31 December 1940 to 5 February 1941; at No.32 SFTS (non-flying duties), 6 February to 30 March 1941; to No.2 WS, Calgary, 31 March 1941 (promoted LAC 1 May 1941 and graduated 17 August 1941). To No.5 BGS, Dafoe (graduated 15 September 1941 and promoted Sergeant). At No.31 OTU, Debert, 5 October to 13 December 1941; to Western Air Command, 14 December 1941; to No.32 OTU, Patricia Bay, 17 December 1941 (Beauforts and Ansons); to No.7 (BR) Squadron, Prince Rupert, 24 March 1942 flying Shark aircraft; commissioned 17 November 1942; to No.3 OTU, Patricia Bay, 17 February 1943; to Eastern Air Command, 30 May 1943; to No.162 Squadron, 1 June 1943. Moved with that unit to Dartmouth (October 1943) and Iceland (2 January 1944). To Moncton, 14 April 1945; to Release Centre, 9 September 1945; released 28 September 1945. Thereafter he made his living mostly on the water, working in the BC Packers fishing fleet and one of the last whaling boats on the British Columbia coast. In 1953 he was onboard the **White Swan** when at night it hit the towing cable between a towboat and its barge. Graham pulled the skipper, who was only semi-conscious due to a head injury, out of the wheelhouse and helped him into the lifeboat. That skipper named one of his sons after Graham. Graham became a marine engineer and after BC Packers worked for Coast Ferries on small freighters serving logging camps and native communities on the BC coast. After Coast Ferries he worked for the White Pass and Yukon from Vancouver to Skagway, Alaska. Retired in 1985 after several years as an engineer with Rivtow Straights. In retirement Graham enjoyed his home in Tsawwassen. With his wife Magdalene he attended many Commonwealth Aircrew and Air-gunner reunions all across Canada. At one reunion in Ottawa he was able to meet, more than 50 years after the event, the Norwegian airman who, while flying on patrol with the RAF, spotted the flare that Graham had shot off from the dinghy thereby fixing their position for rescue. Having started on boats as a cook, he liked to get involved in the kitchen when he was home. Cooking fish was a specialty, but he also enjoyed making muffins and scones and his own wine,

which he liked to pour generously for family and friends. He canned many jars of Sockeye salmon and gave many away. He was a generous and agreeable man who was liked by everyone who met him. Died 28 November 2006 in Delta, British Columbia. Award presented by Governor General in Calgary, 18 May 1953. RCAF photo PL-33828 (ex UK-16170 dated 31 October 1944) is captioned as follows: "At the RCAF Coastal Command Squadron Base in Iceland every Thursday night in the officer's mess is 'Srukka' - Icelandic for 'young unmarried woman.' Here are seven Stulkas and their escorts; left to right are Dave Waterbury, DFC, of Wolfville, Nova Scotia, P/O J.A. Smith of Yarmouth, Nova Scotia, Pilot Officer Bud Conday of Springhill, Nova Scotia, F/O George Campbell, DFC, Vancouver, and (caption card indicates a Flying Officer from Clarence Avenue North, North Vancouver, but fails to provide name). The caption is confusing in that "George Campbell. DFC" appears to be Graham Campbell. Cited with F/O B.C. Denomy (DSO), F/O Sidney E. Matheson (DFC) and Flight Sergeants Israel J. Bodnoff and Sydney R. Cole (DFMs).

These officers and airmen were members of the crew of the aircraft captained by Flight Lieutenant Hornell, who successfully engaged a U-boat in northern waters. In the engagement they displayed a high degree of courage, discipline and devotion to duty, co-operating skilfully with their captain in his determination to destroy the enemy submarine. Subsequently they suffered great hardships whilst adrift on the sea. During this long period each member of this crew assisted the others to the utmost extent, unmindful of his own distress.

NOTE: Public Record Office Air 2/9158 has recommendation raised 1 July 1944 by the Officer Commanding, RAF Station Wick. It noted that Campbell had flown approximately 70 sorties (400 operational hours):

Flying Officer Campbell was the first Wireless Officer of Canso "P" of 162 Squadron on 24th June 1944 when, during the run in to attack a U-Boat in face of intense and accurate anti-aircraft fire and at a time when the aircraft was being hit repeatedly, the starboard engine out of action and on fire, he manned the front guns and maintained continuous and accurate fire until one gun jammed, when he kept the remaining gun in action.

In the meantime, the wireless operator was thrown from his seat and partially stunned by blast; Flying Officer Campbell immediately took over the Wireless Telephone set. Immediately after sinking the U-Boat the aircraft was forced to ditch as the starboard engine had fallen out and the aircraft was on fire. At great personal risk he went back into the hull to search for the second dinghy which, unknown to him, had already been launched. At this time the aircraft was full of fumes and smoke and the petrol tanks were in danger of exploding.

This officer throughout the entire action showed extreme coolness and devotion to duty. He set a fine example and is most strongly recommended for the award of

the Distinguished Flying Cross in recognition of his gallantry.

To this the Air Officer Commanding, No.18 Group, added (2 July 1944):

I consider that Flying Officer Campbell displayed great courage and determination. He continued to man the front guns despite the fact that the aircraft was being repeatedly hit and subsequently took over the wireless set after Flight Sergeant Cole had been wounded. Strongly recommended for the immediate award of the Distinguished Flying Cross.

In application for Operational Wings (19 April 1945) he listed the following sorties:

| | |
|-------------------|--------------------------------------|
| 6 June 1943 | Eastern Air Command - sweep (6.15) |
| 25 June 1943 | Eastern Air Command - sweep (8.00) |
| 2 July 1943 | Eastern Air Command - Escort (13.00) |
| 6 July 1943 | Eastern Air Command - sweep (8.45) |
| 9 July 1943 | Eastern Air Command - sweep (5.40) |
| 11 July 1943 | Eastern Air Command - OAS (4.25) |
| 14 July 1943 | Eastern Air Command - OAS (1.30) |
| 17 July 1943 | Eastern Air Command - OAS (14.25) |
| 9 August 1943 | Eastern Air Command - sweep (14.45) |
| 11 August 1943 | Eastern Air Command - sweep (11.15) |
| 18 August 1943 | Eastern Air Command - escort (10.50) |
| 20 August 1943 | Eastern Air Command - sweep (12.10) |
| 26 August 1943 | Eastern Air Command - sweep (8.45) |
| 29 August 1943 | Eastern Air Command - IAS (5.30) |
| 4 September 1943 | Eastern Air Command - sweep (8.50) |
| 7 September 1943 | Eastern Air Command - IAS (12.00) |
| 18 September 1943 | Eastern Air Command - escort (10.15) |
| 21 September 1943 | Eastern Air Command - escort (11.35) |
| 13 February 1944 | Iceland - sweep (12.25) |
| 24 February 1944 | Iceland - sweep (14.00) |
| 11 March 1944 | Iceland - sweep (11.20) |
| 12 May 1944 | UK - escort (6.05) |
| 21 May 1944 | Ireland - sweep (14.00) |
| 23 May 1944 | Iceland - escort (14.45) |
| 2 June 1944 | Iceland - ATR (8.15) |
| 3 June 1944 | 18 Group - sweep (15.40) |
| 5 June 1944 | 18 Group - sweep (14.00) |
| 10 June 1944 | 18 Group - sweep (10.30) |
| 12 June 1944 | 18 Group - ATR (8.50) |
| 18 June 1944 | Iceland - ATR (8.10) |
| 20 June 1944 | 18 Group - sweep (12.45) |

| | |
|-------------------|------------------------------------|
| 23 June 1944 | 18 Group - sweep (12.15) |
| 24 June 1944 | 18 Group - sweep (12.00) |
| 28 September 1944 | Iceland - sweep (13.45) |
| 2 October 1944 | Iceland - sweep (13.40) |
| 13 October 1944 | Iceland - sweep (12.50) |
| 17 October 1944 | Iceland - sweep (7.00) |
| 21 October 1944 | Iceland - sweep (11.00) |
| 24 October 1944 | Iceland - sweep (10.00) |
| 31 October 1944 | Iceland - convoy escort (6.10) |
| 4 November 1944 | Iceland - sweep (12.55) |
| 9 November 1944 | Iceland - sweep (12.35) |
| 12 November 1944 | Iceland - sweep (9.30) |
| 16 November 1944 | Iceland - sweep (9.30) |
| 19 November 1944 | Iceland - sweep (10.40) |
| 22 November 1944 | Iceland - sweep (13.30) |
| 4 December 1944 | Iceland - sweep (8.50) |
| 7 December 1944 | Iceland - sweep (12.30) |
| 10 December 1944 | Iceland - sweep (8.35) |
| 14 December 1944 | Iceland - sweep (8.15) |
| 18 December 1944 | Iceland - sweep (10.30) |
| 1 January 1945 | Iceland - sweep (8.50) |
| 6 January 1945 | Iceland - sweep (6.15) |
| 17 January 1945 | Iceland - sweep (7.05) |
| 22 January 1945 | Iceland - sweep (12.00) |
| 26 January 1945 | Iceland - search and sweep (13.20) |
| 31 January 1945 | Iceland - sweep (13.20) |
| 4 February 1945 | Iceland - sweep (11.30) |
| 6 February 1945 | Iceland - sweep (10.30) |
| 9 February 1945 | Iceland - sweep (12.20) |
| 13 February 1945 | Iceland - escort (5.30) |
| 15 February 1945 | Iceland - sweep (5.50) |
| 18 February 1945 | Iceland - sweep (12.10) |
| 21 February 1945 | Iceland - sweep (8.15) |
| 1 March 1945 | Iceland -sweep (10.40) |
| 3 March 1945 | Iceland -sweep (13.10) |
| 8 March 1945 | Iceland -escort (5.55) |
| 11 March 1945 | Iceland -sweep (4.15) |
| 13 March 1945 | Iceland -sweep (12.40) |

Total of 69 sorties (708 hours 15 minutes).

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CAMPBELL, F/L Gray Alexander (C89599) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 4 February 1912; formerly in RCMP; served in RAF. This officer was present in Canada (apparently as an instructor), being on the strength of No.37 SFTS from 10 October 1941 to 20 March 1942, and with No.39 SFTS until 24 March 1944 when he was posted overseas. In this period he was promoted to Flight Lieutenant (1 February 1942) and Squadron Leader (5 October 1943). Transferred to RCAF on 12 March 1945. Repatriated to Canada, 9 July 1945; released 28 November 1945. Postwar he ranched in Alberta for twelve years before moving to Vancouver Island to become a journalist and publisher. Died in Ottawa 10 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." Public Records Office Air 2/9137 has recommendation dated 15 May 1945 when he had flown 31 sorties (193 hours 30 minutes).

5 October 1944 - Saarbrücken
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne (flak damage)
30 October 1944 - Cologne (flak damage)
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
27 November 1944 - Freiburg
6 December 1944 - Merseburg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
5 January 1945 - Royan
14 January 1945 - Merseburg
3 February 1945 - Bottrop
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
28 February 1945 - Neuss
2 March 1945 - Cologne
31 March 1945 - Hamburg (mid-upper gunner injured by flak)
3 April 1945 - Nordhausen
4 April 1945 - Lutzkendorf
9 April 1945 - Kiel
14 April 1945 - Cuxhaven
18 April 1945 - Heligoland

22 April 1945 - Bremen (bombs brought back on Master Bomber's orders)
25 April 1945 - Berchtesgaden

Flight Lieutenant Campbell, a Canadian officer, has completed 31 operational sorties as captain of a Lancaster heavy bomber operating in Bomber Command. He has attacked successfully many heavily defended targets including Stuttgart, Hamburg and Kiel. He has also attacked many targets in the Ruhr area and made deep penetrations into Germany where fighters have been active.

His determination to press home his attacks in the face of the heaviest odds has been a tribute to his courage and endurance. By such untiring efforts he has inspired an exceptionally high standard of morale in his crew. On three occasions his aircraft has been damaged by anti-aircraft fire, but this has in no way deterred him carrying out the duty in hand with fortitude and skill.

Flight Lieutenant Campbell has acted as Deputy Flight Commander and has shown a very high standard of leadership which is worthy of the highest praise. His personal example whilst operating has done much to maintain the high standard of morale in his flight, and I very strongly recommend him for the award of the Distinguished Flying Cross.

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

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CAMPBELL, F/O Hugh Henry (J28490) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 26 May 1916 in Toronto; home in Vancouver (police constable); enlisted there 15 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 29 August 1942; graduated and promoted LAC on 23 October 1942; posted on 7 November 1942 to No.6 EFTS; to No.10 SFTS, 23 January 1943. Ceased training on 24 February 1943 and posted to No.2 Manning Depot. To No.7 BGS, 19 March 1943; to No.1 AOS on 10 June 1943;

graduated and commissioned on 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commenced training at No.1 Observer) AFU, Wigtown, Scotland, 8 November 1943 (Anson aircraft), Commenced training at No.23 OTU, Pershore, 13 January 1944 (Wellington aircraft) with Sergeant H.D. Egli, later commissioned and DFC. Special "Bullseye" flight to France, 24 March 1944 when hit by flak and diverted to Gaydon (5.15). Flew a Nickel operation to Rouen, 26 March 1944 (3.35). Commenced flying at No.1664 Conversion Unit, Dishforth, 2 April 1944. Commenced flying with No.427 Squadron, Leeming, 15 May 1944. Flew at No.1 ECAS (whatever that is), 15-19 October 1944 (Wellingtons). Continuing operations thereafter (see note below about additional sorties). Repatriated 16 July 1945. Flying with No.661 Wing, Yarmouth, August-September 1945 including ferrying Lancaster "D" with S/L Thomas, DFC, Yarmouth-Montreal-Winnipeg-Pearce-Calgary. Bombing Leader with No.405 Squadron, October-November 1945. At AFHQ, January 1946 to February 1947. Accepted position in postwar RCAF, holding rank of Flying Officer as of 1 October 1946. Award presented 21 June 1948. To Air Armament School, 28 June 1948. To Vancouver, 19 September 1948. Promoted Flight Lieutenant, 1 June 1949. To Northwest Air Command, 1 July 1950. To Tactical Air Command Headquarters, 1 August 1951. Promoted Squadron Leader, 1 January 1953. To Flying Training School, Centralia, 4 March 1955. To No.3 Advanced Flying School, 5 June 1955. To No.3 (All Weather) OTU, 10 December 1955. To No.432 Squadron, 1 May 1956. To No.413 Squadron, No.4 Wing, Europe, 1 May 1957. Retired 25 November 1963. See also F/O Valentine C. Sunstrum. RCAF photo PL-40884 (ex UK-17328 dated 9 December 1944) is captioned as follows: "Proud of their Halifax bomber from the Tiger Squadron of the RCAF Bomber Group in England, which bears the insignia of 'Bambi' of movie fame, members of aircrew and ground crew are shown on the nose before it takes off for an attack on Karlsruhe. Left to right they are LAC W.L. Poland, Dunnville, Ontario; Sergeant W.C. Norris, Abbotsford, British Columbia, mid-upper gunner; LAC J.G. Bowman, Hamilton, Ontario, and F/O H.H. Campbell, Vancouver, the squadron's bombing leader." Logbooks held by Comox Air Force Museum.

This officer has taken part in numerous bombing sorties, many of which have been against major and heavily defended targets. In July 1944 the aircraft was detailed for an attack on Stuttgart. While over the target it was damaged to such an extent that the speed of the aircraft slackened and there was not enough petrol left to reach the English coast. Flying Officer Sunstrum navigated the crippled bomber the shortest way to the Normandy beachhead where the crew left the aircraft by parachute. During the operation, Flying Officer Campbell's spine was injured. Despite this trying experience both these officers have continued to evince undiminished keenness for operational flying. At all times their courage, skill and determination have proved them to be outstanding members of a gallant crew.

The original recommendation is in DHH file 181.009 D.1724 (Library and Archives Canada RG.24 Volume 20607, drafted by W/C Bryson, 14 September 1944 when he had flown 23 sorties (114 hours 55 minutes):

24 May 1944 - Aachen (5.00)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Feves (4.40)
4 June 1944 - Calais (4.15)
5 June 1944 - Mereville/Franceville (6.00)
6 June 1944 - Conde sur Boireau (5.25)
8 June 1944 - Mayenne (5.25)
12 June 1944 - Arras (4.45)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemont Neuville (4.00)
21 June 1944 - Oisemont Neuville (5.00)
4 July 1944 - Villeneuve (6.55)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (4.00)
12 July 1944 - Acquet (4.45)
18 July 1944 - Mondeville (4.45)
18 July 1944 - Weseling (5.40)
20 July 1944 - Anderwick (3.05)
23 July 1944 - Donges (6.00)
25 July 1944 - Stuttgart (7.55)
11 September 1944 - Le Havre (4.00)
12 September 1944 - Dortmund (5.25)

This Bomb Aimer has completed 23 heavy operational bombing sorties against the enemy, eight of which have been on major targets. His work in general has been of the highest calibre, as he has always obtained primaries and excellent pictures.

On July 25th/26th, 1944, while attacking Stuttgart, [his] aircraft was damaged by flak over target and crew were ordered to bail out over the Normandy beachhead. Flying Officer Campbell's spine was injured at that time, but he is now back on operations.

During all the operational sorties made by this crew, Flying Officer Campbell has done outstanding work, and his coolness,[and] devotion to duty have been an inspiration to the crew. I most highly recommend that Flying Officer Campbell be awarded a non-immediate Distinguished Flying Cross.

To sortie list one may add the following:

14 September 1944 (Wilhelmshaven, 3.20, recalled)

18 September 1944 (Boulogne, 3.40).
30 October 1944 (Cologne, 6.15, still with Egli and No.427 Squadron)
12 December 1944 (Karlsruhe, 6.40, F/O King, No.424 Squadron)
14 February 1945 (Gardening, Fredrikstad, with F/L Lundeen, early return, H2S failure)
23 February 1945 (Gardening, 7.15, Fredrikstad, with F/L Taylor, No.424 Squadron)
27 February 1945 (Mainz, 7.15, with F/O Taylor, No.424 Squadron)
11 March 1945 (Essen, 6.15, with F/O Fache, No.424 Squadron)
12 March 1945 (Dortmund, 6.30, with F/O Fache, No.424 Squadron)
9 April 1945 (Gardening, Kiel Bay, 5.45, with F/O Fache, No.424 Squadron)
10 May 1945 with F/O Mitchell (4.45), ferrying POWs in Lancaster from Juvincourt.
12 March 1945 (Dortmund, 6.30, with F/O Fache, No.424 Squadron)

Note: RCAF Public Relations Release (file 900-21, "Public Relations - Search and Rescue", National Library and Archives, RG.24 Volume 17882) has the following:

Mercy Flight - Sikorski Helicopter 121 Search and Rescue Squadron

At approximately 1500 hours on 17 January 1950, the RCAF Rescue Coordination Centre at 12 Group Headquarters, Vancouver, B.C., received a telephone call from Inspector Swanson of the B.C. Police at Vancouver. The Inspector read to the controller on duty an urgent message that had just been received on the B.C. Police province-wide radio network from their detachment at Port Alice, B.C. The message read as follows:

"Mr. Warner, Superintendent Holburg Camp, B.C. Pulp and Paper reports Bernt Ronning, a trapper living nine miles from Holburg, seriously ill, possibly pneumonia, in very poor shape. Bearl Lincoln, Government Telegraph linesman has been with him all night. Has Search and Rescue a helicopter as there is two and a half acres clear a hundred yards from house ? This cabin is on the Cape Scott Trail, north of Holburg. All roads are impassible. (Signed Port Alice.)"

123 Search and Rescue Squadron, Sea Island were alerted as were also the Para-Rescue men at Sea Island.

Since only one hour of daylight remained, a first-light take off was decided upon for the Search and Rescue Squadron's Sikorski Helicopter. Planning for the 250 mile flight included arraignments to have 90 octane gas brought into Comox and Port Hardy airports where the helicopter intended to refuel en route, signal fires being lit at the camp site, ascertaining the depth and condition of the snow at the isolated camp and having a guide stand by at Port Alice should the pilot not readily find the camp site which it was thought might be difficult to locate.

Armed only with the information that the cabin was nine and one-quarter miles from the head of Holburg Inlet in direct line with Fisherman's Bay, and that the clearing near the cabin held 15 inches of snow with the crusted surface hard enough to hold a man's weight, also that signal fires would be lit, F/L H.H. Campbell, RCAF, took off at 0700 hours on the morning of January 18 on an estimated four-hour flight to the remote Vancouver Island area. Accompanying him were Dr. H.M. Brown, a civilian doctor on the staff of the Canadian Army Medical Corps at B.C. Area Headquarters, and LAC S.C. Herman, the helicopter's crewman.

The party arrived at the clearing at 1215 hours and made a safe landing, F/L Campbell having found the cabin on his first run. Dr. Brown ministered to the patient's immediate needs and on his instructions, Mr. Ronning was evacuated to the hospital at Port Alice by air.

At 1615 hours the same day, Rescue Coordination Centre in Vancouver received the following message from B.C. Police Radio:

"Mr. Bernt Ronning had been admitted to hospital at Port Alice, suffering from pneumonia, condition fair. RCAF Helicopter departed Port Alice 1545 hours for Port Hardy, remaining overnight."

Mr. Ronning rallied under hospital care and in the terse language of Search and Rescue, the report was labelled, "Incident Closed".

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CAMPBELL, A/C Hugh Lester (C132) - **Commander, Order of the British Empire** - Assistant Chief of the Air Staff, AFHQ - 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. See **Canadian Who's Who**, 1968. Born 13 July 1908 in Salisbury, New Brunswick. Educated there and Moncton. COTC Cadet while attending University of New Brunswick; appointed Provisional Pilot Officer, 4 June 1928 for first term training; to 31 August 1928. Appointed P/P/O for second term of training, 4 June to 31 August 1929; appointed P/P/O for third term of training, 2 June to 31 August 1930; awarded wings, 27 August 1930. Confirmed as Pilot Officer on Permanent List, 6 July 1931. Transferred from Camp Borden to Trenton, 19 October 1931. Promoted Flying Officer, 6 July 1932. Transferred from Trenton to Camp Borden, 14 November 1932. Returned to Trenton, 31 May 1933. To AFHQ, 30 November 1934. To be Assistant Staff Officer, Personnel, 28 December 1934. To Camp Borden, 12 November 1935. Subsequently, Air Commodore Hull advised Campbell that he should return to flying instead of being tied to a staff job, advice which Campbell described as "the turning point in his career" (notes by Fred Hitchins, RCAF Historian, in Campbell file). Transferred from Training Group, Camp Borden to command No.11 Detachment, 31 May 1936. Promoted Flight

Lieutenant, 1 July 1936. Promoted Squadron Leader, 1 April 1939. Transferred from No.111 Detachment to Trenton, 15 April 1939. Commanded No.15 SFTS, Claresholm, Alberta. Next proceeded overseas to be Director of Air Staff, RCAF Overseas Headquarters; during an inspection he was injured when his jeep drove over a mine (North Africa). Returned to Canada in January 1944 as Assistant to the Chief of the Air Staff. Appointed Air Member for Personal in April 1945 (promoted Air Vice-Marshal). Took a course at Imperial Defence College, then appointed Air Officer Commanding of Northwest Air Command (1948); Chairman of Canadian Joint Staff in Washington (1949-1950); Canadian Member of NATO Military Representatives (1950-1952); awarded Queens Coronation Medal, 23 October 1953 while Air Vice Marshal and AOC No.1 Air Division (post held 1952-1955); Vice Air Deputy at SHAPE (1955-1957); Chief of the Air Staff (1957-1962); retired 14 September 1962. Award presented 27 June 1945. Died in Ottawa, 25 May 1987.

This officer of the Royal Canadian Air Force (Regular) was attached to the Training Division of Royal Canadian Air Force Headquarters in the early years of the British Commonwealth Air Training Plan. In the discharge of his duties he exhibited an outstanding grasp of service requirements and organizing ability much beyond the average of his rank. Subsequently he commanded a training unit in Western Canada with equal distinction, after which he proceeded to Royal Canadian Air Force Headquarters Overseas where his work was highly commended. Since then he has been employed as Assistant Chief of the Air Staff and, once again, his outstanding organizing ability has been amply demonstrated. Apart from these qualities, however, this officer possesses a fine service spirit. His capacity for hard work and his example to the service is outstanding and beyond the ordinary calls of duty. By his outstanding devotion to duty and his exceptional ability he has rendered highly meritorious service to the Royal Canadian Air Force.

CAMPBELL, A/V/M Hugh Lester, CBE (C132) - **Order of the White Lion, Class III (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

CAMPBELL, A/V/M Hugh Lester, CBE (C132) - AFHQ - **War Cross, 1939 (Czechoslovakia)** - awarded November 2nd, 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated November 15th, 1946.

CAMPBELL, A/V/M Hugh Lester, CBE - (C132) - AFHQ - **United States Legion of Merit (Degree of Commander)** - awarded 22 November 1946 as per **Canada Gazette** dated November 23rd, 1946 and AFRO 1083/46 dated November 22nd, 1946; although not officially reported in American publications until War Department General Order No.14 dated 30 January 1947. Colonel R.E.S. Williamson, Military Attache in Ottawa, writing to AFHQ, 30 October 1946, provided citation:

Air Vice Marshal Hugh Lester Campbell, Royal Canadian Air Force, performed exceptionally meritorious service to the Government of the United States from December 1943 to August 1945. Serving in the capacities of Assistant Chief of Air Staff and Air Member for Personnel at Royal Canadian Air Force Headquarters in Ottawa, Air Vice Marshal Campbell was untiring in his efforts and in every way went beyond the call of ordinary duty to further and maintain liaison and cooperation with the United States Armed Forces, and to strengthen the ties of friendship and mutual understanding between Canada and the United States in the prosecution of the war.

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CAMPBELL, P/O Jack Keith (J14464) - **Mention in Despatches** - Station Bella Bella - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Referred to himself as "Jake" Campbell. Born in Edmonton, 25 August 1921; home in Winnipeg, yet enlisted in Edmonton 8 November 1940. To No.1A Manning Depot, 8 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 14 July 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 25 September 1941. To No.13 (Operational Training) Squadron, 26 September 1941. To Western Air Command, 23 December 1941. To Bella Bella, 26 December 1941. Promoted Flight Sergeant, 25 March 1942. Promoted WO2, 25 September 1942. Subsequently commissioned with effect from 18 August 1942. To Sea Island, 5 May 1943. To No.160 (BR) Squadron, date uncertain. Posted overseas about December 1944. Repatriated 26 September 1945. Retired 7 November 1945. In postwar Auxiliary (60243); pilot in No.418 Squadron, 1950-1959; Commanding Officer, 19 September 1955 to 30 January 1959; Officer Commanding No.18 Wing, 31 January 1959 to 31 December 1962. Appointed Honorary Lieutenant-Colonel of No.418 Squadron, 31 December 1971 and Honorary Colonel in November 1975. Also ADC to Governor General and to Queen Elizabeth II. President of J.C. Campbell and Associates in Edmonton. Died in Edmonton, 1998. Original recommendation (DHist file 181.009 D.1753, National Archives of Canada RG.24 Volume 20609) was for an AFC and drafted on 16 February 1943. Incident occurred in November 1942 about five miles off Queen Charlotte Islands. Display of his uniform, medals and photos at the Air Museum of Alberta at the Municipal Airport in Edmonton near the 418 Squadron room. Medals include: 1939-1945 Star, Atlantic Star, Pacific Star, Canadian Volunteer Service Medal and Clasp, 1939-45 War Medal; with MiD, Elizabeth II Silver Jubilee and CD with two Bars.

This officer, while flying, sighted a speedboat in a sinking condition in which were two civilians who had been missing for two and a half days. Pilot Officer Campbell, despite the heavy swell and the presence of driftwood from a broken log boom, made a skilful landing on the water. Due to the rough water it was impossible to bring the aircraft close to the sinking boat and a rubber dinghy was used to transfer the civilians from the launch to the aircraft. Pilot Officer Campbell again displayed great skill in taking off the heavily laden aircraft from

the open sea strewn with driftwood. Although one of the men had died from exposure, the skill, courage and prompt action displayed by this officer were undoubtedly responsible for the saving of the other man's life who was unconscious at the time of the rescue.

The diary of No.9 (BR) Squadron describes events. The air search in question had begun in the late afternoon of 26 November 1942. On the morning of 27 November 1942, two aircraft were involved. Stranraer 953 (WO2 A.J. Joseph, later awarded AFC for work at No.3 OTU) was airborne 0915 to 1100 hours; its role was described as searching with Stranraer 920 and standing by during the rescue. Stranraer 920 was airborne, 0830 to 0940 and 1005 to 1050; captain P/O J.K. Campbell with Flight Sergeant L. Burrows as second pilot, P/O Laginski as navigator, and three WAGS (F/O Taplin, Flight Sergeant Pell, LAC Todd). Form 541 entry read:

Took off at first break of light and searched for and located the two missing men and boat. Their position was approximately two miles southeast of Reef Island, and the boat was half filled with water. After landing a dinghy was inflated and a sea rescue effected. Both men, one of whom was dead, were brought aboard the aircraft and flown immediately to base where medical attention was immediately given to the live man who was in critical condition.

DHH file 181.009 D.2699 (Library and Archives Canada RG.24 Volume 20631) has a letter dated 8 December 1942, W/C H.J. Winney (Commanding Officer, Alliford Bay) to Air Officer Commanding, Western Air Command, re "Award of AFC" to Campbell. It read:

1. The above mentioned officer has been attached to No.9 (BR) Squadron for approximately twelve months, based at Bella Bella, B.C. He has been engaged in over-sea Reconnaissance and Anti-Submarine patrols. While with his squadron which was on temporary duty at Alliford Bay, B.C., he effected the rescue of Mr. J. Hansen, Superintendent of the Kelly Logging Company, Queen Charlotte Islands, who had been missing for two and a half days in a speed boat. In effecting the rescue Pilot Officer Campbell displayed courage, resourcefulness and a high degree of ability and leadership.

2. Forty minutes after taking off to look for the speed boat, it was sighted approximately five miles off the East Coast of the Queen Charlotte Islands in a sinking condition, the deck being just awash. Although in an open stretch of water, namely the Hecate Straits, where there is always a difficult swell running, and in this instance littered with driftwood from a log boom broken up in a storm, Pilot Officer Campbell appreciated the necessity of landing immediately if a rescue was to be effected, made his decision and landed. As the boat was rolling in the swell, it was necessary to transfer Mr. Hansen who was in practically an unconscious condition, to the aircraft in a rubber dinghy, also the body of Mr. White, the Company timekeeper who had died from exposure the previous day.

Pilot Officer Campbell again displayed resourcefulness and ability in taking off a heavily laden aircraft in the open sea strewn with driftwood. On arrival at Alliford Bay the Medical Officer stated that any delay in effecting the rescue would have resulted in Mr. Hansen's death.

3. It is strongly recommended that Pilot Officer Campbell be considered for the award of the Air Force Cross, as provided for in Appendix II, Western Air Command Instruction No.29, dated 26-11-42. The courage and resourcefulness of Pilot Officer Campbell and his crew most definitely merit recognition of some form.

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CAMPBELL, S/L James Duncan Donald (C4841) - **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 Victoria, 18 March 1908 (RCAF press release 4907 announcing award). Attended high school in Victoria and Cambridge University, England. Prewar career was as a partner in Haldance and Campbell, Barristers and Solicitors. Home in Vancouver; enlisted Victoria 12 April 1941. Commissioned in Administration Branch, 10 May 1941, To Western Air Command Headquarters, 15 June 1942. Promoted Flight Lieutenant, 1 January 1943. Promoted Squadron Leader, 15 September 1943. Promoted Wing Commander, 1 April 1945. To Release Centre, 11 August 1945. Retired 13 August 1945.

This officer has been employed on personnel duties for the past two years. During this time he has worked most arduously and unselfishly. The ability and devotion to duty of this officer are praiseworthy.

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CAMPBELL, Sergeant John Aubrey (R71924) - **British Empire Medal** - No.424 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 2558/43 dated 10 December 1943. Born in Rossington, Alberta, 4 May 1918; home in Westlock, Alberta (mechanic); enlisted Toronto 3 September 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 13 September 1940. To No.5 SFTS, 13 November 1940. Promoted AC1, 3 December 1940. Promoted LAC, 3 March 1941. To No.14 SFTS, 3 July 1941. Promoted Corporal, 1 October 1941. To "Y" Depot, 24 October 1941. To RAF overseas, 2 November 1941. Promoted Sergeant, 3 June 1942. Promoted Flight Sergeant, 8 July 1943. Repatriated 12 December 1944. To Northwest Air Command, 23 December 1944, To No.6 Communications Flight, 29 January 1945. To Release Centre, 20 September 1945. Released 28 September 1945. Award presented 18 January 1946. Cited with F/O R.J.O. Doehler (MBE) F/L E.J.A. Lindsay (GM), F/L R.J. McCombe (GM), LAC C.A.G. Snelling (BEM) and LAC P.P. Wilkinson (BEM).

One night in July 1943, the bomb load of an aircraft, which was standing in the

dispersal area, detonated and the wreckage caught fire. Soon a second aircraft caught fire and its bomb load also exploded.

Flying Officer Doehler was proceeding to the scene immediately after the first aircraft had exploded, when the second aircraft blew up and he was thrown to the ground. He immediately got up and went towards an aircraft which had not caught fire and taxied it to safety.

Assistance to injured personnel was rendered by Flight Lieutenant McCombe, an armament officer who had, on a previous occasion, displayed great calmness in directing fire fighting operations on an aircraft which was blazing near to a 4,000-pound bomb and by Flight Lieutenant Lindsay, a medical officer, who had previously displayed great courage in dragging the body of an air gunner from a blazing turret. Flight Lieutenants McCombe and Lindsay proceeded to the first aircraft after it had exploded and found that several airmen, who had been standing under the wing, had been seriously injured and burned. During their successful efforts in rescuing two airmen, both officers were thrown to the ground by an explosion in the second aircraft. Flight Lieutenant Lindsay then took the rescued airmen to hospital, while his companion remained and took the remaining injured personnel into his own car. While the car was being drawn away, a bomb exploded and two large fragments were hurled through the doors of the car. Flight Lieutenant McCombe remained unperturbed, only thinking of the safety of those he had rescued.

Sergeant Campbell was proceeding to the scene of the first explosion when the second aircraft blew up and he was thrown to the ground. Undaunted, he went on and helped to start the engines of a nearby bomber which had not been caught by the flames and while this aircraft was being taxied away he went to a second aircraft and after its engines had been started assisted the pilot in negotiating obstructions while the aircraft was being taxied to safety. During this time an explosion occurred and Sergeant Campbell was knocked down again. Still undeterred, he helped to put out fires on the runway.

Leading Aircraftman Snelling was thrown to the ground by the explosion in the second aircraft while he was proceeding to render assistance at the first aircraft when it had blown up. Regaining his feet, he ran to an aircraft which was untouched by fire and taxied it away after having started its engines himself.

Leading Aircraftman Wilkinson proceeded to the scene when he heard the first explosion and helped a wounded man to safety. The fire had spread to the second aircraft and, disdaining the risk of explosion of its bombs, this airmen led three other men to rescue another injured man lying near the first aircraft. As the party were leading the rescued man away from the conflagration the second aircraft

exploded and all were thrown to the ground but they were able to save their comrade and reached safety as a third explosion occurred.

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CAMPBELL, F/L John Douglas Weir (J15297) - **Distinguished Flying Cross** - No.119 Squadron - Award effective 31 May 1945 as per **London Gazette** dated 8 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 24 February 1920 in Dartmouth, Nova Scotia; home there (bank clerk); enlisted Halifax 10 September 1940. Trained at No.2 ITS (graduated 26 October 1940), No.14 EFTS (graduated 23 December 1940) and No.7 SFTS (graduated 26 March 1941). Commissioned 1942. Flew two tours in Coastal Command; the first was 10 May 1941 to 15 June 1943; the second was in 1944-45. Ranks included Sergeant, 26 March 1941; Flight Sergeant, 7 September 1941; Pilot Officer, 30 March 1942; Flying Officer, uncertain; Flight Lieutenant, 30 March 1944. Award presented in Halifax, 27 July 1949. Served in postwar RCAF (19801). Retired 10 October 1969. Photo PL-45012 shows him.

This pilot is now on his second tour of operational duty and has attacked a number of enemy ships with success. In March 1945 he made a particularly brilliant attack on three enemy vessels in the face of heavy fire. Later in the same month Flight Lieutenant Campbell, who was flying an unarmed aircraft, sighted an enemy midget submarine. With great presence of mind he made dummy attacks causing the U-boat crew to abandon ship. The midget submarine then capsized and sank. Flight Lieutenant Campbell has always shown great courage and devotion to duty.

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CAMPBELL, F/O John Howard (J85810) - **Distinguished Flying Cross** - No.626 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 1923 in Coleman, Alberta; home in Edmonton (miner); enlisted Calgary 29 November 1941. Granted Leave Without Pay until 18 December 1941 when posted to No.3 Manning Depot. To No.4 EFTS, 14 March 1942 (non-flying duty); to No.4 SFTS, date uncertain (non-flying duty). To No.7 ITS, 25 April 1942; graduated and promoted LAC on 19 June 1942; to No.6 EFTS, 1 August 1942; may have graduated 25 September 1942 but not posted to No.4 SFTS until 10 October 1942; graduated and promoted Sergeant, 5 February 1943. To No.31 GRS, 19 February 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Commissioned 14 April 1944. Repatriated 5 August 1945. Released, date uncertain. Rejoined as Auxiliary, 6 October 1948 (13308) and granted rank of Flying Officer. Promoted Flight Lieutenant, 1 June 1952. As of 3 February 1955 he was with No.418 Squadron, staying with that unit until release on 22 September 1957. Died in Summerside, Prince Edward Island, 25 August 2011. Award presented 11 June 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 11

September 1944 when he had flown 31 sorties (144 hours 45 minutes), 22 May to 8 September 1944.

22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
31 May 1944 - Tergnier
2 June 1944 - Berneval le Grand
5 June 1944 - St.Martin Varreville
6 June 1944 - Acheres
9 June 1944 - Flers
11 June 1944 - Evreux
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
15 June 1944 - Bologne
17 June 1944 - Aulnoye
22 June 1944 - Rheims
24 June 1944 - Les Hayon
25 June 1944 - Levinscourt
2 July 1944 - Domleger
4 July 1944 - Orleans
18 July 1944 - Caen
19 July 1944 - Scholven
23 July 1944 - Kiel
24 July 1944 - Stuttgart
30 July 1944 - Gaumont
3 August 1944 - Trossy St.Maximum
5 August 1944 - Blaye
8 August 1944 - Air sur Lys
11 August 1944 - GARDENING, Gironde River
12 August 1944 - Brunswick
31 August 1944 - St.Riquier
6 September 1944 - Le Havre
8 September 1944 - Le Havre

Flying Officer Campbell, a Canadian, as pilot and captain of aircraft has completed 31 operational sorties against the enemy.

Throughout his tour of operations he has proved himself a fearless and skilful pilot. He has inspired his crew and welded them into an efficient bombing team that can be relied upon to press home any attack in the face of all the opposition the enemy can bring to bear.

The skill and watchful care with which he has prepared for each assignment has resulted in the successful completion of every sortie he and his crew have undertaken.

I recommend that in recognition of his skill, determination and outstanding leadership, Flying Officer Campbell be awarded the Distinguished Flying Cross.

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CAMPBELL, FS Leonard Cavanaugh (R142027) - **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 12 December 1905. Enlisted in Regina, 10 November 1941 as a "Tradesman" and posted to No.1 Manning Depot. To Trenton, 14 February 1942 on classification as Service Police. Promoted Corporal, 21 March 1942 and posted to No.14 SFTS. To Composite Training School, 7 November 1942. Promoted Sergeant, 1 August 1943. Promoted Flight Sergeant, 1 September 1944. To No.3 FIS, 15 November 1944. To Western Air Command, 18 November 1944. Released 18 April 1946. . Award sent by registered mail, 23 January 1956 or 14 February 1956 (possibly both dates tried); returned to Post Office. Died in Vancouver, 15 October 1967.

Hard working and conscientious always, often in the face of most trying circumstances, this non-commissioned officer has set a splendid example to all under his control. He has sustained a high degree of efficiency and morale, and has never stopped trying to better the lot of those under him.

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CAMPBELL, P/O Michael John (J85694) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 December 1921 in Glace Bay, Nova Scotia; home there (service station attendant); enlisted Halifax 20 August 1941. Trained at No.6 BGS (graduated 2 March 1942). Commissioned April 1944. Award presented 1 April 1949. Member of postwar RCAF (23170), retiring 15 June 1970 to Clearbrook, British Columbia. Died in Vancouver, 16 February 1994.

This officer has completed two tours of operational duty and has attacked many of the major targets in Germany. On one occasion during his first tour he completed a sortie to Munich in the course of which he destroyed a Junkers 88 which attacked his aircraft. On another sortie to Essen Pilot Officer Campbell's aircraft was attacked by a Focke Wulf 190 but by means of his cool and precise instructions to his pilot this attack was successfully out-manoeuvred. He has always displayed outstanding courage and efficiency.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C M.E. Ferguson, 14 February 1945 when he had flown 56 sorties (330 hours) as an Air Gunner. First tour had been with No.49 Squadron, 35 sorties (196 hours) but log book lost in sea kit from Canada to England after home leave.

This officer has, during two tours, completed 56 sorties, the majority of which have been over the most heavily defended targets in Germany, such as Berlin, Essen (5), Dusseldorf (4), Duisburg (4), Hamburg (3), Stuttgart (3), Nuremburg (3) [and] including three sorties to Italy.

During his first tour when detailed to attack Munich on 21 December 1942 his aircraft was attacked by a Junkers 88, but by cool and skilful handling of his guns this attack resulted in a claim for the enemy destroyed, with no damage to his own aircraft. Again, when detailed to attack Essen on 2 March 1943 his aircraft was attacked by a FW.190 but by cool and precise instructions to his pilot this attack was successfully outmanoeuvred.

I consider the cool courage and great efficiency displayed by this officer during two exacting tours of duty fully merits the immediate award of the Distinguished Flying Cross.

The sortie list (second tour only) was as follows:

27 September 1944 - Bottrop (5.35)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.40)
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)
28 October 1944 - Cologne (6.35)
30 October 1944 - Cologne (6.20)
16 November 1944 - Julich (5.25)
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 - Mannheim (6.35)
2 January 1945 - Nuremburg (9.40)

5 January 1945 - Hanover (5.30)

National Archives (Britain) has Combat Report of 21/22 December 1942, No.49 Squadron (AIR 50/187/219). Lancaster W4181, target Munich, 2140 hours, height 9,000 feet, 30 miles east of Rheims. Crew identified (with help from RAF Commands Forum) as follows: Pilot - 111548 F/O Malcolm Albert Eyre (later DFC and Mentioned in Despatches); Flight Engineer - 619461 Sergeant J.D. Dwyer (later Mentioned in Despatches); Navigator - 112757 P/O James Norman Catty (later DFC); WOP/AG - 522683 Sergeant Robert Service Hogg (later CGM); Mid-Upper Air Gunner - 1348823 Sergeant H. W. G. Kerr (POW, 16/17 April 1943); Air Bomber - 1287291 Sergeant G. R. B. Jefferey (also rendered as Jefferys/Jeffery):Rear Gunner - R124625 Flight Sergeant Michael John Campbell (later J85694, DFC).

Lancaster attacked from port quarter below by Ju.88 carrying no lights. Opened fire from 250 yards to 25 yards breaking off above rear turret starboard. Lancaster did steep diving turn to port. Both Mid Upper and Rear fired. Second attack again from port quarter and Lancaster again did steep turn to port, both Mid Upper and Rear firing. Tracer seen to enter fuselage of enemy aircraft which stalled on its back and fell away vertically. Both gunners fired 400 to 500 rounds. No searchlights or unusual phenomenon. Aircraft flying between two layers of cloud. Visibility good. Enemy aircraft claimed as damaged.

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CAMPBELL, F/O Patrick (J10420) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born in Londonderry, Ireland, 24 March 1911; home there until migrating to Canada in 1930. Employed as farm worker, canteen operator, clerk and CNR maintenance man. the 1930s. Corporal in South Saskatchewan Regiment, August 1940. Enlisted in Regina 6 May 1941. Granted Leave Without Pay until 27 May 1941 when posted to No.2 Manning Depot. To No.2 ITS, 14 July 1941; may have graduated 27 August 1941 but not posted to No.3 AOS until 14 September 1941; to No.2 BGS, 20 December 1941; graduated and promoted Sergeant, 31 January 1942; to No.1 ANS on that date; graduated and commissioned 4 March 1942. To "Y" Depot, 5 March 1942; to RAF overseas, 12 April 1942. Disembarked in Britain, 27 April 1942. To No.2 (Observer) AFU, 26 May 1942. To No.23 OTU, 30 June 1942. To No.425 Squadron, 16 September 1942. To No.419 Squadron, 25 September 1942. Promoted Flying Officer, 1 October 1942. Injured 10 October 1942 in crash; returned to duty 28 December 1942. To No.1659 Conversion Unit, 24 October 1943. Promoted Flight Lieutenant, 4 March 1944. Award presented by the King 11 August 1944. Repatriated 18 December 1944. To No.2 Air Command, 29 December 1944. To "Y" Depot again, 19 May 1945; to United Kingdom, 26 May 1945. Disembarked in Britain, 12 June 1945. Attached to Highgate, 24 July 1945. To No.33 PIC (whatever that is), 26 September 1945. To No.8402 Wing, 14 October 1945. To Topcliffe, 1 April 1946. Repatriated 5 June 1946. To No.2 Air Command, 12 June 1946. To No.5 Release Centre, Winnipeg, 21 June 1946. To No.1 Air Command Admin Unit, 15

September 1945. Released 21 November 1946. RCAF photo PL-32676 (ex UK-13865 dated 26 August 1944) shows him. Postwar civil servant, 1947-1972 (Department of National Revenue). Also served again in Primary Reserve, 15 June 1954 to 31 March 1960 under Mobilization Assignment Training Plan (212326) as a sometime Accountant at Lincoln Park. Died in Ottawa, 21 July 1995. The obituary in the Ottawa **Citizen** states that on 10 October 1943 [sic], returning from a raid with fuel lines severed, he hit the ground, bounced over a stream and sheared off a wing on a tree before the Halifax bomber came to rest. The wing caught fire but the crew escaped. Later, to a senior officer, he reportedly said, "I didn't like that aircraft anyway. When do I get a new one?" He had sustained head injuries in an earlier (training) crash that killed three. NOTE: Ottawa **Citizen** article of 5 September 1999 ("Fearless Flyboy Honoured in Ulster") stated that he moved to Canada in 1928. Article dealt with donation and display of photograph of him to the Tower Museum, Ulster.

Shortly after his arrival in this squadron Flying Officer Campbell was involved in a serious crash in which three members of his crew were killed and he sustained serious injuries. In spite of this he continued to take part in operational duty on every possible occasion. Whilst attacking Dortmund in May 1943, the aircraft in which he was flying as navigator was badly damaged by incendiary bombs and a crash landing at base became necessary, causing a fire from which he had to be extricated. This also did not deter him from again taking part in operations. His work as a navigator has always been exceptional and on more than one occasion his coolness, quick thinking and resourcefulness have been of great assistance to his captain.

The website "Lost Bombers" describes a May 1943 incident, aboard Halifax BB384, one of two aircraft of No.419 Squadron lost that night (the other being JB862). Airborne 2301 hours, 23 May 1943 from Middleton St. George. On return, crash-landed, due to lack of fuel at Dinsdale, just two miles from the airfield. No injuries reported. Crew were F/O P.G. Weedon, RCAF (later awarded DFC), Sergeant C.W. Nevins, RCAF (later commissioned and awarded DFC), F/O P. Campbell (later awarded DFC), F/O R.K. Shields, RCAF, Sergeant M. Wigelsworth, Sergeant S. Poole and Sergeant D.G. Plyley.

Notes: Accident in which he was injured was at Croft, 10 October 1942, Wellington BK335.

Repatriation form dated 4 December 1944 stated he had flown 26 ½ sorties (171 hours 15 minutes on operations) plus 152.30 training and 9.00 miscellaneous. Last sortie was 27 June 1943.

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CAMPBELL, F/O Robert Joseph (J15594) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 26 December as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born in Glasgow, 6 December 1918; home in Pawling, New

York; enlisted Montreal, 20 July 1940. To No.3 Training Command, 16 August 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 13 October 1940; posted that date to No.2 WS; graduated 14 February 1941 and posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941. To "Y" Depot that date; to overseas, 5 April 1941. Commissioned 24 June 1942. Noted as "Retired" as of 22 February 1943 (possible transfer to American forces). Award presented by the King 9 March 1943. Died 7 March 1989 at Rockledge, Brevard County, Florida.

Flying Officer Campbell has distinguished himself by his courageous behaviour, efficiency and enthusiasm for operations, which has made a notable contribution to the successes achieved by his squadron.

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CAMPBELL, P/O Robert McNeil (J88294) - **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 29 November 1923 in Glasgow; home in Hartney, Manitoba (ex-12th Manitoba Dragoons); enlisted Winnipeg 27 July 1942. Trained at No.2 ITS (graduated 2 January 1943), No.19 EFTS (graduated 19 March 1943) and No.10 SFTS (graduated 9 July 1943). On posting overseas he trained at No.14 (Pilots) AFU, 17 September 1943 to 7 January 1944 (with a spell at No.1542 Beam Approach Training Flight in October). To No.24 OTU, 8 January 1944; to No.1659 Conversion Unit, 9 May 1944 and on 27 May 1944 to No.432 Squadron. Commissioned September 1944. Released 14 March 1945. Award sent by registered mail 30 March 1949 when living in St.Catharines, Ontario. Rejoined RCAF, 16 November 1951 (49756), serving to 18 May 1969; service included Search and Rescue work on Lancasters. Retired at first to St. James, Manitoba. Died in St.Catharines, Ontario, November 1985 according to Veterans Hall of Valour website. 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 23 September 1944 when he had flown 35 sorties (164 hours 30 minutes), 31 May to 17 September 1944.

As captain of aircraft this officer has successfully completed thirty-five operational sorties. He has at all times displayed a high standard of courage and efficiency. His keenness and devotion to duty under difficult and hazardous conditions have been of a high order. For his outstanding record of achievement and devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

30 May 1944 - Mount Couple (3.00, second pilot)
2 June 1944 - Neufchatel (3.35, second pilot)

6 June 1944 - Coutances (5.20)
9 June 1944 - Le Mans (5.40)
14 June 1944 - St. Pol (4.15)
16 June 1944 - Sterkrade Holten (4.30)
17 June 1944 - Oisemont (4.10)
24 June 1944 - Bernieres (4.00)
27 June 1944 - Foret d' Eamy (3.55)
6 July 1944 - Conquereaux (4.20)
7 July 1944 - Caen (4.15, day)
12 July 1944 - Thiverny (2.15, duty not carried out)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen (4.10)
20 July 1944 - Sernes (3.30)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.15)
3 August 1944 - Foret de Nieppe (4.05, day)
4 August 1944 - Bois de Cassent (4.40, day)
5 August 1944 - St. Leu d'Esserent (4.50, day)
7 August 1944 - La Hogue (5.15, day)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Mont Richard (5.35, day)
14 August 1944 - Bons Tassilly (4.25, day)
25 August 1944 - Brest (5.30)
27 August 1944 - Mimoceque (3.45)
28 August 1944 - Brest (3.30, day)
31 August 1944 - Ile de Cezembre (4.50, day)
6 September 1944 - Emden (4.05, day)
9 September 1944 - Le Havre (4.35, day)
10 September 1944 - Le Havre (4.15, day)
11 September 1944 - Castrop Rauxel (5.05, day)
12 September 1944 - Osnabruck (4.35, day)
15 September 1944 - Kiel (5.55)
17 September 1944 - Boulogne (3.45)

Incident involving Halifax NP693 - hit by flak, returned to East Moor airfield. On the night of 11th/12th September 1944 the crew on this aircraft were tasked with an operational flight to bomb the Castrop Rauxel industrial sites near Dortmund. This aircraft suffered minor flak damage but the pilot was able to make a safe landing back at East Moor where it was later repaired. The flak burst damaged the cockpit glazing and a piece of flak struck the pilot in his flying mask which spared him injury. The aircraft was repaired by 15th September 1944 when the same crew flew it operationally again. The crew involved in this flak incident were probably as follows, although the initials of some may well turn out to be incorrect: Pilot - P/O Robert

McNeil Campbell RCAF (J/88294); Flight Engineer - Sgt D Wilkie; Navigator - Sgt Stewart Charles Cassels RCAF (R/186671); Bomb Aimer - Sgt D Fenton; Wireless Operator / Air Gunner - Sgt T Telford; Air Gunner - Sgt H Rice; Air Gunner - Sgt M Sharks.

Note: The website "Aircraft Accidents in Yorkshire" says, "On 30th March 1944 he was commended for his skill and coolness in bringing about a successful force-landing of his aircraft (the details surrounding this are not known but it is believed to have been a Whitley)." It further says of his postwar RCAF career, "One of the aircraft he flew was Lancaster FM213 while stationed at Greenwood, Nova Scotia. FM213 is The Mynarski Lancaster which is displayed at the Canadian War Plane Heritage Museum in Hamilton, Ontario. His family donated his uniform to the museum and it is on display next to the Lancaster." Finally, of the aircraft in which he earned the DFC, the site says, "Halifax NP693 was built to contract ACFT/1688/C4/C by Handley Page Ltd at Radlett and was delivered to 432 Squadron at East Moor during the first week of July 1944. It suffered Cat.A/FB damage in this flak incident and was repaired on site at East Moor with repair completed by 15th September 1944. It commenced Ops on 8th July 1944, replacing LW595. Sgt Campbell took over as its regular pilot on it's ninth. The incident detailed above took place on it's twenty eighth. It was again damaged on it's thirty sixth with Cat.A(c)/FB damage recorded on 12th October 1944 when it sustained serious flak damage to the starboard outer mainplane, tailplane and rear fuselage. Whilst it was repaired on site these repairs were lengthy and in the mean time NP693 was replaced by NP804. Following its repair it was re-coded "-K" on 18th December 1944 and remained on squadron strength but did not start Ops again until NP695 was lost on 6th December 1944 when the Unit used it again from 18th December 1944 until the end of the War. In total it completed 67 Ops. It went into MU store at Clifton in June 1945 and was immediately broken up for scrap and struck off charge in the same month."

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CAMPBELL, F/L Ross Guthrie (J8198) - **Distinguished Flying Cross** - No.214 Squadron (unit identified in **London Gazette** as No.218 Squadron but recommendation originated with No.214 Squadron) - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 22 March 1918 in Stewiacke, Nova Scotia; home in Mount Camrose, Alberta; enlisted Edmonton 14 February 1941 and posted that date to No.2 Manning Depot. To No.4 SFTS, 29 March 1941 (non-flying duty); to No. 2 ITS, 16 May 1941; graduated and promoted LAC, 20 June 1941; posted that date to No.5 EFTS; graduated 8 August 1941 and posted that date to No.7 SFTS; graduated and commissioned 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 19 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 April 1943. Award presented by the King 9 May 1944. Repatriated to Canada, 22 November 1944. Released 7 February 1945. Re-engaged, 21 January 1946. Accepted for postwar RCAF, 1 October 1946 with rank of Flight Lieutenant (22518). Promoted Squadron Leader, 1 January 1950. Died in Victoria, 19 April 1998.

Flight Lieutenant Campbell has successfully completed a large number of sorties

against the enemy, many of which have been attacks on the most heavily defended targets in Germany. When returning from a sortie on Mannheim lately, this officer's aircraft was engaged by searchlights and damaged by anti-aircraft fire. His gunners returned the fire from a low level, silencing some of the enemy's guns. In spite of severe damage to the aircraft Flight Lieutenant Campbell was able to fly home safely. He has invariably displayed the greatest efficiency and fortitude.

NOTE: Public Record Office Air 2/8964 has citation drafted 2 May 1943 when he had flown 29 sorties (168 hours). Sortie list and submission as follows:

10 September 1942 - Dusseldorf (3.55)
13 September 1942 - Bremen (4.55)
6 November 1942 - GARDENING, "Deodars" (Gironde, 8.00)
9 November 1942 - Nickel raid, Lyons (6.30)
10 November 1942 - GARDENING, "Nectarines II" (Juist, 5.40)
7 December 1942 - GARDENING, "Nectarines I" (Frisians, 3.15)
9 December 1942 - Turin (7.00)
17 December 1942 - GARDENING, "Nectarines III" (Frisians, 3.50)
27 December 1942 - Duisburg (4.15)
8 January 1943 - GARDENING, "Sweet Pea I" (Baltic, 8.55)
12 January 1943 - GARDENING, "Deodars" (Gironde, 7.50)
15 January 1943 - Lorient (4.50)
21 January 1943 - GARDENING, "Nectarines II" (Frisians, 3.30)
3 February 1943 - Hamburg (5.30)
7 February 1943 - Lorient (5.25)
13 February 1943 - Lorient (5.45)
14 February 1943 - Cologne (4.00)
17 February 1943 - GARDENING, "Deodars" (Bay of Biscay, 8.00)
25 February 1943 - Nuremburg (7.00)
8 March 1943 - Nuremburg (7.15)
11 March 1943 - Stuttgart (6.10)
12 March 1943 - Essen (3.20)
22 March 1943 - St.Nazaire (3.35)
27 March 1943 - Berlin (7.50)
29 March 1943 - Berlin (7.45)
14 April 1943 - Stuttgart (6.15)
16 April 1943 - Mannheim (6.10)
20 April 1943 - Rostock (7.50)
26 April 1943 - Duisburg (3.45)

Flight Lieutenant Campbell started his operational tour in the squadron in September 1942. Since then he has successfully completed 29 sorties against the

enemy, which have included attacks on the most heavily defended targets in Germany.

Recently this officer has been detailed to identify the target visually and to mark it with flares and incendiaries, a duty which he has conscientiously and successfully carried out.

When returning from an attack on Mannheim recently, and flying at low level, he was engaged by searchlights and shot up by light flak. Ordering his gunners to return the fire, he effectively silenced some of the guns and although his aircraft was badly damaged in one wing and in the tail plane, he brought the aircraft and crew safely back to base.

At all times Flight Lieutenant Campbell has carried out his duties efficiently and continues to set an excellent example to the new crews.

Recommendation edited for Air Ministry to read as follows:

Flight Lieutenant Campbell began his operational career with this squadron in September 1942. Since then he has successfully completed a large number of sorties against the enemy, many of which have been attacks on the most heavily defended targets in Germany. Recently he has been detailed for target marking duties which he has completed very effectively. When returning from a sortie on Mannheim lately, this officer's aircraft was engaged by searchlights and damaged by anti-aircraft fire. His gunners returned the fire from a low level, silencing some of the enemy's guns. In spite of severe damage to the aircraft Flight Lieutenant Campbell was able to fly home safely. He has invariably displayed the greatest efficiency and fortitude.

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CAMPBELL, WO2 Silas Franklin (R218396) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 8 August 1924 in Zealandia, Saskatchewan; home there (farmer); enlisted Saskatoon, 9 June 1943 and posted that date to No.2 Manning Depot. To No.3 WS, 1 September 1943. To No.1 Central Navigation School, 18 September 1943. To No.1 Advanced Ground Gunnery Training School, 15 October 1943. Promoted LAC, 26 November 1943 and posted that date to No.3 BGS; graduated and promoted Sergeant, 28 January 1944. To "Y" Depot, Lachine, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 28 March 1944. Repatriated to Canada, 13 June 1945. Released 30 August 1945. Award sent by registered mail 7 June 1950. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C

M.E. Ferguson dated 22 May 1945 when he had flown 35 sorties (229 hours ten minutes), 28 September 1944 to 15 March 1945 as a rear gunner.

This Warrant Officer has completed 35 operational sorties, the majority of which have been over the most heavily defended targets in Europe. WO2 Campbell's co-operation, coolness and devotion to duty contributed in a large measure to the successful completion of an operational tour and his cheerful confidence has inspired a high standard of morale in his crew, and the squadron in general.

I consider that this Warrant Officer's splendid record and consistent determination throughout his tour of operations merits the award of the D.F.C. (Non-Immediate).

The sortie list was as follows:

20 September 1944 - Pas de Calais (3.55, day)
25 September 1944 - Calais (3.30, day)
28 September 1944 - Cap Gris Nezz (3.50, day)
4 October 1944 - Bergen (6.35, day))
6 October 1944 - Dortmund (5.25)
19 October 1944 - Stuttgart (7.15)
25 October 1944 - Essen (5.45, day)
28 October 1944 - Cologne (6.25, day)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.30, day)
27 November 1944 - Neuss (5.45)
15 December 1944 - Ludwigshaven (6.15)
17 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.15)
24 December 1944 - Dusseldorf airfield (5.50, day)
28 December 1944 - Cologne (6.15)
29 December 1944 - Gelsenkirchen (6.50)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremberg (7.30)
6 January 1945 - Hanau (7.25)
7 January 1945 - Munich (8.10)
16 January 1945 - Zeitz (8.50)
7 February 1945 - Goch (6.10)
13 February 1945 - Dresden (9.35)
20 February 1945 - Dortmund (6.50)

27 February 1945 - Mainz (7.00, day)
1 March 1945 - Mannheim (7.50, day)
2 March 1945 - Cologne (6.05, day)
11 March 1945 - Essen (6.35, day)
12 March 1945 - Dortmund (6.35, day)
14 March 1945 - Zweibrucken (7.45)
15 March 1945 - Hagen (7.05)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/hr855.html> has the following:

HALIFAX HR855 AT WOMBLETON AIRFIELD.

During the evening of 8th August 1944 the crew of this 1666 Heavy Conversion Unit aircraft were to undertake a practice bombing exercise when it swung violently to port on take-off from Wombledon airfield at 18.05hrs. The aircraft left the runway and crossed the grass for some three hundred yards. As it was nearing a parked aircraft on dispersal near the airfield boundary fence the pilot raised the undercarriage to try and avoid a collision. The starboard undercarriage retracted slightly earlier than the port and the aircraft crashed onto its belly, buckling the forward fuselage and the starboard wing tip contacted the ground resulting in ripping off the starboard outer engine. The crew of eight evacuated the safely. Upon inspection it was considered that the main spar was possibly bent and the aircraft was later assessed and deemed beyond economic repair. Crew listed as being: Pilot - F/O William Ward Osborn, RCAF (J.26673 later DFC); Navigator - P/O Hugh Robert Young, RCAF (J.37737, later DFC); Bomb Aimer - F/O Herbert James Paisley, RCAF (J.36701); Wireless Operator - Sgt John Hubert Clark, RCAF (R.192159, later DFC); Air Gunner - Sergeant John W Aitken, RCAF (R.214118, killed 21 March 1945); Air Gunner - Sergeant Silas Francis Campbell, RCAF (R.218396, later DFC); Flight Engineer - Sergeant Harry Wilson Roper, RCAF (R118753, later DFC).

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CAMPBELL, P/O Stanley Enos (J85691) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 16 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Drumheller, Alberta, 3 April 1921; home there; enlisted Calgary 2 April 1942. Granted Leave Without Pay until 30 April 1942 when posted to No.3 Manning Depot. To No.7 SFTS for non-flying duty, 22 June 1942. To No.4 ITS, 16 August 1942. Graduated and promoted LAC, 6 November 1942 but not posted to No.3 BGS until 21 November 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 8 March 1943. Commissioned 1 April 1944. Repatriated 25 September 1944; retired 9 February 1945. Award presented 13 November 1948. Returned to Drumheller, working to 1988 in construction. Died in Powell River, British Columbia, 2002.

As air gunner, this officer has taken part in very many attacks on a variety of well

defended targets including eleven on Berlin. On one occasion in an operation against the German capital his aircraft was engaged by a fighter. Although the enemy attacked with much persistence, Pilot Officer Campbell directed the necessary combat manoeuvres with great skill. Finally Pilot Officer Campbell delivered a well placed burst of fire and the attacker dived towards the ground enveloped in flames. He defended his aircraft with great coolness and confidence, qualities which have made him a most valuable member of aircraft crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Box 20600) has original recommendation by W/C J.S. Jacobs, 21 May 1944 when he had flown 25 sorties (165 hours 34 minutes). No sortie list:

Flight Sergeant Campbell (now Pilot Officer) has completed one tour of operations as an Air Gunner in Bomber Command. He has done numerous sorties to distant and heavily defended targets in Germany, including three to the Ruhr, three to Hamburg and eleven to Berlin.

On one occasion, after bombing Berlin, he sighted an enemy aircraft about to attack his Lancaster. He immediately gave proper evasive instructions to his captain and then opened fire on the fighter and obtained several hits. A few moments later, the fighter again attacked, but Flight Sergeant Campbell observed him in time and opened fire with a long burst which he saw hitting the enemy aircraft. He then told his pilot to move towards the dark part of the sky when he saw the fighter commencing a third attack. This time he opened fire to good effect and sent the enemy aircraft diving to the ground enveloped in flames. The coolness displayed by Flight Sergeant Campbell during these attacks and the correct combat manoeuvres he instructed his captain to take, coupled with the accuracy of his fire, were responsible for the destruction of the enemy aircraft and the safety of his own.

Throughout his tour of operations on this squadron, Flight Sergeant Campbell has at all times displayed extreme keenness and devotion to duty, and his cheerful manner in performing his duties has contributed in no small manner towards the high morale of the squadron. I strongly recommend that this airman be awarded the D.F.M.

The website Yorkshire-aircraft.co.uk provides the following information on an incident in which he was involved: Lancaster DS724, crashed at Spaunton Village. On the night of 7/8 October 1943 this aircraft was one of 343 Lancasters en route to bomb Stuttgart, the aircraft had just taken off when the flying controls jammed. With some difficulty the pilot managed to climb the aircraft to 4000 feet where the crew abandoned it, it crashed soon after with a full bomb load on board close to Manor Farm, Spaunton at 21.08hrs, the belief is that on impact it exploded causing a massive blast and carrying a full bombload the explosion was heard for many miles, it

is noted in a Scarborough's ARP war diary so one assumes it was heard at least twenty miles away. Sadly there was one fatality involved and it was caused to the farmer at Manor Farm, Mr George Strickland, who was about to come out of his house when he was killed when the blast blew the heavy farm door in on him. Although I have no proof the farmer may have heard the initial crash and explosion and then gone towards the door to see what had happened, in some cases the some of the bombs would exploded moments later and this may have been the case here. Upon speaking to local people they recall a number of other houses in Spaunton sustained damage, evacuees living in some of them had their homes wrecked and had lucky escapes. I understand that a local man was in bed at the time of the crash when the gable end wall of his house fell down in the blast, he was lucky to survive. Of the crew on board DS724 all but one of the crew landed safely within a few miles of the crash location, one of the crew had sustained slight injuries in a bad landing but recovered.

The post-crash investigation considered that severe icing on the surfaces of the aircraft were considered to have been a factor in the control of the aircraft having been lost. However the main theory for control being lost almost immediately after take-off was suggested to have been down to the aircraft's auto-pilot being accidentally switched on prior to take-off and this went un-noticed. The Squadron had just converted to Lancasters in the weeks prior to this accident and though the pilot had a total of 331 hours flying time at the time of the crash, only 37 of his hours were on Lancasters. This flight was apparently the pilot's first Operational flight in a Lancaster, he may have knocked the lever in his pre-flight preparation or it was moved by ground crew accidentally. The pilot went on to be one of the best pilots 408 Squadron would have.

Brian Rapier reported in one of his 1970's-era books that the pilot landed in the back garden of his brother's house in Hutton-le-Hole, I have to research this myself, but if true this would suggest that the Harvey family had lived in the Ryedale area, and that some of the pilot's family had emigrated to Canada. This needs further research. Others landed as far away as Pockley, near Helmsley.

Crew on this occasion were as follows: Pilot - F/Sgt John Douglas Harvey RCAF, of Toronto - uninjured; Flight Engineer - Sgt H J Branton RAF (or RCAF?), uninjured; Navigator - Sgt Eric J Hurd RCAF, of Sawyerville, Quebec, uninjured; Bomb Aimer - F/O Stephen W Dempsey RCAF (J/21039), of Oshawa, Ontario, Canada, uninjured; Wireless Operator / Air Gunner - P/O George E R Butchart, RCAF, uninjured; Mid Upper Gunner- Sgt Stanley E. Campbell RCAF, of Drumheller, Alberta, injured, broken arm; Rear Gunner - Sgt K L Davison RCAF, uninjured.

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CAMPBELL, Sergeant Terrance Eugene (R72673) - **Distinguished Flying Medal** - No.117 Squadron (Canada) - now Overseas or with No.45 Group. Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 10 June 1911. Home in Charlottetown, Prince Edward Island; enlisted there 31 October 1940. Pay card spells his Christian name as "Terance". name Initially an Air Frame Mechanic. Posted on enlistment to

No.4 Manning Depot. To Technical Training School, St. Thomas, 2 January 1941. Promoted AC1, 7 June 1941. To No.11 (BR) Squadron, 11 June 1941. To No.5 (BR) Squadron, 4 July 1941. To No.116 (BR) Squadron, 5 July 1941. Promoted LAC, 1 October 1941. To "NSS", 16 May 1942. To "NS", 31 July 1942. To "K", 24 December 1942. To No.7 BGS, 5 January 1943. To "Y" Depot, 6 March 1943. To No.117 (BR) Squadron, 23 March 1943. Promoted Sergeant, 1 June 1943, apparently on qualify as Flight Engineer. To Shelburne, 15 December 1943. To No.45 Group, 2 February 1944. Overseas, 17 May 1944. Commissioned 30 January 1945 (C95055). Promoted Flying Officer, 30 July 1945. Repatriated 8 August 1945. Retired 23 December 1945. RCAF photo PL-43751 (ex UK-20362 dated 11 May 1945) has following caption: "After sneaking out to harass Allied shipping a German submarine was recently sighted and machine-gunned by a Coastal Command RCAF Sunderland flying boat crew. Members of this crew included, left to right, F/O Frederick Field, Hamilton, navigator, P/O N.C. Rowley, London, Ontario, WOP/AG, WO1 T.E. Campbell, Montreal, flight engineer, F/O W.J. Bice, London, Ontario, air gunner, and WO1 J.O. Fink, Cochrane, Ontario, WOP/AG." Photo PL-43750 (ex UK-20360) shows Fink, Campbell, Bice, Rowley, and F/O Thomas Speedie (Niagara Falls, third pilot). Award presented by King George 26 June 1945. RCAF photo PL-44955 (ex UK-22389 dated 29 June 1945) shows him after investiture at Buckingham Palace; caption says he had four brothers and one sister in uniform. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that at recommendation he had flown 1,500 hours, 1,392 on operations (141 sorties).

This NCO, as Flight Engineer, has had considerable service on anti-submarine operations in the North Atlantic. He has displayed outstanding ability in his trade under difficult conditions, and his constant cheerfulness, and devotion to duty, have in no small manner been instrumental in maintaining the excellent high standing of efficiency and morale of the Flight Engineers.

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CAMPBELL, F/L Thomas (J22909) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 6 June 1921 in Toronto; home there (electrician and draughtsman); enlisted there 6 April 1942 and posted to No.1 Manning Depot. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; posted that date to No.1 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 11 April 1944. Promoted Squadron Leader, 29 June 1945. Repatriated 5 August 1945. Retired 14 September 1945. Award presented 9 April 1948. RCAF photo PL-41063 (ex UK-16862 dated 22 November 1944) is captioned as follows: "When the cannon of a Nazi night fighter smashed his navigation instruments, Flight Lieutenant T. Campbell, DFC, Toronto, found his way to the target and back home. Charting his way through trackless skies by mental calculation alone, his Lancaster bomber was only ten miles off course when it reached the English coast." RCAF photo PL-41148 (ex UK-15511 dated 4 October 1944) is captioned as follows: "Showing more

than casual interest in a model of an airborne lifeboat demonstrated by F/O Ken Odger, DFC, of Hendon, London, England, are F/O Roy Martins, navigator, of Winnipeg and F/L Tom Campbell, navigator, of Toronto. The Canadian airmen are attached to a well known Pathfinder squadron in a group of RAF Bomber Command overseas.”

Flight Lieutenant Campbell has displayed outstanding ability to fly under most hazardous and difficult circumstances which is worthy of the highest praise. On several occasions his aircraft has been damaged by anti-aircraft fire. During a sortie to Brunswick his bomber sustained many hits by cannon fire from a Junkers 88 near Hanover. In addition to other severe damage all maps and charts were blown away, every navigational aid rendered unserviceable and the bomb aimer's compartment completely wrecked. Despite the intense cold and damage, the captain decided to continue to the objective. With admirable coolness this officer navigated the damaged aircraft by visual bearings on the stars and the bombs were released on the target. It was again hit by anti-aircraft fire and the electrical circuit, including the wireless system, rendered useless. On the return flight anti-aircraft fire caused still further damage. The high standard of navigation achieved by Flight Lieutenant Campbell in navigating such a severely damaged aircraft to the target and back to base has won the admiration of all members of his squadron.

CAMPBELL, S/L Thomas, DFC (J22909) - **Bar to Distinguished Flying Cross** - No.97 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

Squadron Leader Campbell has set a magnificent example to the squadron by his willingness to fly on all occasions and against any target. On one occasion, when the navigator, the controller, was not available, he volunteered for the task, although the aircraft was of a type new to him. Navigation conditions were difficult but Squadron Leader Campbell, by his skill and ability, enabled his captain to reach the target area at the correct time. The aircraft was at once subjected to heavy anti-aircraft fire and was severely damaged. Despite this the mission was successfully completed. This officer has proved an exceptional leader, possessing courage and initiative of the highest order.

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CAMPBELL, F/L William (J7785) - **Commended for Valuable Services** - No.231 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born at Wishaw, Scotland, 27 September 1919 (RCAF press release announcing award); bank clerk and teller. Home in Pointe Claire, Quebec; enlisted in London, Ontario, 17 October 1940. To No.2 SFTS (guard), 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 17 February 1941; to No.12 EFTS, 27 February 1941; ceased

training and posted elsewhere, 7 March 1941; to No.7 AOS, 26 April 1941; to No.7 BGS, 21 July 1941; graduated and promoted Sergeant, 1 September 1941 when posted to No.1 ANS. Graduated and commissioned, 29 September 1941. To No.31 OTU, 16 October 1941; to No.32 OTU, 28 February 1942. To RAF overseas, date uncertain. Promoted Flying Officer, 29 September 1942. Reported missing, 1 October 1942 but then immediately reported "safe". Repatriated, date uncertain. To Rockcliffe, 29 January 1943. Promoted Flight Lieutenant, 2 February 1944. To RAF overseas, March 1945. Repatriated 31 July 1945. To No.1 Air Command, 2 August 1945. To No.13 EFTS, 3 September 1945. To No.1 SFTS, 15 September 1945. To Lachine, 27 September 1945. Retired 25 March 1946. No citation in Canadian sources. Public Records Office Air 2/8771 has citation (possibly for an AFC), drafted when he had flown 1,500 hours (400 in previous six months).

Flight Lieutenant Campbell was the second navigator and also acted as Liaison Officer of the crew detailed to fly the Liberator aircraft which took Lord Reith's mission on Imperial Telecommunications on its Empire flight, covering a distance of approximately 44,500 miles in 234 flying hours. The diligent and co-operative manner in which this officer carried out his duties played an important part in the successful completion of this outstanding flight.

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CAMPBELL, WO William Charles (R155553/J89104) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Melfort, Saskatchewan, 28 October 1921; home in Ethelton, Saskatchewan (farm labourer on family farm); enlisted Regina, 16 February 1942 and posted to No.2 Manning Depot. To No.5 BGS, 11 April 1942 (guard duty). To No.4 ITS, Edmonton, 23 May 1942. Promoted LAC, 2 August 1942 and posted to No.2 BGS; graduated and promoted Sergeant on 16 September 1942. To "Y" Depot, 27 October 1942; disembarked in Britain, 5 November 1942. To No.12 OTU, 9 December 1942 (Wellingtons, 103 hours). Promoted Flight Sergeant, 16 March 1943. To No.1663 Conversion Unit, 13 May 1943 (Halifax, 50 hours). To No.35 Squadron, 11 June 1943 (Halifax and Lancaster, 420 hours). Promoted WO2, 16 September 1943. Promoted WO1, 16 March 1944. To No.22 OTU, 30 May 1944 (instructor, Wellingtons, 20 hours). Commissioned 25 August 1944. Repatriated 8 December 1944. To No.2 Air Command Headquarters, Winnipeg, 20 December 1944. To No.6 Release Centre, Regina, 1 March 1945. Released 3 March 1945. Award presented 2 November 1946. Died in Pathlow, Saskatchewan, 21 February 1993 as per **Legion Magazine** of July 1993. 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 20 May 1944 when he had flown 49 sorties (284 hours), 9 July 1943 to 10 May 1944.

9 July 1943 - Gelsenkirchen

13 July 1943 - Aachen

15 July 1943 - Montlebard
24 July 1943 - Hamburg
25 July 1943 - Essen
27 July 1943 - Hamburg
2 August 1943 - Hamburg
16 August 1943 - Turin
23 August 1943 - Berlin
27 August 1943 - Nuremburg
30 August 1943 - Munchen Gladbach
31 August 1943 - Berlin
3 September 1943 - N.W. France
5 September 1943 - Mannheim
15 September 1943 - Montlucon
16 September 1943 - Mondane
27 September 1943 - Hanover
4 October 1943 - Frankfurt
8 October 1943 - Bremen
22 October 1943 - Kassel
11 November 1943 - Cannes
17 November 1943 - Mannheim
18 November 1943 - Mannheim
20 November 1943 - Berlin
25 November 1943 - Frankfurt
2 December 1943 - Berlin
3 December 1943 - Leipzig
29 December 1943 - Berlin
2 January 1944 - Berlin
5 January 1944 - Stettin
21 January 1944 - Magdeburg
27 January 1944 - Heligoland
28 January 1944 - Berlin
30 January 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
30 March 1944 - Nuremburg
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Laon

26 April 1944 - Villeneuve St.George
30 April 1944 - Acheres
3 May 1944 - Montedidier
10 May 1944 - Lens

As Air Gunner, Warrant Officer Campbell has participated in many sorties against the enemy, engaged in a most important role. He has proved himself to be a most reliable member of a very successful crew.

At all times he has displayed exceptional skill and vigilance and his coolness and resolution in the face of enemy fire has done much to inspire the confidence of his crew.

In recognition of his fine offensive spirit and his courage under fire, Warrant Officer Campbell is recommended for a non-immediate award of the Distinguished Flying Cross.

Notes: Interviewed 16 February 1942 by F/O G.M.S. Cowan - "Neat, clean, strong, intelligent. Sincere and keen to fly. Should be good material."

Course at No.2 BGS was 3 August to 16 September 1942. Battle aircraft (13 hours 20 minutes). Flew in period ending 27 August (35 minutes gunnery), period ending 3 September (three hours five minutes gunnery, one hour as passenger), period ending 10 September (three hours 35 minutes gunnery, one hour ten minutes as passenger) and period ending 17 September 1942 (two hours 40 minutes gunnery, 55 minutes passenger). Fired 383 rounds on ground, 400 rounds air-to-ground, 2,806 rounds air-to-air. Scored 7.2 percent hits in Beam Test, 8.2 percent in Beam Relative Speed Test, and three percent in Under Tail Test. Scored 73 percent in written exam, 70 percent in practical test and rated 190/250 in "Ability as Firer". Placed ninth in a class of 21. "Pleasant disposition. Confident. Average ability."

Report from No.12 OTU indicated he had actually been on course only from 9 February to 4 May 1943. Wellington aircraft (62.25 hours day, 41.00 hours night). "A good gunner and crew member" (W/C W.M. Morris). On the ground he had fired 45 clay pigeons and 950 rounds on range. Four exercises firing at a drogue (2,000 rounds, 8.4 percent hits) and 250 rounds at sea markers. Three exercises with cine guns (six films exposed). Tested in Range Estimation (60 percent), Aircraft Recognition (70 percent), Running Commentary (70 percent), Practical Harmonization (65 percent) and Practical Gun Cleaning and Maintenance (70 percent). "Slightly above average. Is keen and has worked well." (S/L W.J. McIntyre, Chief Armament Instructor).

At No.1663 Conversion Unit flew 51 hours, fired 2,000 rounds air-to-air and 250 rounds on 25-yard range. Practical instruction in Turrets, Turret Manipulation, Crew Drill, Dinghy Drill, Harmonization, Aircraft Recognition, Halifax Petrol and Hydraulic Systems. Rated average in all subjects. "Fair on all subjects - quite keen type."

Repatriation Form dated 29 November 1944 stated he had flown 49 sorties (280 operational hours), the last on 10 May 1944. Also flew 309 non-operational hours.

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CAMPBELL, F/O William Gavin (J21450) - **Commended for Valuable Services** - No.6 (O) AFU (now No.26 OTU) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Strathclair, Manitoba, 31 January 1922 (RCAF press release 4910 announcing award); home there (farmer); enlisted in Winnipeg, 25 July 1941. To No.2 Manning Depot, Brandon, 10 September 1941. To No.3 BGS, Macdonald, 10 November 1941. To No.7 ITS, Saskatoon, 21 December 1941; graduated and promoted LAC on 27 March 1942), to No.19 EFTS, 29 March 1942; graduated 5 June 1942 but not posted to No.11 SFTS until 21 June 1942; set back from Course 60 to Course 62 by illness (mumps with complications); graduated and commissioned 4 December 1942. To "Y" Depot, 28 December 1942. Disembarked in UK, 12 January 1943. Attached to No.51 Group, 5 March 1944. To No.18 (P) AFU, 16 March 1943 flying Ansons (18 hours 50 minutes day dual, five hours 55 minutes dual to day solo; total of 11 hours 50 minutes day solo; 13 hours 40 minutes night dual, 100 minutes of night dual before solo, eleven hours 40 minutes night solo, three hours in Link, 85 minutes on instrument flying). Assessed as "a high average and capable pilot." Attached to No.1533 BAT Flight, 19 March to 24 April 1943 where he flew Oxfords (ten hours five minutes day dual doing beam flying and instrument flying plus two hours as passenger and four hours in Link. To Station Cark, 18 May 1943. To No.6 (O) AFU, 28 June 1943. To No.26 OTU, 31 October 1944. There he flew 14 hours 15 minutes day dual and 23 hours 25 hours day as captain (eight hours 40 minutes day dual until sent off as captain) plus ten hours 40 minutes night dual and 27 hours ten minutes night as captain (five hours 35 minutes night dual before being sent off as captain). A total of 22 hours 30 minutes on instruments plus 19 hours in Link. Assessed as "An above average pilot who has completed a very good course here. He has no outstanding flying faults and has shown exceptional keenness both on the ground and in the air. A very good captain of his crew. Recommended for PFF." To No.71 Base, 28 February 1945. To No.428 Squadron, 22 April 1945. Killed in flying accident with No.428 Squadron (Lancaster KB879), 30 April 1945; buried in UK. Aircraft was on a training cross-country flight, taking off at 1059 hours. A witness (Sergeant Ronald S. Cranston) testified that his aircraft was at 18,000 feet and Campbell's at 15,000 feet when it went into a sideslip and then a spiral dive, crashing at 1154 hours. Campbell then had 1,184 hours of flying. Subsequent investigation revealed the main oxygen supply cock was in the "off" position and it was guessed that lack of oxygen had led to loss of control. No citation in Canadian sources. Public Records Office Air 2/9036 has recommendation stating he had flown 911 hours (315 in previous six months).

This officer is employed as a Staff Pilot in No.6 (O) AFU which appointment he has held since June 1943. He is a most reliable pilot and an excellent officer. His energy and dogged persistence in his flying duties are an inspiration to other pilots he is a pillar of strength to his Commanding Officer.

Assessment dated 6 November 1944 noted that while at No.6 (O) AFU he had flown 336 hours in previous six months and had at that date a total of 996 hours ten minutes. The following comments recorded:

This officer possesses to a pronounced degree loyalty and common sense.

This officer has served at this unit for over a year during which time he has proved himself an above average staff pilot. He has always shown great keenness to get on operations. (S/L A.H. Grace)

Concur in the terms of this report. A very good "all-round" officer and a very sound pilot. He should do well in the service. (G/C G.H. Harrison).

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CAMPBELL, F/L William Iver (C7964) - **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 15 March 1919. Home in Toronto; enlisted there 15 April 1941 as Radio Mechanic. To No.4A Manning Depot, 4 May 1941. To McGill University, 31 May 1941. Commissioned in Radio Branch, 6 September 1941. To RAF overseas, 2 October 1941. Promoted Flying Officer, 6 March 1942. Promoted Flight Lieutenant, 1 February 1943. Repatriated 21 February 1945. To Moncton, 13 April 1945. To No.1 Technical Support Unit, 16 April 1945. To No.5 Radio School, 11 May 1945. To No.4 Release Centre, 27 June 1945. Retired 29 June 1945.

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CAMPBELL, F/O William James (J20820) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 1 June 1913 in Lethbridge, Alberta; home there or in Ajax, Ontario; enlisted in Calgary 4 September 1941. To No.2 Manning Depot, 18 September 1941. To No.1 Training Command, 16 January 1942. To No.6 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted until 4 June 1942 when sent to No.7 EFTS. Ceased training on 23 June 1942 and posted elsewhere. To No.6 BGS, 1 August 1942; graduated 27 August 1942 when posted to No.10 AOS; graduated and commissioned, 6 November 1942. To "Y" Depot, 21 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 14 May 1945. Retired 3 July 1945. Award presented, date and place uncertain. RCAF photo PL-31274 (ex UK-13157 dated 8 August 1944) shows him; caption says he had completed one tour with Thunderbird and Goose squadrons and was now a radio instructor at Beaver Base.

This officer has completed a noteworthy tour of operations during which a wide range of targets have been attacked. He is a most competent bomb aimer whose

determination to obtain good results has been a prominent feature of his work throughout. Flying Officer Campbell has set a fine example to all.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. McLernon drafted 17 June 1944 when he had flown 27 sorties (142 hours eight minutes). No sortie list but text as follows; the reference to Stettin and a "scare-crow" indicates he was in the crew of F/L Wyllie Hall Spafford, whose DFC recommendation refers to the same event:

Flying Officer Campbell has completed a tour of operations which took him to all the major heavily defended targets in Germany.

One night in January 1944 he was a bomb aimer in an aircraft detailed to attack the naval base of Stettin. On the bombing run a "scare-crow" burst immediately in front of his aircraft, rendering the port outer engine unserviceable. Despite this fact, the bomb aimer coolly instructed his pilot to carry on with his bombing run and an excellent picture of the aiming point was obtained.

On two other occasions, one at Frankfurt and once over Berlin, Flying Officer Campbell would not release his bombs until numerous orbits had been made and until he was certain that his bombs would fall on the aiming point. He has shown by his pictures on all sorties which he has undertaken as bomb aimer great determination, no matter how heavy were the enemy defences, to press home his attack to a successful conclusion.

By his coolness and determination, he has set a splendid example not only to his own crew, but to all other members of the squadron. Therefore he is recommended for an immediate award of the Distinguished Flying Cross.

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CAMPBELL, F/O William Ross (J87870) - **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 18 May 1914 in Middle Stewiacke, Nova Scotia. Educated in Nova Scotia. Farmed from 1932 to 1937 when he became a miner (Pandora, Relnite and Hollinger Mines). Home in Kapuskasing; enlisted Timmins, Ontario, 22 July 1942. To No.2 Manning Depot, 13 August 1942. To No.12 SFTS (non-flying duty), 9 October 1942. To No.3 BGS, 20 February 1943. Promoted LAC, 15 May 1943. To No.1 Air Gunner Ground Training School, 3 April 1943. To No.9 BGS, 15 May 1943; promoted Sergeant, 25 June 1943; to Eastern Air Command, 9 July 1943; to No.34 OTU, 9 July 1943; to "Y" Depot, 19 September 1943. Embarked from New York, 8 October 1943; arrived in United Kingdom, 16 October 1943. Attached to RAF Bowenmouth, 17 October 1943. To No.22 OTU, 11 January 1944. Promoted Flight Sergeant, 25 March 1944. To No.61 Base, 17 April 1944. Detached to No.1664

Conversion Unit, 17 April to 16 May 1944. To No.431 Squadron, 16 May 1944. To No.405 Squadron, 16 July 1944. Commissioned 16 July 1944. Attached Night Training Unit, 17 July to 4 August 1944 when returned to No.405 Squadron. Repatriated 14 May 1945. Released 21 July 1945. Award presented in Montreal, 5 June 1949. Died in Kapuskasing, 22 September 1989 as per **Legion Magazine** of February 1990. 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 43 sorties (190 hours 21 minutes), 26 March 1944 to 14 February 1945.

26 March 1944 - NICKLING, Paris (4.15)
27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.50)
6 June 1944 - Conde sur Noireau (5.45)
12 June 1944 - Arras (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sterkrade (4.45)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.15)
9 July 1944 - Mont Condon (3.45)
7 August 1944 - TOTALIZE 5 (2.40)
12 August 1944 - La Pallice (5.25)
14 August 1944 - TRACTABLE 22 (2.35)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelsheim (6.45)
26 August 1944 - Kiel (5.10)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
15 September 1944 - Nordstern (3.20)
20 September 1944 - Calais (2.05)
25 September 1944 - Calais (2.10)
30 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.05)
14 October 1944 - Duisburg (3.20)
28 October 1944 - Cologne (4.05)
29 October 1944 - Walcheren (2.05)
31 October 1944 - Cologne (4.05)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.40)
16 November 1944 - Julich (3.15)
12 December 1944 - Essen (4.20)

21 December 1944 - Cologne (4.05)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Royan (5.00)
6 January 1945 - Hannover (4.22)
22 January 1945 - Duisburg (3.50)
28 January 1945 - Stuttgart (5.50)
7 February 1945 - Cleve (3.50)
8 February 1945 - Politz (7.44)
13 February 1945 - Dresden (7.55)
14 February 1945 - Chemnitz (7.00)

Pilot Officer Campbell is an excellent and conscientious Air Gunner who has successfully completed 45 [sic] operational sorties. Whether engaged in daylight or night attacks, this officer has shown outstanding skill and sincere devotion to duty, his courage and trade capabilities contributing much to the successful outcome of his missions. On a number of occasions he has been called upon to prove his tenacity and trade experience, but has not faltered even in the most difficult of situations.

Public Record Office Air 50/248 has a Combat Report for the night of 25/26 August 1944, Lancaster H/405 (PB229), target Russelsheim. The bomber carried Visual Monica which was reported "serviceable" and the operator was trained in its use. Time was 0025, height 18,000 feet, heading 089 True, position 4945 N 0740 E, on track and outward bound. The weather was 6/10 cloud at 20,000 feet, 6/10 cloud below 8,000 feet, visibility moderate. First visual was at 600 yards, closing to 300 yards. Fighter opened fire at Pilot was F/O M.S. Kyte; rear gunner was P/O W.R. Campbell; mid-upper gunner was P/O R.F. Hubley. Narrative as follows:

While on the way to Russelheim on the night of 25/26th August 1944, at 0025 hours, flying at 18,000 feet, on heading 089 T at a position 49.45 North 07.40 E, Lancaster H, serial PB229 of No.405 (RCAF) Squadron was attacked by a single engined unidentified aircraft

Visibility during the encounter was moderate with 6/10 cloud at 20,000 feet and 6/10 cloud below at 8,000 feet. The first warning of the fighter's presence was received by W/Air on Monica which showed an aircraft on the starboard. Immediately after the Rear Gunner [P/O Campbell] sighted the fighter at 400 yards range on the starboard quarter above. The pilot [F/O M.S. Kyte] was directed to corkscrew to starboard.

The fighter opened fire at 400 yards. The rear gunner and mid-upper replied a few seconds later with two short bursts of 75 rounds from each turret, after which

the fighter broke away on the port quarter up and was not seen again.

No visual damage was caused to the fighter. Our aircraft was not hit.

Notes: Courses at No.1 Air Gunner Ground Training School and No.9 BGS ran 5 April 1943 to 25 June 1943. Stage 1 involved courses and tests in Armament, oral (88/100), Armament, written (203/300), Anti-Gas (63/100), Aircraft Recognition (76/100), Mathematics (38/50), Navigation (80/100), Law, Administration and Hygiene (74/100), Signals (76/100). Stage 2 involved Battle aircraft - 24 hours 55 minutes in the air - and Turret Manipulation (14 hours 20 minutes). Vickers Gas Operated Gun and Bristol turret in the air, Vickers Gas Operated and Browning guns on the ground, Bristol, Fraser Nash and Boulton Paul turrets on ground. Spent two hours in arming, loading and harmonizing turrets. Fired 220 skeet rounds, 1,070 rounds on 25 yard range, 1,000 rounds on 200 yard range, 500 rounds air-to-ground, 3,825 rounds air-to-air (three percent hits air-to-air). Scored 111/150 on written exam, 71/100 on practical and oral exam, 74/100 on Aircraft Recognition, 50/100 on drill, 50/100 on Signals, rated 75/100 on "Ability as Firer". Placed 43rd in a class of 92. "Neat, quiet type. Displays initiative when the course is clear."

Course at No.34 OTU was 12 July to 3 September 1943. Flew 38 hours 30 minutes in Hudson aircraft. Fired 65 clay pigeons (28 percent hits), 400 rounds on 300 yard range (27 percent hits), 200 rounds splash firing, 610 rounds beam air-to-air, 1,160 rounds relative speed test (1.5 percent hits), 600 rounds on cross-over (three percent hits). Practical courses in turrets, guns, aircraft recognition, sighting, harmonization. Placed second in a class of ten. "Is keen and willing to work. Rather slow in the air."

Course at No.22 OTU was 11 January to 27 March 1944. Wellington aircraft. Flew 49.10 by day and 43.15 by night. One night interception exercise and one Nickle. Did five cine-camera gun exercises, one air-to-beam firing exercises, five air-to-air self-tow exercises (four day, one night). Tested in Aircraft Recognition (170/200), Guns (160/200), Reporting and Fighting Control (120/200), Sighting including STST (130/200) and Turrets, drill and components (125/200). "Above average. Quiet and hard working gunner. Has shown a keen interest in his work throughout the course and set a fine example to the remainder of the gunners on the course. Recommended for a commission."

Repatriation Form dated 7 May 1945 states he had flown 58 sorties (272 hours 40 minutes) plus 279.25 non-operational. Last sortie was 9 March 1945. Had been in Wellingtons (92.25), Halifax (151.40) and Lancaster (308.00).

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CAMPBELL, F/L Wishart Neil Munro (C14949) - **Member, Order of the British Empire** - No.3 Training Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 5 March 1901 at Oro Station, Quebec

as per RCAF Press Release reporting award; educated at Oro, University of Toronto (one years), Peterborough Normal School, Ontario (two years) and Toronto Concert of Music. Employed by Ontario Board of Education, 1922-1924 (principal), Galt Public School, 1924-1926 (Assistant Principal) Ontario Motion Picture Board, 1936-1937 (censor) and was free lance radio artist and singer for CBC, 1927-1942. Home in Barrie, Ontario. Enlisted in Ottawa, 16 October 1942 and immediately commissioned in Administrative Branch while being posted to No.5 Manning Depot. To No.1 BGS, 1 November 1942. To AFHQ, 22 December 1942. Promoted Flying Officer, 16 April 1943. To No.4 Training Command, 26 April 1943. Promoted Flight Lieutenant, 1 September 1943. To AFHQ, 17 September 1943. Attended Administrative Course at Trenton, 3 December 1943 to 20 January 1944; while there he was described as follows - "A keen, progressive officer of good appearance and deportment and pleasing personality. His attitude towards the service and his method of dealing with personnel are definitely above average. Took a keen interest in drill, but required practice to develop confidence." To No.1 Entertainment Unit, Rockcliffe, 21 March 1944 although it is evident that the unit existed inside AFHQ as far back as April 1943. To No.3 Training Command, Montreal, 16 June 1944. Reclassified as "Special Services", 1 July 1944. To No.4 Release Centre, Toronto, 15 January 1945. Retired 16 February 1945 and returned to CBC. Award sent by registered mail. Composer of **The Airman's Prayer**. Died in Islay, Hebrides, January 1984 as per **Airforce Magazine** of June 1984.

This officer, an outstanding concert singer, has given unstintingly of his talent in the entertainment and welfare field in the Royal Canadian Air Force. He has at all times displayed a strong sense of duty and his talented efforts have done much to maintain the morale of the Royal Canadian Air Force personnel at a high level. He has repeatedly given performances under the most trying conditions and cheerfully completed assignments over and above the normal requirements of duty. His contribution to the welfare of personnel of the Royal Canadian Air Force has been of great value.

The recommendation was raised on 13 February 1945 by A/V/M Adelard Raymond as follows:

Prior to appointment in the RCAF, Flight Lieutenant Wishart Campbell was an outstanding concert and radio singer. He has given unstintingly of his talent at all times, and particularly has been unsparing in his efforts over and above his normal duties. A great many performances have been given by him under the most trying conditions. Flight Lieutenant Campbell has at all times displayed a strong sense of duty and his talented efforts have done much to maintain the morale of RCAF personnel at a high standard.

Notes: Superior officers found it hard to assess him because he was constantly travelling. He was one of the organizers of "The Blackouts" show. A medical report dated 24 October 1944 described his peculiar situation:

Since he has been in service has been working day and night - in civilian life works at night whereas in RCAF must always be in by 9.00 a.m.. Had to do all the admin when travelling to Alaska and it was all jumbled up. Recently other duties, such as welfare and morale have been added to his job and he doesn't like it at all - insists he's an entertainer and the other jobs are too difficult and complicates for him and he has no interest in them . . . Feels that he is misemployed. Has too much admin to do in addition to his job as entertainer.

Assessed 24 April 1943 as follows - "Flight Lieutenant Wishart Campbell is in charge of No.1 RCAF Entertainment Group. In the production of the show he has done a very good job. He is a capable organizer and a good disciplinarian as well as being a first class performer." (W/C H.R. Low, AFHQ).

When enlisting, he was given to understand that he would be a Flying Officer, and he ordered his uniform with that rank sewn on. In April 1943 it was pointed out that he had only been gazetted in Pilot Officer rank. Correspondence in May 1943 resulted in hasty promotion to Flying Officer, backdated to April 1943.

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CAMPSALL, Sergeant (now P/O) Rodney Sigsworth (R52887/J18433) - **Mention in Despatches** - No.82 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 31 May 1917 in Hartinginton, Ontario; home there (truck driver for one year, farming for three years); enlisted Kingston, 6 June 1940 and posted to No.1 Manning Depot, Toronto. Posted to No.1 WS, Montreal, 19 July 1940, being promoted LAC that date. To No.1 BGS, Jarvis, 21 December 1940; graduated and promoted Sergeant, 18 January 1941. Struck off strength of No.1 BGS, 30 January 1941 and posted to Halifax. Taken on strength of United Kingdom, 2 March 1941. To No.15 OTU, 15 March 1941. To No.1 Signal School, 4 April 1941. Reduced to the rank of AC2, 5 August 1941 and reclassified as Aircraft Hand/General Duties. To No.409 Squadron, 6 August 1941. Promoted AC1, 5 November 1941. Promoted LAC, 5 February 1942. Accepted for gunnery training, 9 May 1942 and posted to No.14 ITW (Initial Training Wing ?). To No.7 AGS, 12 June 1942. Promoted Sergeant and posted to No.23 OTU, 28 July 1942. To No.425 Squadron, 28 September 1942. Promoted Flight Sergeant, 28 January 1943. Commissioned 20 Jul 1943. Recommended for Non-Immediate DFC, 3 August 1943, when he was an air gunner with No.425 Squadron. At that time he had flown 31 sorties (202:45 operational hours) over Europe and Italy. Not awarded. Posted to No.82 OTU, 28 October 1943. To No.101 Squadron, 14 April 1944. Missing, presumed dead, 28 April 1944 (Lancaster LM493; five crew taken prisoner (including F/L R.L. French, RCAF), three killed (all RCAF).

Although he suffered ill-health (including appendicitis) after arriving in Britain, there is nothing to indicate why he was abruptly reduced in rank and status. An assessment date 18 April 1944 while he was at No.82 OTU stated he had flown 401 hours 40 minutes as aircrew, 66 hours in

previous six months,. Described as follows: "Above average practical instructor. Hard working and reliable" (W/C W.D. Ferris). "This officer has done a good job of work instructing at this unit. Slightly above average in personality." (G/C E.J. Laine).

The website "Lost Bombers" gives the following on his fatal mission. Lancaster LM493 (SR-X of No.101 Squadron), target Friedrichshaven. LM493 was delivered to No.101 Squadron from No.32 Movements Unit, 26 March 1944, equipped with ABC (Airborne Cigar). It took part in an operation against Schweinfurt, 26/27 April 1944. When lost this aircraft had a total of 50 hours. LM493 was one of two No.101 Squadron Lancasters lost on this operation; the other was LL750. Airborne at 2140 hours, 27 April 1944 from Ludford Magna on ABC duties. Flying at 17,000 feet outbound, intercepted by a night-fighter and shot down, crashing at Oberwinden, 3 km SW of Elzach. Crew consisted of F/L B.N.Dickinson (POW), Sergeant L.Houlden (POW), F/O K.S.Beardsall (injured, confined to hospital, no POW number), F/O R.L.French (injured, confined to hospital, no POW number), Flight Sergeant J.E.Peyton-Lander (POW), Flight Sergeant G.E.H.Schultz, RCAF (ABC operator, killed), F/O R.S.Campsall, RCAF (killed), Sergeant J.V.Bramhall (killed).

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CAMPTON, Flight Sergeant Robert Benjamin (R82420) - **British Empire Medal** - Station Whitehorse - Award effective 9 June 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 10 March 1913 in Brockville, Ontario; gold mine mucker, summer lifeguard (1930-1937) and fireman with Brockville Fire Department. Militia service with Brockville Rifles, 1927-1929 and 1940. On 11 October 1940, the Ontario Fire Marshal wrote to the Commanding Officer, RCAF Recruiting Centre, Toronto (F/L G.L. Lumsden), stating that both with the Fire Department and NPAM militia service he had shown "real qualities of leadership." Enlisted Ottawa, 2 December 1940 as a firefighter and posted to No.1 Manning Depot. Promoted Corporal, 21 January 1941. To No.1 BGS, Jarvis. 28 January 1941. Promoted Sergeant, 1 June 1941. To No.4 WS, Guelph, 7 July 1941. To No.33 ANS, Hamilton, 10 July 1941. Promoted Flight Sergeant, 1 October 1942. To No.31 SFTS, Kingston, 16 August 1943. To No.14 SFTS, Kingston, 15 August 1944. To Station Edmonton, 9 October 1944. To No.5 Staging Unit, 19 October 1944. To Whitehorse, 1 December 1944. To Watson Lake, 6 April 1945. To Release Centre, 23 September 1945. Released 4 October 1945. Award sent by registered mail 14 February 1946. Died in Brockville, Ontario, 9 January 1984 as per **Legion Magazine** of September 1984.

This non-commissioned officer, a fire-fighter, was loaned to the United States Army Air Forces to assist in training United States personnel in fire fighting. The course of instruction included the assembly of material built to resemble a crashed aircraft, then saturated with hundreds of gallons of gasoline and ignited. On 20th February 1945, during one of these demonstrations, three American enlisted personnel were operating a fog nozzle in the midst of intense flame when the nozzle became jammed. Flight Sergeant Campton, realizing the danger,

immediately rushed into the flames and succeeded in clearing the nozzle, obtaining a fog steam and cooling the fire. By his quick thinking and courageous action, completely disregarding his own safety, he saved these personnel from becoming badly burned. In rescuing these men he received serious burns on his head and face.

The original recommendation was raised on 14 March 1945 by W/C A.D. McGinnis, Staff Officer Construction Engineering, Northwest Air Command, and read as follows (note that submission mentioned four endangered Americans and final citation said three):

Flight Sergeant Campton, Fire Fighter, while on loan to the United States Army Air Forces as an instructor in enlisted American personnel in fire fighting, by quick thinking and acceptance of personal risk which resulted in his suffering first and second degree burns of the head and face, was directly responsible for saving four enlisted American personnel from severe injury when a fog nozzle being operated by them in the midst of intense flame, became jammed. Flight Sergeant Campton, appreciating the danger, immediately rushed into the flames and succeeded in clearing the nozzle, obtaining a fog stream and cooling the fire.

This was endorsed by Air Vice-Marshal Lawrence on 16 March 1945.

Notes: He attended three fire fighting courses during his RCAF career.

A typical assessment was as follows: "This NCO has been in charge of this unit's Fire Section since the opening of the station. He has at all times been found to be efficient and conscientious in his work." (S/L E.J. Stanley, No.33 ANS, 30 August 1943).

On 9 March 1945, A/V/M T.A. Lawrence (Air Officer Commanding, Northwest Air Command) wrote to the Commanding Officer, Station Edmonton, transmitting the contents of a letter of commendation (date not mentioned), provided by the Commanding General, Air Transport Command, USAAF, re Campton:

Flight Sergeant Robert B. Campton, R82420, Airplane Crash Firefighting Instructor, has materially aided this Command in the recent training of approximately 140 enlisted personnel which will be assigned to stations within this command as airplane crash firefighting crews.

The actions and assistance of Flight Sergeant Campton have been a source of the highest praise from the civilian Crash Fire Instructor employed by this Headquarters. His industry and ingenuity are highly commendable, and his relations with the USAAF personnel are excellent.

Flight Sergeant Campton received burns during the course of this instruction as a result of trying to keep one of the enlisted USAAF personnel from being injured.

It is requested that the contents of this letter be made known to Flight Sergeant Campton as a token of appreciation of this command for his highly commendable actions and efficient instructions during the course of this school.

To the above, A/V/M Lawrence added, "The undersigned also wishes to commend this NCO for his splendid services and express his gratitude for his assistance in maintaining a high standard of co-operation between the Canadian and United States Forces."

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CAMSELL, F/L George Clarke (J7985) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 8 October 1915 in Winnipeg; home there. Educated at St.John's College and University of Manitoba; geologist's assistant; enlisted Winnipeg 18 February 1941 and posted to No.2 Manning Depot. 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.18 EFTS; graduated 27 July 1941 and posted next day to No.15 SFTS; graduated and commissioned 7 October 1941. To No.31 GRS, 25 October 1941. To No.32 OTU, 29 December 1941. To "Y" Depot, 21 November 1942. To RAF overseas, 10 December 1942. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. Retired 5 September 1945. Award sent by registered mail May 1955. Geologist. Died in Richmond, British Columbia, 5 April 1990. 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 13 December 1944 when he had flown 26 sorties (148 hours ten minutes).

* daylight sortie

14 July 1944 - Villeneuve St.George (6.50)
17 July 1944 - Caen (3.30)
18 July 1944 - Revigny (5.35)
20 July 1944 - Courtrai (3.15)
23 July 1944 - Kiel (5.05)
1 August 1944 - Mont Candon (4.30)*
2 August 1944 - Bois de Casson (4.50)*
3 August 1944 - Trossy (4.40)*
4 August 1944 - Etaples (3.45)*
7 August 1944 - Lorient (4.50)*
9 August 1944 - La Pallice (6.00)*
10 August 1944 - Bordeaux (7.15)
11 August 1944 - Givors (7.50)
13 August 1944 - Brest (4.30)
14 August 1944 - Brest (4.25)

15 August 1944 - Gilste (3.30)
18 August 1944 - La Pallice (6.25)
24 August 1944 - Ijmuiden (2.55)
27 August 1944 - Brest (4.25)
5 October 1944 - Wilhelmshaven (4.55)
7 October 1944 - Flushing (3.10)
15 October 1944 - Sorpe Dam (5.20)
29 October 1944 - **Tirpitz** (12.05)
12 November 1944 - **Tirpitz** (11.25)
26 November 1944 - Munich (9.15)
11 December 1944 - Urft Dam (4.55)

This officer has completed 26 successful sorties as captain of aircraft. His sorties have included attacks on heavily defended targets in Germany and occupied Europe by day and by night, many of these sorties being precision targets. He took part in the second attack on the German battleship **Tirpitz** and was only prevented from taking part in the final and successful attack owing to a late take off arising from circumstances beyond his control. In this instance he reached a point about 100 miles from the target before returning without bombing. On every occasion Flight Lieutenant Camsell has shown courage and determination of the highest order together with the utmost keenness to operate as frequently as possible. He has several times acted as Deputy Leader of the squadron on daylight operations and more than once as leader, a task he has fulfilled most successfully.

During a night attack on Munich on the 25th November, whilst over the target, his aircraft was attacked by three single-engine night fighters, but he was able to outmanoeuvre two of the fighters, the third being driven off by gun fire. In addition to showing a high standard of captaincy in the air he has proved his worth on the ground whilst acting as Deputy Flight Commander, and has been of considerable assistance to his Flight Commander.

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CANTELON, F/L John William (C17492) - **Member, Order of the British Empire** - No.143 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 10 June 1919 in Clinton, Ontario (RCAF press release 4910 announcing award) Home in Ridgeway, Ontario. Enlisted in London, Ontario, 31 May 1938 as Armament Assistant. As of 1 November 1939 he was an LAC. Posted to No.1 (Fighter) Squadron, 30 October 1939 and proceeded overseas with them. Promoted Corporal, 1 November 1940. Promoted Sergeant, 18 June 1941. Promoted Flight Sergeant, 1 October 1942. Commissioned as Armament Officer, 23 May 1943. Promoted Flight Lieutenant, 27 November 1943. Repatriated 13 August 1945. To No.1 Air Command, 22 August 1945. To Mountain

View, 9 October 1945. To Air Armament School, 14 June 1946. Reverted to WO2 in postwar RCAF, 1 October 1946. Retired 27 September 1947. Died in New Westminster, British Columbia, 2 March 2013. Award presented 20 November 1948. No citation in Canadian sources. Public Records Office Air 2/8872 has recommendation.

This officer is Armament Officer of his wing. He has shown tremendous enthusiasm in his work and as a result of his personal supervision the Typhoon aircraft of his wing have been enabled to carry 1,000-pound bombs operationally without any defects. Since arriving in Normandy, this officer has continually sought new methods to improve his section. He has a very thorough knowledge of modern fighter armament and has shown a complete disregard of danger on two occasions when removing detonators from bombs on crashed aircraft. He is a first class officer who sets a fine personal example to his men and has made an outstanding contribution to the operational efficiency of the Wing.

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 16th, 1944, at approximately 1915 hours, I heard a loud explosion apparently coming from the vicinity of B.9 airstrip. I proceeded to the point where the incident occurred as quickly as possible. I learned upon arriving at the area that a Typhoon aircraft had blown up. I thereupon proceeded to search the area for the bombs the aircraft was known to be carrying. One bomb (1,000 pounds M.E.) Was found which was blackened and had all the visual signs of having been on the aircraft. The tail was nearby badly smashed. I next inspected the No.30 tail pistol to ensure that it was in safe condition. I then checked the No.42 nose pistol to ascertain whether the pressure plate stop was still in position. Having satisfied myself that the bomb was visually safe I then removed the nose and tail pistols and detonators. I gave the detonators to a Corporal Armourer for safe custody. I replaced both pistols. In company with Flying Officer Wardall we proceeded on a search for the other bomb, covering the path the aircraft appeared to have followed. Near Typhoon MN633 a shallow crater was found. Shrapnel was picked up by myself and Flying Officer Wardall which was characteristic of a 1,000 pound m.e. bomb. The crater was approximately ten feet in diameter and three feet at its deepest point. In my opinion from observations of the crater the nose of the bomb struck the ground and crashed the nose pistol sufficiently to cause detonation.

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CANTER, Sergeant (now P/O) Wilfred (R127907/J17845) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 14 August 1943 as per **London Gazette** dated 27 August 1943 and AFRO 2322/43 dated 12 November 1943. Born 7 February 1921 in Kiev, Russia;

emigrated with family at age five; home in Toronto (shipping trade, salesman); enlisted there 22 August 1941 and posted to No.5A Manning Depot. To No.8 SFTS (guard duty), 8 October 1941. To No.3 ITS, 6 December 1941; graduated and promoted LAC, 30 January 1942; to No.12 EFTS, 1 February 1942; may have graduated 6 April 1942 but not posted to No.5 SFTS until 11 April 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 14 August 1942. To RAF overseas, 20 August 1942. Further trained at No.23 OTU, Pershore. Commissioned 12 April 1943. Repatriated at the end of June 1943 but returned to Britain, 12 September 1943. Returned to operations with No.433 Squadron. Shot down 22/23 April 1944 in Halifax HX291 (BM-W, "Whacky"), target Dusseldorf. One of three No.433 Squadron Halifaxes lost on this operation; the others were LV840; LV990. Airborne at 2224 hours, 22 April 1944 from Skipton-on-Swale. Homebound, having already sustained some flak damage, it was shot down from 18,000 feet by a night-fighter near Weert (Limburg), Holland. On fire, the order to abandon was given and the Halifax crashed near Meeuwen (Limburg), Belgium. Those killed were buried at St.Truiden, 25 April 1944; their graves are now located in the Heverlee War Cemetery. Crew consisted of F/O W.L. Canter (POW), Flight Sergeant A.M.P. Camenzuli (Maltese. POW), Sergeant J.G. Cumming (killed), F/O A.W. Norris, RCAF (POW), WO2 H.G. Boissevain, RCAF (killed), F/O P.A. Schnobb, RCAF (evaded), Sergeant H.C. Seedhouse, RCAF (killed). Canter was held in Camp 3 (POW number 4456). Information from "Lost Bombers" website. Award presented by King George 15 May 1945. Repatriated again, 1 June 1945; to No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 11 September 1945; retired 19 September 1945. Joined Israeli Air Force. Killed 24 October 1948. He was pilot, navigator Willy Fisher, 25, of Winnipeg and co-pilot Fred Stevenson, 29, of Vancouver. They had just taken off on a night supply run to Sodom on the Dead Sea when an engine caught fire. Their C-47 soon exploded in the air and fell to the ground near Ekron, south of Tel Aviv. Canter and Fisher are buried in Rehovot. Stevenson is buried in the Haifa Military Cemetery. Killed with them were navigator Leon Lightman of Britain, and Air Force supply officer Michael Wimers. RCAF photo PL-44534 (ex UK-21512 dated 19 May 1945) taken soon after release and investiture.

In air operations Sergeant Canter displayed courage and tenacity of a high order.

Public Record Office Air 2/4995 has recommendation for a BEM drafted by W/C W.D.S. Ferris on 12 July 1943. He had flown one sortie (seven hours and seven minutes).

Sergeant Canter, who was acting as second pilot in aircraft piloted by P/O I.C. MacKenzie on a trip to Frankfurt, Germany, on the night of 14th-15th April 1943, was attacked by an enemy fighter and was able to clear the aircraft by parachute along with five other members of the crew.

This Non-Commissioned Officer showed bravery and initiative in that he escaped enemy territory to Gibraltar and has now returned to Great Britain. I strongly recommend that his act in effecting this escape be awarded by a BEM.

G/C J.L. Plant, Officer Commanding, Station Leeming, wrote (19 July 1943):

Sergeant Canter was shot down over enemy territory on his first operational flight. The fact that he escaped shows that he had prepared by study for such a happening. In effecting his escape he showed courage and tenacity of purpose for which I recommend the award of a British Empire Medal.

A/V/M G.E. Brookes, Air Officer Commanding, No.6 Group, wrote (10 August 1943)

In view of the remarks contained in the MI.9 Report (attached) covering the escape of this Non-Commissioned Officer from enemy territory, I support the remarks and recommendation contained above except that it may be that an award of the DFM would be more appropriate.

Public Record Office WO 208/3314 has his MI.9 evasion report based on interview of 30 June 1943. He had left Gibraltar on 23 June 1943, arriving at Liverpool on 29 June 1943.

I was second pilot in a Halifax aircraft which took off from Leeming Bar (Yorkshire) about 2200 hours on 14 April 1943 to bomb Stuttgart. On the return flight we were attacked by a night fighter over Reims and the aircraft caught fire. The order to bale out was given about 0330 hours, 15 April.

The only member of the crew whose name I know was P/O McKenzie, RAAF (first pilot), who with the flight engineer was preparing to jump when I left the aircraft. The rear gunner, mid-upper gunner, and wireless operator jumped before me. About five hours later, while hiding at a deserted farm house, I saw a German patrol with two prisoners. I could not identify them, but they may have been the bomb aimer and navigator.

I came down about 0345 hours just northwest of Reims. My leg was broken just above the ankle, and I was unable to walk. I gathered up my parachute and, after covering it with the harness, I started crawling in search of a hiding place, there being no cover in the field where I came down. I crawled for about a mile, resting frequently. There were numerous Germans searching the district on foot, in cars and on motor cycles, as several aircraft had come down that night. There was also a German barracks in the vicinity.

Eventually I reached two small deserted farm houses, in one of which I hid after climbing in through a window. During the day I called to two women who approached the house. I speak very little French, and I explained to them that I was RAF and asked for help. In the late afternoon the women brought me food and clothing - I was wearing shoes under my flying boots - and took away my uniform. In the evening their husbands escorted me by bicycle to the home of one of them in Reims, where I was sheltered for nine days (15-24 April). I was then

handed over to an organisation which arranged the rest of my journey.

Notes: His own report of being shot down, 22/23 April 1944, was recounted 7 May 1945 in filing "Questionnaire for Returned Aircrew - Loss of Bomber Aircraft." He had done twelve sorties on his tour:

All went well as we reached the target, dropped our load and were returning. Ten miles from N/E Belgium we were attacked without warning by a fighter. The weather was good and the moon was up. After a burst which put the port wing on fire and made port outer engine unserviceable and damaged port inner; tried to feather port outer but it wouldn't feather. The fighter made second attack which Rear Gunner saw and I successfully evaded the attack due to accurate instruction from Rear Gunner. The fire was gaining and so I gave the order to abandon aircraft. The Navigator, Bomb Aimer and Wireless Operator jumped and I called the rear section after a few minutes but got no answer so presuming the rest had jumped I left. Have received no definite news of their safety and whereabouts except the WOP and Navigator. Fighter attack was from the rear and evasive action was diving and turning to the right.

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CANTERA, FS David Raymond (R159333, later J87395) - **Distinguished Flying Medal** - No.90 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born Edmonton, 20 December 1923; home there (messenger). Enlisted 3 June 1942. Posted to No.3 Manning Depot, Edmonton. Trained at No.3 BGS, Macdonald. Later trained at No.1653 Heavy Conversion Unit. Commissioned with number J87395. Flew a second tour with No.405 Squadron. Remained in postwar RCAF; promoted Squadron Leader, 24 January 1964. Retired 3 December 1971. Upon retirement at age 47 he entered public service with the Alberta government, becoming Assistant Deputy Minister for the Department of Manpower. Died in Edmonton, 9 January 2004 as "Short Bursts" (Air Gunner Association newsletter and website) of January 2005. Newspaper obituary erroneously credited him with Bar to DFM.

This airman 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 2/9149 has recommendation dated 19 February 1944 when he had completed 28 sorties (179 hours 26 minutes), 25 July 1943 to 15 February 1944 as follows:

(SD denotes "Special Duties", objective not stated)

25 July 1943 - Essen (5.03)

27 July 1943 - Hamburg (5.23)

10 August 1943 - Nurmberg (7.40)
12 August 1943 - Turin (8.12)
16 August 1943 - Turin (8.50)
17 August 1943 - Peenemunde (7.29)
22 August 1943 - GARDENING, Frisians (4.23)
23 August 1943 - Berlin (7.49)
27 August 1943 - Nuremburg (7.02)
30 August 1943 - Munchen-Gladbach (3.25)
31 August 1943 - Berlin (7.31)
5 September 1943 - Mannheim (6.27)
15 September 1943 - Montlucon (6.10)
16 September 1943 - Modane (7.57)
22 September 1943 - Hanover (2.11, DNCO)
23 September 1943 - Mannheim (6.26)
27 September 1943 - Hannover (5.31)
3 October 1943 - Cassel (6.24)
8 October 1943 - Bremen (5.30)
18 November 1943 - Mannheim (7.06)
19 November 1943 - Leverkusen (5.14)
4 January 1944 - SD, Bombing (3.25)
21 January 1944 - SD, Bombing (4.41)
27 January 1944 - GARDENING, Kattegat (7.27)
4 February 1944 - SD (6.10)
5 February 1944 - SD (7.00)
7 February 1944 - SD (5.00)
8 February 1944 - SD (7.00)
15 February 1944 - SD (7.00)

This Non-Commissioned Officer has been an Air Gunner on 28 sorties, many against some of the most heavily defended enemy targets. His calmness and enthusiasm at all times have been an example to new crews in the squadron and he has pressed home his attacks with great determination.

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CANTIN, Sergeant Joseph Jeremie Raymond Roger (R55171) - **Mention in Despatches** - No.425 Squadron (now No.402 Squadron) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 3 January 1913. Home in Quebec City; enlisted there for General Duties, 5 April 1940. Proceeded overseas with No.1 (Fighter) Squadron, 30 May 1940. Promoted AC1, 5 July 1940. Promoted LAC, 5 October 1940. To No.2 (Fighter) Squadron, 11 December 1940. Remustered to Airframe Mechanic, 1 October 1941. Promoted Corporal, date uncertain; promoted Sergeant, 16 August 1942. Promoted Flight Sergeant, date uncertain. Repatriated 23 December 1944. Retired 28 February

1945. Re-engaged, 6 November 1946, reverting to LAC that date. To Goose Bay, 1 May 1947. To St. Hubert, 20 July 1948. To Chatham, 1 October 1949. Promoted Corporal, 1 October 1950. Died of natural causes, 1 March 1953. RCAF photo PL-26926 (ex UK-8792 dated 10 March 1944) shows four NCOs in Sergeant's Mess of No.425 Squadron - Sergeant Roger Cantin (Quebec), FS "Kid" Charpentier (Trois Rivieres), FS Laurent "Bud" Regnier (Dalmas, Saskatchewan) and Sergeant Baptiste "Le Vieux" Richard (Quebec). Recommended for BEM, 16 August 1943 for services as Rigger in charge, Maintenance. Proposed citation noted that he had been with unit from early days, showing reliability and good judgement. "He is an exceptionally good rigger. This has been proven by the undertaking of major repair jobs in the field which were completed in record time, thereby contributing to the operational successes of this squadron. Sergeant Cantin is a good leader of men.."

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CANTRELL, F/O George Arthur (J23719) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 30 January 1917 in Bancroft, Ontario; home in Milford, Ontario; enlisted Toronto, 11 June 1942 and posted to No.1 Manning Depot. To No.1 ITS, 11 August 1942; graduated and promoted LAC 9 October 1942; to No.1 AOS, 10 October 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Repatriated 3 December 1945. Released 21 March 1946. Re-engaged with RCAF Auxiliary, 17 October 1946 (120395); retired again 5 January 1950. Award presented by King George 13 July 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 2/9025 has recommendation dated 18 July 1944 when he had flown 31 sorties (138 hours 20 minutes), 3 September 1943 to 2 July 1944.

3 September 1943 - GARDENING, Frisians (2.25)
8 September 1943 - Boulogne (2.25)
27 September 1943 - Hanover (4.50)
2 October 1943 - GARDENING, Kattegat (7.20)
3 October 1943 - Kassel (6.00)
28 November 1943 - GARDENING, Cherbourg (3.10)
14 January 1944 - Brunswick (5.25)
15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (5.45)
26 March 1944 - Essen (4.30)
10 April 1944 - Laon (4.55)
11 April 1944 - Aachen (3.25)
20 April 1944 - Cologne (4.10)
22 April 1944 - Dusseldorf (4.05)

24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.35)
27 April 1944 - Friedrichshaven (8.00)
21 May 1944 - Duisburg (4.25)
24 May 1944 - Aachen (4.00)
28 May 1944 - Angers (7.40)
30 May 1944 - Boulogne (1.55)
5 June 1944 - Caen (3.15)g
6 June 1944 - Lisieux (3.20)
10 June 1944 - Dreux 4.25)
15 June 1944 - Valenciennes (3.25)
17 June 1944 - Montdidier (3.55)
21 June 1944 - Domleger (2.45)
23 June 1944 - L'Hey (2.15)
30 June 1944 - Villers Bocage (3.40)
2 July 1944 - Beauvoir (3.50)

Flying Officer Cantrell has completed a most successful tour of operations comprising 31 sorties during which he has navigated his aircraft to such targets as Essen (twice), Hanover, Stuttgart, Cologne and Friedrichshaven. He completed seven trips with Flight Lieutenant Woodley but was eventually crewed as a navigator with Flight Lieutenant Dengate.

He has displayed great navigational skill and coolness, and his determination has been of great assistance to his Captain in pressing home their attacks on the above and many other targets in Germany and enemy occupied countries.

A most reliable member of an aircraft crew, he has at all times displayed praiseworthy keenness and devotion to duty unsurpassed on the squadron. Flying Officer Cantrell is strongly recommended for the award of the Distinguished Flying Cross.

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CAPPEL, Sergeant (now FS) Julius (R108054) - **British Empire Medal** - No.13 SFTS - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 8 June 1916 in Montreal (RCAF press release 4907 announcing award). Home in Montreal; enlisted there 20 June 1941 as Equipment Assistant and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 19 July 1941. To No.13 SFTS, 1 September 1941. Promoted AC1, 20 September 1941. Promoted LAC, 1 January 1942. To No.9 BGS, 25 May 1942. Promoted Corporal, 23 March 1943. Promoted Sergeant, 1 September 1943. To No.13 SFTS again, 10 February 1944. Promoted Flight Sergeant, 1 October 1944. To No.2 Technical Support Unit, 9 March 1945. To No.10 Repair Depot, 1 September 1945. To

Release Centre, 19 February 1945. Released 26 February 1946. Award presented 27 April 1945.

This equipment assistant has at all times displayed the utmost initiative and ability in the performance of his work and his continued and untiring devotion to duty has been exceptional. His efficiency and willing co-operative attitude have been an inspiration to all those who work with him. He has devoted much of his own time to the instruction of those working under him and to the maintenance of an efficient technical store section. He has rendered outstandingly meritorious service.

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CAPPLEMAN, Sergeant Nancy (W307552) - **Mention in Despatches** - Station Torbay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Calgary; enlisted in Winnipeg, 24 July 1942 as Tradeswoman. To No.1 Composite Training School, 29 October 1942 and reclassified as Equipment Assistant. To No.3 Repair Depot, 3 December 1942. Promoted AW1, 24 December 1942. Promoted LAW, 1 April 1943. Promoted Corporal, 1 September 1943. To Halifax, 21 November 1943. To Torbay, 30 November 1943. Promoted Sergeant, 1 June 1945. Posted back to mainland Canada, 20 October 1945. Released 17 November 1945. Died in Victoria, 24 April 2002 as per Royal Canadian Legion "Lost Legion" website and **Legion Magazine** of November/December 2002.

Sergeant Cappleman is a most efficient airwoman in all respects. Her trade and organizing ability, together with unswerving devotion to duty, regardless of personal effort, has resulted in increased efficiency within her section. Her natural leadership qualities have extended into all phases of station activity and, by personal example, contributed greatly to maintaining morale on this station.

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CARD, P/O Henry Clifford (J18179) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 2 February 1920 in Hamilton; home in Newburgh, Ontario; enlisted Ottawa, 10 June 1941. To No.1 Manning Depot, 30 July 1941. To No.5 ITS, 10 August 1941; graduated 26 October 1941 when posted to No.8 AOS; graduated 2 February 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 28 March 1942 and posted to No.2 ANS; graduated 11 May 1942. Date of posting overseas uncertain. Commissioned 3 June 1943. Repatriated 25 September 1944. To No.1 Composite Training School, 15 November 1944. To No.1 Training Command, 15 December 1944. To No.1 Instrument Flying School, 28 December 1944. To Trenton, 23 August 1945. To Air Armament School, 7 March 1946. Remained in RCAF (19930) until he resigned his commission, 9 January 1947, settling in Newburg, Ontario. Award presented by King George 11 August 1944. No citation other than "completed...many

successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9153 has recommendation dated 23 November 1943 when he had flown 38 sorties (250 hours four minutes).

28 March 1943 - St.Nazaire (5.18)
4 April 1943 - Kiel (6.28)
6 April 1943 - GARDENING, Cinnamon (7.07)
8 April 1943 - Duisburg (3.10)
10 April 1943 - Frankfurt (7.11)
14 April 1943 - Stuttgart (6.39)
29 May 1943 - Wuppertal (4.43)
11 June 1943 - Munster (4.44)
12 June 1943 - Bochum (4.44)
21 June 1943 - Krefeld (4.00)
22 June 1943 - Mulheim (4.08)
24 June 1943 - Elberfeld (4.37)
29 June 1943 - Cologne (5.03)
3 July 1943 - Cologne (5.35)
13 July 1943 - Aachen (5.00)
15 July 1943 - Montbeliard (6.36)
24 July 1943 - Hamburg (5.36)
25 July 1943 - Essen (4.41)
27 July 1943 - Hamburg (5.48)
29 July 1943 - Hamburg (1.21, DNCO)
9 August 1943 - Mannheim (5.47)
10 August 1943 - Nuremburg (7.23)
16 August 1943 - Turin (7.54)
17 August 1943 - Peenemunde (7.59)
23 August 1943 - Berlin (6.42)
27 August 1943 - Nuremburg (6.36)
31 August 1943 - Berlin (6.34)
3 September 1943 - Berlin (7.42)
5 September 1943 - Mannheim (5.54)
6 September 1943 - Munich (7.19)
27 September 1943 - Hanover (4.23, DNCO)
2 October 1943 - Munich (7.41)
3 October 1943 - Kassel (5.40)
7 October 1943 - Stuttgart (6.00)
8 October 1943 - Hanover (4.38)
18 October 1943 - Hanover (4.26)
20 October 1943 - Leipzig (6.36)
22 October 1943 - Kassel (5.08)
3 November 1943 - Cologne (3.58)

17 November 1943 - Mannheim (2.04, DNCO)

18 November 1943 - Berlin (7.08)

Pilot Officer Card has taken part in 38 operational sorties and has consistently displayed great determination and courage in pressing home his attacks. A highly efficient Bomb Aimer, he has always shown the keenest desire to proceed on operations. This officer is strongly recommended for the award of the Distinguished Flying Cross.

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CARD, Corporal Lester Charles (R77614) - **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 7 August 1919 in Cardston, Alberta; home there; enlisted in Calgary, 26 January 1940 as Wireless Electrical Mechanic and posted to No.1 Manning Depot in rank of LAC. To Embarkation Depot, 24 January 1941. To RAF overseas, 20 February 1941. Commissioned 6 September 1942. Promoted Flying Officer, 6 March 1943. Reclassified as Radar Officer, 8 July 1943. Promoted Flight Lieutenant, 23 July 1944. Repatriated 27 November 1944. To No.2 Air Command, 13 January 1945. To No.5 Radio School, 1 February 1945. To No.1 Technical Support Unit, 25 May 1945. To No.7 Release Centre, 23 August 1945. Retired 27 August 1945. Rejoined RCAF as Radar Officer, 1 October 1946, retaining rank of Flight Lieutenant (20035). Promoted Squadron Leader, 1 January 1956. Retired 1968. After his military service, he taught school for a number of years and spent his remaining working years as a geologist, retiring when he was 80. A life-long radio amateur. Died in Calgary, 27 January 2015. No citation. Photo PL-128348 is a portrait taken at St. Hubert, 1960.

CARD, F/L Lester Charles (C15730) - **Mention in Despatches** - No.201 Group - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. No citation.

CARD, F/L Lester Charles (C15730) - **Mention in Despatches** - Station Nicosia (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 Canadian sources. Public Records Office Air 2/9056 had recommendation for an MBE;

This officer is the Radar Officer at the station. He is a fine technician who has worked with the greatest zeal and skill and has produced many excellent devices for helping training, including the perfection of the ASV trainer. Flight Lieutenant Card has been an inspiration to all who have worked with him and his efforts have been beyond praise. Although not officially employed on air crew duties he completed over 400 operational flying hours while serving in Malta.

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CARD, F/O Robert Keith (J85061) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 February 1920 in Edmonton; home there (RCMP constable). Enlisted there 22 May 1942. To No.3 Manning Depot, 25 June 1942. To No.2 WS, 7 May 1942 (guard). To No.4 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.5 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 26 June 1943. To RAF overseas, 29 June 1943. Commissioned 17 February 1944. Repatriated 23 November 1944. To No.2 Air Command, 10 January 1945. To No.3 BGS, 15 January 1945. To Release Centre, 19 February 1945. Retired 14 March 1945. Award presented 29 November 1947. Died in Edmonton, 2006. RCAF photo PL-32931 (ex UK-15134 dated 20 September 1944) shows him (left) having a hot coffee and cigarette while discussing raid on Osnabruck (described as his 35th sortie, but see below) with Warrant Officer John Gates (Calgary, rear gunner). 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.5557 (RG.24 Vol.20668) has recommendation dated 12 September when he had flown 33 sorties (156 hours ten minutes), 22 May to 12 September 1944.

This officer has made thirty-three successful operational sorties over enemy territory. During these trips he has shown a high degree of skill and has been an outstanding captain of aircraft. At all times he has been a keen, willing worker and an inspiring example to other pilots. For his airmanship, intense loyalty and splendid record, Flying Officer Card is strongly recommended for the Distinguished Flying Cross.

The sortie list was as follows (* denotes daylight operation):

22 May 1944 - Le Mans (4.35, second pilot)
27 May 1944 - Bourg-Leopold (4.30, second pilot)
31 May 1944 - Mont Couple (3.15)
5 June 1944 - Houlgate (3.20)
6 June 1944 - Coutrances (5.30)
8 June 1944 - Mayenne (5.35)
12 June 1944 - Cambrai (4.05)
21 June 1944 - St.Martin l'Hortier (3.55*)
23 June 1944 - Bientques (3.50)
27 June 1944 - Foret d'Eamy (4.00)
28 June 1944 - Metz (6.50)
1 July 1944 - Biennais (3.50*)
3 July 1944 - Biennais (3.50*)
5 July 1944 - Biennais (4.10)
7 July 1944 - Caen (4.20)

12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.25)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (5.45)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (7.25)
12 August 1944 - Mont Richard (5.20*)
12 August 1944 - Falaise (4.25)
15 August 1944 - Brussels (4.15*)
16 August 1944 - Kiel (6.05)
17 August 1944 - Caen (3.50*)
18 August 1944 - Bremen (5.45)
25 August 1944 - Brest (4.10)
27 August 1944 - Mimoyceques (3.25)
31 August 1944 - Ile de Cezembres (4.50*)
9 September 1944 - Le Havre (4.15*)
10 September 1944 - Le Havre (4.15*)
11 September 1944 - Castrop Rauxel (5.15*)
12 September 1944 - Borkum (4.55*)

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CARDIFF, P/O John Abel (J90202) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 21 October 1923 in Govan, Saskatchewan; home in Cymric, Saskatchewan (farmer); enlisted Regina 2 March 1942 and posted to No.2 Manning Depot. To No.4 SFTS (guard), 24 April 1942. To No.7 ITS, 23 May 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.19 EFTS until 29 August 1942; to No.11 SFTS, 7 November 1942; ceased training 19 November 1942 and posted to No.1 Composite Training School; to No.3 WS, 27 December 1942; to No.8 BGS, 9 July 1942. Graduated and promoted Sergeant, 23 August 1943. To "Y" Depot, 6 September 1943. To United Kingdom, 12 September 1943. Commissioned 19 September 1944. Repatriated 22 April 1945. To No.2 Air Command, 8 May 1945. Retired 6 July 1945. Died in Kelowna, British Columbia, 27 December 2010 as per **Legion Magazine** of September/October 2011. Award presented 18 June 1949. RCAF photo PL-41565 (ex UK-18044 dated 10 January 1945) shows three members of No.77 Squadron recently screened from operations - F/L Bill Walker (pilot, Regina, formerly chief announcer on Regina radio station), P/O John Cardiff (wireless operator, Govan, Saskatchewan) and F/O Doug Milton (navigator, Regina). 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 13 March 1945 when he had flown 40 sorties (193 hours 24 minutes), 29 April 1944 to 3 March 1945.

29 April 1944 - GARDENING, North Sea (3.08)

7 May 1944 - GARDENING, North Sea (3.17)
9 May 1944 - Berneval (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 Memo (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 - Area "G" (4.10), DNCO
1 August 1944 - Noyelle en Chausse (3.50), DNCO
2 August 1944 - Foret de Nieppe(2.35)
8 August 1944 - Chapelle Notre Dame (3.45)
14 August 1944 - TRACTABLE 22 (4.20)
15 August 1944 - Eindhoven (3.55)
16 August 1944 - Kiel (5.00)
27 August 1944 - Homborg (4.30)
3 September 1944 - Venlo (4.15)
15 October 1944 - Duisburg (4.55)
4 November 1944 - Bochum (4.50)
2 December 1944 - Hagen (5.30)
17 December 1944 - Duisburg (6.25)
30 December 1944 - Cologne (5.45)
22 January 1945 - Gelsenkirchen (6.00)
1 February 1945 - Mainz (6.25)
4 February 1945 - Bonn (5.25)
7 February 1945 - Goch (6.10)
14 February 1945 - Chemnitz (5.40), DNCO
24 February 1945 - Kamen (6.15)
27 February 1945 - Mainz (6.45), DNCO
3 March 1945 - Kamen (6.20)
5 March 1945 - Chemnitz (8.10)

Pilot Officer Cardiff, Wireless Operator, has just completed his first tour of operations with 40 sorties to his credit.

He finished the allotted number of sorties earlier than the remainder of his crew, owing to having filled vacancies in several crews due to sickness. However, this officer continued to operate with his crew until their sorties had been finally accomplished.

The aforementioned is typical of Pilot Officer Cardiff's fine team spirit, which has been prevalent throughout his tour, this not having been without incident, as on two occasions heavy flak was encountered and extensive damage caused to his aircraft.

This officer has always displayed great courage and a fine offensive spirit together with an unwavering devotion to duty, in recognition of which he is strongly recommended for the award of the Distinguished Flying Cross.

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CARDNO, P/O Murray Bruce (J87548) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 16 February 1918 in Hamilton, Ontario; home there (plasterer); enlisted there 21 March 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 20 May 1942. To No.5 Manning Depot, 3 July 1942; to No.3 ITS, 18 July 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.1 BGS until 10 October 1942; may have graduated 7 December 1942 but not posted to No.9 AOS until 27 December 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 1 March 1943. . Commissioned 20 June 1944. Repatriated 17 November 1944. Promoted Flying Officer, 20 December 1944. Promoted Flight Lieutenant with effect from 13 October 1944 (most curious). To Composite Training School, 23 March 1945. Reverted to Flying Officer, 1 October 1946 in postwar RCAF (20451). To No.1 Flying Training School, 13 September 1947. To Aylmer, 6 April 1948. Retired 9 April 1948. Award sent by registered mail 8 June 1948 with Bar. Salesman. Died in North Vancouver, 2 August 1995. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 20 August 1944 when he had flown 45 sorties (214 hours 53 minutes), 9 August 1943 to 12 August 1944.

* denotes no sortie credited

denotes counted as 1/3 sortie

9 August 1943 - NICKELLING (4.25)*
3 October 1943 - Kassel (6.30)
4 October 1943 - Frankfurt (8.00)
8 October 1943 - Hannover (5.35)
22 October 1943 - Kassel (5.10)*

18 November 1943 - Ludwigshaven (7.45)
25 November 1943 - Stuttgart (8.05)
20 December 1943 - Frankfurt (5.20)
29 December 1943 - Berlin (7.55)
20 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (8.15)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (5.02)
10 April 1944 - Laon (3.36)#
11 April 1944 - Aachen (3.23)
20 April 1944 - Lens (3.03)#
24 April 1944 - Karlsruhe (5.23)
26 April 1944 - Essen (4.09)
3 May 1944 - Montdidier (3.10)
5 May 1944 - Nantes Gassicourt (2.49)
19 May 1944 - Mont Couple (2.58)
21 May 1944 - Duisburg (4.05)
22 May 1944 - Dortmund (3.51)
27 May 1944 - Rennes Airfield (3.49)
28 May 1944 - Mardick (2.12)
31 May 1944 - Trappes (3.51)
2 June 1944 - Trappes (3.30)
5 June 1944 - Longues (3.04)
10 June 1944 - Versailles (3.53)
11 June 1944 - Toures (4.52)
12 June 1944 - Amiens (2.58)
15 June 1944 - Lens (2.34)
16 June 1944 - Renescure (1.55)
5 July 1944 - Wizernes (1.54)
7 July 1944 - Caen (2.36)
10 July 1944 - Nucourt (2.37)
12 July 1944 - Paris/Vaires (3.12)
17 July 1944 - Cangny (2.38)
20 July 1944 - Contrai (2.07)
23 July 1944 - Kiel (5.13)
24 July 1944 - Stuttgart (7.06)
25 July 1944 - Stuttgart (7.17)
28 July 1944 - Stuttgart (6.38)
3 August 1944 - L'Isle Adam (3.09)
5 August 1944 - Chausse (3.03)
8 August 1944 - Lucheux (3.10)
10 August 1944 - La Pallice (5.12)
12 August 1944 - Russelsheim (4.29)

This officer is a highly efficient and keen bomb aimer. He has completed 45 sorties, many of which have been directed against such heavily defended enemy targets as Berlin, Frankfurt and Stuttgart. On many occasions, Pilot Officer Cardno has been placed in much personal danger, but he has invariably displayed a fine fighting spirit and dogged determination to make his missions successful ones. Undoubtedly, the many successes attained by his crew can be attributed to this officer's fine work. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

CARDNO, F/L Murray Bruce, DFC (J87548) - **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 a long and eventful operational career this officer has always displayed the utmost determination to complete his missions. He has completed two tours of operations and has participated in many attacks on such heavily defended areas as Berlin, Stuttgart and Hanover. His outstanding skill, courage and unflinching devotion to duty have been most praiseworthy.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 56 sorties (264 hours 35 minutes) of which eleven trips (49 hours 50 minutes) had been since previous award. Additional sorties and unpublished text as follows:

29 August 1944 - Stettin (9.40)
11 September 1944 - Frankfurt (6.00)
15 September 1944 - Kiel (5.05)
25 September 1944 - Calais (2.05)
28 September 1944 - Cap Gris Nez (1.55)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.10)
23 October 1944 - Essen (4.15)
25 October 1944 - Homberg (3.35)
29 October 1944 - Cologne (3.55)
30 October 1944 - Cologne (4.10)

Flight Lieutenant Cardno is a highly successful Bomb Aimer who has now completed two tours of operations. He has participated in many attacks on such heavily defended enemy areas as Berlin, Stuttgart and Hanover. Throughout his long and eventful operational career, this officer has displayed a fine fighting spirit and a dogged determination to make his missions successful ones. He has invariably pressed home his attacks to the full, in spite of much personal discomfort and imminent danger. Undoubtedly, this officer's fine personal example will be difficult to surpass.

NOTE: Public Record Office Air 50/248 has a Combat Report bearing upon his career, 11 April 1944, Lancaster O/405 (JB707), target Aachen. Crew were P/O R.G. Herbert (RCAF, captain, awarded DFC 4 November 1944), F/O F.A. Ebdon (RCAF, navigator, awarded DFC, 4 November 1944), Flight Sergeant M.B. Cardno (RCAF, bomb aimer, awarded DFC, 4 November 1944), Sergeant L.F. Owen (RAF, WOP/AG, awarded DFM, 14 November 1944), Sergeant R.I. Miles (RCAF, no awards), Sergeant B.A. Crisp (RAF, air gunner, awarded DFM, 16 January 1945) and Sergeant H.R. Oldland (RAF, flight engineer, awarded DFC, 25 May 1945).

Whilst returning from Aachen on the night of the 11th April 1944, at 2300 hours and in a position of 51.15° North 05.37° East, Lancaster "O" serial no. JB707 of 405 (RCAF) Squadron was fired upon by a four engined aircraft with twin tail fins, possibly a Lancaster. Visibility at the time of the encounter was good with moon just rising and 4/10th cloud at 8,000 feet.

The unidentified four-engined aircraft was first sighted by the Pilot and Engineer after it had opened fire from a position 500 yards distance on the port bow below flying on the home course. The pilot immediately carried out a diving turn to starboard after which the unidentified aircraft ceased fire and was lost to view.

Monica was not being used, as ordered at briefing, and no other warning of attack was received; the gunners of "O" did not sight the attacker or open fire.

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CARDY, Sergeant William Henry (R70142) - **Conspicuous Gallantry Medal (Flying)** - No.427 Squadron - Award effective 9 November 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born 8 September 1920 in Cooksville, Ontario (obituary notice); home in Port Credit, Ontario; enlisted Galt, 28 August 1940 as Aero Engine Mechanic. To No.6 Repair Depot, 7 October 1940. Promoted AC1, 28 November 1940. To No.10 SFTS, 22 February 1941. Promoted LAC, 1 October 1941. To No.1 OTU, 20 July 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted Corporal, 1 March 1943. Remustered to aircrew (Flight Engineer), 11 April 1943. Promoted Sergeant, 11 August 1943. Repatriated 3 February 1944. To No.1 Flight Engineer School, 5 August 1944. Retired 30 September 1945. Worked for 38 years as Registrar for the Supreme Court of Ontario, Parry Sound Division, RCAF photo PL-23988 shows him on repatriation to Canada. Died in Parry Sound, 3 June 2007. Cited with Flight Lieutenant George J. Laird (RCAF), awarded DFC. Incident occurred on the night of 3 October 1943. Award presented 17 June 1945.

Flight Lieutenant Laird and Sergeant Cardy were pilot and flight engineer respectively of an aircraft detailed to attack Kassel one night in October 1943. During the operation the bomber was hit by a hail of bullets from an enemy fighter. Nevertheless, Flight Lieutenant Laird coolly and skilfully outmanoeuvred

the enemy aircraft and set course for this country. Two of his crew had been killed, however, and Sergeant Cardy was wounded in the arm and in the eye. In spite of intense suffering, this gallant airman refused to leave his post and executed his normal duties until he finally fainted through loss of blood. Later, when he again recovered consciousness, he attempted to do as much as he could to assist his captain in the homeward flight. By a superb effort Flight Lieutenant Laird succeeded in reaching base where he effected a safe landing in difficult circumstances. This officer displayed outstanding skill, courage and tenacity, while Sergeant Cardy's exemplary conduct and great fortitude were beyond praise.

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CAREY, F/L Douglas Mintie (J16480) - **Distinguished Flying Cross** - 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 5 April 1922 in Brandon, Manitoba; home there; educated at Alexandra School, Earl Oxford School and Brandon Collegiate. He was a stone cutter for Cassan Monumental Company. Enlisted Winnipeg 18 July 1941 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 2 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.14 EFTS, Portage la Prairie; may have graduated 5 December 1941 but not posted to No.10 SFTS, Dauphin until 21 December 1941; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, Halifax, 12 April 1942. To RAF Trainee Pool, 1 May 1942; disembarked in Britain, 12 May 1942 and posted to No.3 PRC, Bournemouth. To No.3 (Pilots) AFU, 25 June 1942. To No.12 (Pilots) AFU, 21 July 1942. To No.19 OTU, 21 September 1942. Commissioned 28 December 1942. To No.1660 Conversion Unit, 27 January 1943. To No.1654 Conversion Unit, 9 February 1943. To No.103 Squadron, 6 March 1943. Promoted Flying Officer, 28 June 1943 and Flight Lieutenant, 1 July 1943. . To No.1667 Conversion Unit, 8 August 1943. To No.12 Squadron, 18 March 1944. Killed in action with No.12 Squadron, 30 March 1944 (Lancaster ND441); buried in Germany. Award presented to next of kin, 1 December 1948.

This officer is an excellent operational pilot and captain of aircraft, whose gallantry in the face of enemy action has been outstanding. On the majority of the sorties in which he has participated the primary target has been bombed successfully. Flight Lieutenant Carey has completed missions to most of the major German objectives and undeterred by opposition has pressed home his attacks regardless of the hazards encountered.

Note: His course at No.12 (P) AFU was 22 July to 22 September 1942. He did not impress at the time; W/C A.H. Abbott wrote, "Has reached an average standard but could probably do better if he worked a little harder. Not likely to make a good captain of aircraft."

The website "Lost Bombers" has the following information on his last flight. Lancaster ND441 (PH-Z), No.12 Squadron, target Nuremberg, 30/31 March 1944. This aircraft was initially

issued to No.626 Sqd before joining 12 Squadron in January 1944. It had no operations with No.626 Squadron but the following with No.12 Squadron: Stuttgart,15/16 March 1944; Berlin, 24/25 March 1944. It was one of two No.12 Squadron Lancasters lost on this operation; the other was ND562. Airborne at 2200 hours, 30 March 1944 from Wickenby. Outbound, believed to have been shot down by a night-fighter, crashing about 700 yards E of Dotzlar, 4 km SSE of Bad Berleburg. All were buried 3 Apr1944 at Dotzlar. They have been subsequently re-interred in the Hannover War Cemetery. Crew (all killed) was F/L D.M.Carey, DFC, RCAF, Sergeant P.H.Lambert, Sergeant J.E.Prior, F/O C.W.Kruger, RCAF, Flight Sergeant W.McA. Aikman, Sergeant F.W.Peppiatt, RCAF, and Sergeant W.H.F.Smedmore.

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CARIONI, S/L Harold Mario (C3396) - **Member, Order of the British Empire** - Radio and Communications School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Hamilton, Ontario, 6 November 1940 in Signals Branch and commissioned that date. Overseas as of 7 February 1941. Promoted Flight Lieutenant, 15 July 1942. Repatriated 14 April 1943. To No.31 Radio School, 15 May 1943. Promoted Squadron Leader, 1 December 1943. To Radio and Communications School, 1 November 1945. To Release Centre, 5 May 1946. Retired 7 May 1946. Award presented 14 June 1949. Died in London, Ontario, 19 June 1999.

This officer, as instructor and Chief Instructor at this Radar and Communications School has displayed outstanding keenness, enthusiasm and organizing ability. To his efforts are largely due the smooth and efficient functioning of the training programme and high standard of training of the graduates.

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CARLETON, Sergeant Edmund Bruce (R97038) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2258/43 dated 5 November 1943. Born Toronto, 21 May 1922; home there (office boy, printer and clerk, Toronto **Telegram**); enlisted there 28 February 1941. To No.1 Manning Depot, 16 May 1941. To No.1 Equipment Depot, 6 July 1941. To No.1 Manning Depot again, 1 August 1941. To No.4 WS, Guelph, 4 August 1941. Promoted LAC, 4 September 1941. To No.6 BGS, Mountain View, 21 December 1941; graduated and promoted Sergeant, 19 January 1942. To "Y" Depot, 21 January 1942. To RAF Trainee Pool, 8 February 1942. Disembarked in Britain, 19 February 1942 and posted to No.3 PRC. To No.1 Signal School, 17 March 1942. To No.22 OTU, 12 May 1942. Promoted Flight Sergeant, 19 July 1942. To No.405 Squadron, 27 July 1942. Promoted WO2, 19 January 1943. To No.408 Squadron, 9 April 1943. To No.427 Squadron, 10 May 1943. Promoted WO1, 19 July 1943. To No.91 Group, 27 July 1943. To No.24 OTU, 2 August 1943. Commissioned 4 August 1944 (J88306). To RCAF Overseas Headquarters, 11 August 1944 and embarked from Britain to Canada. Embarked from Canada to Britain, 12 October 1944. To No.61 Base, 24 October 1944. To No.1664 Conversion Unit, 24

November 1944. To No.1666 Conversion Unit, 4 December 1944. To No.419 Squadron, 24 January 1945. Promoted Flying Officer, 4 February 1945. Killed in action with No.419 Squadron, 15/16 March 1945 (Lancaster KB870). Photo PL-25552L shows F/O C.L. Morey; PL-25552R shows Warrant Officer E.B. Carleton. Award presented by King George 22 September 1944.

As air gunner this airman has completed numerous operational sorties against heavily defended targets. He has displayed efficiency and courage of high order.

DHH file 181.009 D.20627 has recommendation drafted 25 July 1943 when he had flown 30 sorties (269 hours 15 minutes):

This Non-Commissioned Officer has successfully completed thirty operational bombing sorties. His determination and devotion to duty during his operational tour has been an encouragement and example to other less experienced air gunners. His enthusiasm and efficiency on operational flying against heavily defended targets have made him an outstanding and very expert air gunner who has displayed courage of a high order.

The sortie list was as follows:

10 September 1942 - Dusseldorf (6.20)
13 September 1942 - Bremen (6.00)
17 September 1942 - Paris (4.45)
19 September 1942 - Saarbrucken (6.45)
26 September 1942 - Flensburg (6.10, duty not carried out, attacked twice by fighters)
13 October 1942 - Kiel (3.00, duty not carried out)
15 October 1942 - Cologne (5.30)
23 October 1942 - Genoa (9.00)
4 November 1942 - anti-submarine patrol (10.45)
8 November 1942 - Bordeaux (9.30)
13 November 1942 - anti-submarine patrol (10.00)
18 November 1942 - anti-submarine patrol (9.40)
23 November 1942 - anti-submarine patrol (9.15)
29 November 1942 - anti-submarine patrol (10.00)
1 December 1942 - anti-submarine patrol (9.30)
5 December 1942 - anti-submarine patrol (9.00)
8 December 1942 - anti-submarine patrol (10.30)
12 December 1942 - anti-submarine patrol (7.15)
29 December 1942 - anti-submarine patrol (9.00)
18 January 1943 - anti-submarine patrol (9.45)
25 January 1943 - anti-submarine patrol (9.10)
26 January 1943 - Bordeaux (10.25, duty not carried out, bad weather)

3 February 1943 - anti-submarine patrol (10.45)
10 February 1943 - anti-submarine patrol (7.15)
26 February 1943 - anti-submarine patrol (9.15)
11 March 1943 - Stuttgart (7.30)
12 March 1943 - Essen (4.30, severely damaged by flak)
22 March 1943 - St. Nazaire (5.40, attacked by Ju.88)
26 March 1943 - Duisburg (4.30)
27 March 1943 - Berlin (4.05, duty not carried out, bad weather, bombed Emden)
6 April 1943 - Gardening (6.20)
19 June 1943 - Le Creusot (7.10)
21 June 1943 - Krefeld (4.40)
24 June 1943 - Wuppertal (2.00, duty not carried out, engine trouble)
25 June 1943 - Gelsenkirchen (5.20)
28 June 1943 - Cologne (3.00, aircraft shot up by enemy fighter; crew had to bale out)

When repatriated for special leave in Canada he signed a form stating he had flown 250 operational hours (19 1/2 sorties) and had a total of 564 hours 35 minutes flying.

The website "Lost Bombers" has the following on the sortie on which he was killed. Lancaster KB870, No.419 Squadron (VR-K), target Hagen, 15/16 March 1945. KB870 was delivered to No.419 Squadron in February 1945. Shot down by a night-fighter on its first operation. It was one of two No.419 Squadron Lancasters lost on this operation; the other was KB814. Airborne at 1638 hours, 15 March 1945 from Middleton St.George. Shot down, over Allied-held territory. Crew were F/L M.W.McLaughlin, RCAF (injured); Flight Sergeant W.W.Lightfoot, RCAF (injured); F/O H.L.Garriock, RCAF (killed); F/O B.V.Saunders, RCAF (injured); WO1 A. Sutherland, RCAF (killed); F/O E.B.Carleton, DFM, RCAF (killed); P/O J.M.Charbonneau, RCAF (injured). The four survivors were treated at a U.S. Military Hospital before being flown back to the UK to continue their recovery.

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CARLEY, F/L Lloyd Albert (J16922) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 26 June 1916 in Brandon, Manitoba; home in Saskatoon; educated at Saskatoon Normal School (1934-1935) and University of Saskatchewan (1935-1938); former CPR train man; enlisted Saskatoon, 28 February 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 3 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.18 EFTS; graduated 11 September 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941. To RAF Trainee Pool, 23 February 1942, disembarking in Britain 19 March 1942. To No.14 (Pilots) AFU, 27 April 1942. To No.5 (Coastal) OTU, 30 June 1942. To Thornaby, 8 July 1942. To Torpedo Training Unit, Abbotsinch, 22 September 1942. Commissioned 24 February 1943. To No.1 Air Despatch Unit, 6 June 1943 for posting overseas (ferrying Beaufort aircraft to and

around India). Promoted Flying Officer, 24 August 1943. Embarked from India for United Kingdom, 12 November 1943. Arrived in United Kingdom, 7 January 1944. To No.26 OTU, 25 January 1944. To No.31 Base, 21 April 1944. Ro No.138 Squadron, 8 June 1944. Promoted Flight Lieutenant, 18 August 1944. Repatriated 17 February 1945. Retired 21 April 1945. Died in Saskatoon, 20 January 1968 as per **Legionary** of March 1968. Award presented 6 September 1947. 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 19 January 1945 when he had flown 32 sorties (200 hours 50 minutes). It is worth noting that the sortie list gives dates and times flown but **not destinations**.

27 June 1944 - (6.00)
29 June 1944 - (4.00)
3 July 1944 - (4.35)
4 July 1944 - (5.25)
9 July 1944 - (4.40)
10 July 1944 - (5.35)
23 July 1944 - (6.55)
24 July 1944 - (5.50)
26 July 1944 - (6.35)
30 July 1944 - (5.15)
4 August 1944 - (7.30)
6 August 1944 - (6.55)
8 August 1944 - (4.35)
9 August 1944 - (4.40)
11 August 1944 - (7.35)
31 August 1944 - (6.40)
5 September 1944 - (7.05)
7 September 1944 - (5.05)
10 September 1944 - (4.00)
11 September 1944 - (3.50)
19 September 1944 - (4.20)
30 September 1944 - (8.40)
4 October 1944 - (7.50)
22 October 1944 - (6.35)
1 November 1944 - (6.55)
8 November 1944 - (8.20)
26 November 1944 - (7.55)
29 November 1944 - (7.25)
28 December 1944 - (9.00)
30 December 1944 - (4.45)
31 December 1944 - (7.10)
12 January 1945 - (9.00)

Flight Lieutenant Carley has completed a total of 32 operations as a pilot and captain of aircraft with this squadron. His constant keenness to operate and his desire always to fly on the more difficult missions has proved an outstanding example to the squadron. The high degree of success which has crowned his endeavours has reflected most favourably on his ability both as a pilot and captain of aircraft.

The qualities of determination and steadfastness which Flight Lieutenant Carley has at all times shown have made him a respected and valuable member of the squadron.

Notes:

On Repatriation Form dated 5 March 1945 he stated he had flown 32 sorties (202 operational hours), the last on 12 January 1945. He had also flown 402 non-operational sorties. Types flown were Oxford (66 hours), Beaufort (100), Wellington (88), Halifax (120) and Stirling (230).

Assessment from No.138 Squadron dated 5 February 1945 stated he had flown 821 hours 20 minutes (this must have included training in Canada) and that he had flown 272 hours 45 minutes in previous six months.

Application for Operational Wing dated 27 February 1945 stated he had flown 32 sorties (202 hours), June 1944 to 12 February 1945.

Training: Interviewed by F/O J.M. MacDonald, 21 October 1940. "Splendid type, good clean-cut, healthy, slender physique. Refined in appearance and smartly dressed. Quick in actions, well-organized in mind. Mature, pleasant, well-educated. Desirable type, officer material."

Course at No.4 ITS was 21 June to 26 July 1941. Marked in Mathematics (76/100), Armament, practical and oral (76/100), Signals (97/100), Hygiene and Sanitation (27/40), Drill (70/100), Law and Discipline (53/60). Graded 75 percent in Visual Link. Placed 104th in a class of 183. "Former school teacher, later CPR trainman. Mature, responsible, average activity in sports. Two years university."

Course at No.18 EFTS was 27 July to 13 September 1941. Tiger Moth aircraft (29.25 dual, 26.00 solo, of which 7.20 on instruments; ten hours in Link. "A good student, at times does not seem enthusiastic, somewhat surly type. Very good instrument flying. Forced landings weak. Landings not perfect, sometimes lands high. With more experience should be satisfactory service pilot." Ground courses in Airmanship (134/200), Airframes (66/100), Aero Engines (59/100), Signals, practical (36/100, then 68/100 on supplemental), Theory of Flight (50/100), Air Navigation (119/200), Armament, oral (169/200). Placed 50th in a class of 54. "None too great a student. Slow to grasp new work. Attitude could be improved. Surly type. Needs brisk

pushing and should be satisfactory.”

Course at No.15 SFTS was 13 September 1941 to 5 December 1941. Anson aircraft (42.00 day dual, 42.20 day solo, 4.25 night dual, 7.35 night solo). Logged 22.05 on instruments and 20 hours in Link. “High average pilot, little slow on reactions. Airmanship needs improvement. Low average on navigation. Average on instruments.” (S/L Burgess, 1 December 1941). Ground courses in Airmanship and Maintenance (153/200), Armament, written (69/100), Armament, practical (76/100), Navigation and Meteorology (125/200), Signals, written (34/50), Signals, practical (85/100). Placed 42nd in a class of 67. “Average student, good worker, courteous. Should make good service pilot.” (S/L R.F. Begg, 5 December 1941).

Course at No.26 OTU was 27 January to 20 April 1944. Wellington aircraft. Day flying was 4.50 dual to first solo, 12.45 total dual, 31.45 solo. Night flying was 4.10 dual to first solo, 9.10 total dual, 30.35 solo. Logged 8.15 on instruments and 16.10 in Link. Ground examinations in Airmanship (180/300), Armament (180/300), Meteorology (65/100), Navigation (158/200), Signals (60/100). Flying tests in General Flying (180/400), Applied Flying (90/200), Instrument Flying (120/250), Night Flying (50/100), Link (32/50). “Considering his experience, this pilot was not impressive. His reactions are rather slow and he is heavy on the controls. Just average as a pilot. He lacks drive as a captain and is too easily deterred from the job in hand.”

Course at No.1653 Conversion Unit was 5 May to 8 June 1944. Crew were F/O LA. Carley (pilot, RCAF), F/O R.J. Day (Navigator, RAF), F/O T.R. Peterson (Air Bomber, RCAF, later DFC), Sergeant C.M. Mayger (WOP/Air, RAF), Sergeant A.E. Heap (Flight Engineer, RAF), Sergeant W. Turpin (Mid-Upper Gunner, RAF), Sergeant D.C. Logie (Rear Gunner, RAF). Flying was 7.30 day dual, 6.15 day solo, 3.20 night dual, 5.50 night solo. Performed ten night landings. Carried out day cross country (air firing, bombing, 4.25), day cross country, loaded climb (5.10), night cross-country (4.35) and day fighter affiliation exercise (3.30). “Average pilot and crew. Navigator good average. Air Bomber very good. Captain slightly weak as leader.” Ground Training report gave 84 percent mark and described him as “Very good pilot. Keen and interested to learn all he can in the time.” Report from the Conversion Flight summarized work as follows - Day Dual Flying, 17 landings, 7.30 hours; Day Solo Flying, 11 landings, 6.15 hours; Night Dual Flying, eight landings, 3.20 hours; Night Solo Flying, ten landings, 5.50 hours. Total flying as 13.45 (day) and 9.10 (night). “A good capable pilot with a reasonable crew. Should do well on a squadron if the pilot keeps himself on the top line.” Another concluding assessment - “A sound crew with two gunners whose shooting could be improved, and a captain, who might well assert himself more.”

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CARLING-KELLY, Group Captain Fitzroy Cavendish (C172) - **Air Force Cross** - No.1 Composite Training School. Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 14 September 1911. Educated there including Oakwood Collegiate and St. Andrews College. Admitted to Royal Military

College, September 1930. Appointed to HMCS **Stadacona**, 11 June 1932 for travel and training until 7 August 1932 (no Provisional Pilot Officer Training that year). Graduated from RMC, June 1934; switched from Artillery to RCAF; commissioned as Pilot Officer in Toronto, 13 June 1935. Posted to Camp Borden, 4 July 1935. Awarded wings, 26 May 1936. To Trenton. 31 August 1936 for service with No.3 (Bomber) Squadron. Order dated 2 November 1936 arranged for a Seaplane Conversion Course for him there, on Vedette aircraft. To Station Ottawa, 17 June 1937. To Trenton, 24 July 1937. To Camp Borden, 1 May 1939. Promoted Flight Lieutenant, 1 April 1939. At the beginning of the war he was instructing at Camp Borden as a "B" Category instructor. To No.110 Squadron, 11 January 1940. Went overseas, February 1940 with No.110 Squadron; repatriated to Canada 1 November 1940 and posted to Trenton that date as Chief Flying Instructor, Central Flying School (had been promoted Squadron Leader, 1 October 1940). Promoted Wing Commander, 15 August 1941. Promoted Group Captain and posted to No.1 SFTS, Camp Borden, 1 May 1943. To "Y" Depot, 31 May 1944. Joined No.428 Squadron. Shot down by fighter and taken prisoner, 28 January 1945 during attack on Stuttgart; three others of his crew baled out safely. Repatriated 8 April 1945. To Composite Training School, 27 April 1945. To No.2 Air Command, 23 June 1945. To Northwest Air Command, 1 March 1947. To AFHQ, 28 September 1947. To be commander of No.1 Auxiliary Group, Montreal, 18 July 1953. Awarded Queen's Coronation Medal, 23 October 1953 as a Group Captain. To AFHQ, 13 September 1955 (VCAS/Director of Training). To be Air Attache, Paris, 16 September 1956. To Canadian Joint Staff, London, July 1959. To Downsview, 25 July 1962. Retired 23 April 1963. Died in Toronto, 22 October 1976. RCAF photo PL-43111 (ex UK-20289 dated 9 April 1945) is captioned as follows: "There is no doubt, judging by the happy smile on the face of W/C F.C. Carling-Kelly of Toronto that he is glad to be on British soil again after being a prisoner of war for two months. With W/C J.G. Stephenson of Windsor, Ontario, he landed in Britain as the first two Canadians to do so after being released by advancing American armies. He kept a diary of those days he spent in the prison and described forced marches, dingy jails and lack of food and clothing." RCAF photo PL-43112 (ex UK-20290 dated 9 April 1945) repeats this theme, as does PL-43113 (ex UK-20291, Carling-Kell on left, Stephenson on right). As of award, had completed 2,650 flying hours to date, 1,600 hours as instructor, 70 hours in previous six months. Award presented 1 April 1949.

At the outbreak of the European War, this officer, already an experienced flying instructor, was deputy Chief Flying Instructor at Camp Borden. Since that time, he has held such key training positions as Officer Commanding of a Central Flying School Visiting Flight, Chief Flying Instructor of Central Flying School, Officer Commanding Central Flying School, and Commanding Officer of No.1 Service Flying Training School. By his untiring efforts and devotion to the task of pilot training, he has set an excellent example to all flying instructors. he has made a significant contribution to the pilot training programme of the British Commonwealth Air Training Plan which is deserving of the highest praise.

NOTE: DHIst file 181.009 D.1721 (RG.24 Volume 20606) refers. As early as 3 November 1942 he was recommended for the AFC by A/C F.S. McGill who wrote, in part:

He has been largely responsible for the great improvement that has taken place in the training of instructors and his outstanding work has been of considerable value to the Royal Canadian Air Force and the war effort as a whole.

In view of this outstanding service and his flying ability, and the example he at all times sets for his officers, pupils and airmen, it is strongly recommended that he be awarded the Air Force Cross.

The website "Lost Bombers" gives the following details of his being taken prisoner. Halifax NP768 (OW-Q) of No.426 Squadron, target Stuttgart, 28/29 January 1945. NP768 was initially issued to No.408 Squadron. Airborne at 1906 hours, 28 January 1945 from Linton-on-Ouse. Shot down by a night-fighter. Crew consisted of W/C F.C.Carling-Kelly, RCAF (ten trips, injured, POW), Sergeant J.A.Bromley (flight engineer, injured, captured), Sergeant S.G.Rundle, RCAF (navigator with nine trips, killed), F/O D.J.Bird, RCAF (bomb aimer, injured, POW), F/O H.J.Dales, RCAF (WOP, injured, POW), F/O A.L.Evans, RCAF (mid-upper gunner, killed), F/O P.Hyde, RCAF (rear gunner, killed). W/C F.C.Carling-Kelly, although wounded, was interned in Dalag Luft. Escaped when evacuated 27 March 1945. F/Os D.J.Bird and H.J.Dales were confined in hospital due to injuries sustained until liberation. No POW numbers issued to any in crew.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire which noted that the aircraft was carrying one 2,000-lb bomb and ten clusters of incendiaries.

On course of 119, navigator ordered pilot to speed up as he was two minutes late, 18,000 feet, cruising at 160 m.p.h. Fifteen miles short of target in middle of stream on track, on time, fighter flares going down in plenty. Bright moon, clear sky. Both gunners saw fighter together, gave corkscrew left and bomber was hit immediately. Hyde probably hit in head immediately. Pilot's panel disintegrated and Bomb Aimer perspex. Fire broke out immediately from Elsan back. Attack from starboard quarter, slightly below. Gunners saw nothing more. Not known if bomber fired. Pilot hit in shoulder by fragment of cannon shell, not serious. Flight Engineer hit in the hand and face, not seriously, from glass splinters. Bomb Aimer wounded in buttocks, in hospital with dislocated neck four weeks. Not severely injured, but serious. WOP, Navigator uninjured. Pilot gave "bale out" straight away. Not acknowledged but intercom okay. Fishpond was working, no warning due to clips from bombers, operator trained and has been good with it. Possibly WOP not watching Fishpond due to group broadcast. Straight and level before attack. After, did corkscrew to port which did not get very far. When aircraft went into spiral dive to starboard - blind flying panel had gone. Fire in wing behind port outer engine. No action was taken as pilot was holding aircraft with both hands. Aileron control was very difficult, probably the rods were

severed, elevator control also gone, aircraft diving. Crew had chest type, pilot seat type [parachutes]. Hatches opened OK. Engineer went back and saw mid-upper getting out of turret, Flight Engineer made perfect jump, unhurt. In front, navigator baled out OK, then WOP and then pilot. Bomb Aimer went out fourth but pilot did not see him. No serious trouble getting out. Pilot left at 8,500 feet. Aircraft went down on fire. Pilot landed Zautern in Black Forest area. Rear gunner was hit in head by shell according to Germans.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) has a recommendation for a Distinguished Flying Cross, raised 6 May 1945 when he had flown ten sorties (60 hours ten minutes) with No.426 Squadron. Group Captain W.P. Pleasance, Officer Commanding Station Linton-on-Ouse, was the sponsoring officer. Although not granted, the recommendation is transcribed for the historical record:

Wing Commander Carling-Kelly as a Squadron Commander participated in a number of sorties against the most heavily defended targets in Germany before being shot down and taken prisoner while attacking Stuttgart on the night of the 28th January 1945. Throughout the period he served as Squadron Commander this officer displayed a keenness for operational flying which, combined with his unfailing devotion to duty, won the confidence and admiration of every member of his squadron.

The sterling qualities of leadership, both on the ground and in the air, displayed by this officer while in command of his squadron, are deserving of recognition, and I strongly recommend the award of the Distinguished Flying Cross (non-immediate).

This was seconded by Air Commodore J.L. Hurley (Officer Commanding, No.62 Base) who wrote on 21 May 1945:

A skilful pilot, his cool courage, keenness, devotion to duty and unfailing high spirits, coupled unusually fine qualities of leadership, won the confidence, admiration and willing co-operation of all members of his squadron. Although his tour of duty as Squadron Commander was unfortunately cut short on being shot down during the attack on Stuttgart, the high pitch of efficiency and morale of the squadron are a splendid testimonial of Wing Commander Carling-Kelly's efforts. I strongly recommend he be awarded the Distinguished Flying Cross (non-immediate)

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CARLON, Sergeant Thomas Edward (R79113) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 29 October 1942 as per **London Gazette** dated 10 November 1942

and AFRO 1870/42 dated 20 November 1942. Born in Montreal, 9 September 1917 (birthdate from obituary); home there (sale clerk); enlisted there 7 February 1941 and posted to No.1 Manning Depot. To No.1 ITS, 27 May 1941; graduated and promoted LAC on 3 July 1941; posted that date to No.10 EFTS. Ceased training and posted elsewhere, 17 July 1941; to No.9 AOS, 14 September 1941; to No.4 BGS, 20 December 1941. Promoted Sergeant, 31 January 1942. Posted that date to and No.2 ANS. To "Y" Depot, 3 March 1942. To RAF overseas, 19 March 1942. Commissioned 21 September 1942 (J16815). Reported missing, 12 March 1943. Reported safe in UK, 9 May 1945. Repatriated 8 July 1945. Released 2 September 1945. Died 16 August 1950 in Montreal. Award sent by registered mail 1 March 1946. Cited with Sergeant George Theodore Chretien.

One night in October 1942, Sergeants Chretien and Carlon were pilot and navigator respectively of an aircraft detailed to attack Kiel. Whilst over the target area anti-aircraft fire was encountered and Sergeant Chretien was wounded in the neck. Although bleeding profusely, he bravely remained at his post, ordered his bombs to be released, and skilfully piloted his aircraft from the fire zone. On the return flight, Sergeant Carlon, with great forethought attended and assisted his wounded captain whilst skilfully navigating his aircraft on its course. Whilst nearing the base Sergeant Chretien, who had been resting, resumed the controls and, despite his injuries, succeeded in landing the aircraft safely. Both these airmen displayed high courage and devotion to duty.

NOTE: DHist file 181.009 D.2902 (RG.24 Volume 20633) has recommendations for both men, dated 15 October 1942, which are far more detailed and dramatic. Carlon had completed four sorties (27 hours 13 minutes) and the text read:

Sergeant Carlon was navigator on the night of 13th October 1942 over Kiel when his pilot, Sergeant Chretien, was badly wounded in the neck by flak. This Non-Commissioned Officer at once realized the seriousness of the situation and assumed directional control. He watched and tended the pilot very carefully and at the same time made sure that all other members of the crew were kept busy with various tasks. Once over the enemy coast he induced the pilot to sit back and rest while the aircraft was flown back to within five miles of base on the automatic pilot. The navigation he carried out between times was by a northerly route in order to minimize the risk of fighter interception. This he did with such skill that the crew as a whole became confident of a successful conclusion to their trip.

With nicely judged psychology he kept his pilot on oxygen and free from physical effort throughout the return and finally in the approach and landing arranged for physical assistance on the control column by the flight engineer and himself helped with the throttles.

Sergeant Carlon has already displayed such coolness and resolution as a member of his crew that they esteem it a great privilege to have him with them. This episode amply shows that he possesses very considerable powers of leadership. For such courage and initiative he is strongly recommended for the Distinguished Flying Medal.

Further Note: Halifax BB212 of No.405 Squadron (LQ-U) was airborne from Topcliffe, 1903 hours, 11 March 1943. Shot down by an Me.110 from 17,000 feet, prior to reaching the target. Sergeant R. Moore killed (buried in the Durnbach War Cemetery); Flight Sergeant G.T. Chretien, DFM, RCAF and Flight Sergeant T.E. Carlon, DFM, RCAF, both prisoners of war; Sergeant A.C.Collin, RCAF, POW; P/O J.S.Probert, RCAF, POW; Sergeant H.G.Reynolds, RCAF, POW, Sergeant A.E. Danes, RCAF, POW.

Directorate of History and Heritage file 181.001.D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interrogation of 11 May 1945. He stated he had flown 15 sorties. Although the account suggests a "Jazz Music" attack from below, that particular weapon was not used at this date. For a comparative account see entry for Sergeant George T. Chretien, DFM.

March 11th, 1943 - 10.00 p.m. - Clear night, full moon. Target Stuttgart. Thirty minutes from target passed over lights, probably aerodrome. Shortly after tail gunner saw one Me.110. Pilot turned into the Me.110. Me.110 circled aircraft, gunners unable to get in a shot. Messerschmitt directly below aircraft, out of range for tail and nose gunners. First burst came through floor - second, third and fourth from same position. Navigator wounded - hydraulics unserviceable. One intercom unserviceable. Unable to release bombs. Nose and tail gunners firing at Me.110. Mid-Upper gunner - no turret, no guns, giving directions to pilot, observed the Me.110 through blister on floor. Me.110 one engine on fire, still attacking. We are out of control, pilot orders to bale out. Myself first. Landed near Heidleberg - baled out at 6-7,000 feet. Heard that Me.110 also crashed in same vicinity. Out of port hatch, thrown clear of aircraft.

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CARLSON, FS Allan Bernard (K255545) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 11 June 1925 in Broadview, Saskatchewan; home in Saanichton or Victoria, British Columbia (farm labourer). Formerly in COTC. Enlisted in Vancouver, 7 May 1943 and posted to No.3 Manning Depot. To No.19 SFTS, 18 June 1943. To No.4 Training Group, 27 June 1943. To No.7 ITS, 2 October 1943; to No.1 Air Gunner Ground Training School, 29 October 1943; promoted LAC, 10 December 1943 and posted that date to No.3 BGS; promoted Sergeant, 28 January 1944; to No.3 AGTS, 11 February 1944; to "Y" Depot, 16 March 1944; taken on strength of No.3 PRC, 25 March 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To "Y" Depot, 28 September 1945. Released 4 October 1945, settling in Victoria. Died in Edmonton, 1991. Award presented

29 May 1947. 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.2618 (RG.24 Vol.20627) has recommendation dated 21 April 1945 when he had completed 33 sorties (209 hours 20 minutes) from 4 November 1944 to 31 March 1945. Rear gunner to P/O A.W. Hutchins.

This NCO has completed many sorties as a rear gunner. His coolness and courage while under fire has been an inspiration to his crew. On several occasions due to his alertness he has spotted enemy fighters and by giving necessary evasive directions has contributed greatly to the return of the aircraft..

The sortie list follows:

4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (4.45)
27 November 1944 - Neuss (5.55)
30 November 1944 - Duisburg (6.35)
2 December 1944 - Hagen (6.25)
4 December 1944 - Karlsruhe (7.55)
6 December 1944 - Osnabruck (5.55)
17 December 1944 - Duisburg (6.35)
18 December 1944 - Duisburg (6.50)
24 December 1944 - Dusseldorf (4.20)
13 January 1945 - Saarbrucken (7.10)
15 January 1945 - Grevenbroich (6.00)
2 February 1945 - Wanne Eickel (5.35)
4 February 1945 - Osterfeld (5.50)
17 February 1945 - Wesel (5.50)
21 February 1945 - Worms (7.00)
22 February 1945 - Monheim (6.50)
23 February 1945 - Essen (5.30)
24 February 1945 - Kamen (6.20)
27 February 1945 - Mainz (6.25)
1 March 1945 - Mannheim (6.15)
5 March 1945 - Chemnitz (8.40)
7 March 1945 - Hemmingstadt (6.45)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (5.45)
12 March 1945 - Dortmund (6.00)
14 March 1945 - Zweibrucken (6.30)
18 March 1945 - Witten (7.00)
21 March 1945 - Rheine (5.00)
22 March 1945 - Dorsten (4.35)

24 March 1945 - Gladbach (6.25)
25 March 1945 - Munster (5.35)
31 March 1945 - Hamburg (5.15)

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CARLSON, F/L Alan Theophilus (J8947) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 29 January 1922 in Vermillion, Alberta; home in Calgary. Served initially in Royal Canadian Army Service Corps. Enlisted in Calgary 14 March 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 2 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941 when posted to No.5 EFTS; graduated 30 August 1941 when posted to No.10 SFTS; graduated and commissioned, 21 November 1941. Posted to "Y" Depot, 22 November for overseas. Credited with the following victories: **10 September 1943**, one Ju.52 destroyed; **24 October 1943**, one FW.190 destroyed. Repatriated to Canada on 16 October 1944; returned to UK on 18 February 1945; repatriated again 7 August 1945. Released 25 September 1945. Award sent by registered mail. Rejoined postwar RCAF and served to 3 July 1956 (postwar number was 120215). Air Canada Public Relations. Died in Vancouver, 27 November 1973

This officer has flown on many sorties, including numerous night operations, in a single engined aircraft and has at all times shown great determination and a keen fighting spirit. He has destroyed at least two enemy aircraft and damaged nine locomotives.

NOTE: Public Record Office has recommendation drafted about 20 March 1944 when he had flown 37 sorties (60 operational hours):

This officer has successfully completed a large number of reconnaissance and offensive sorties against the enemy. These sorties include 12 INSTEPS in the Bay of Biscay protecting Beaufighters and Mosquitos against enemy opposition. He showed great skill in carrying out seven Intruder operations over enemy occupied territory in a single engine aircraft. During eight Rhubarb and Ranger operations he successfully destroyed two enemy aircraft and damaged nine locomotives. All these sorties were carried out with great determination and skill, showing at all times a keen offensive spirit as well as proving himself to be a valuable and skilful reconnaissance pilot.

W/C R.A. Ellis added his comments on 21 March 1944:

This officer has carried out a large number of operational sorties of low-level photography and tactical reconnaissance, and also of Intruder operations both day and night. All his sorties have proved extremely successful and at all times he has

shown great determination and courage of the highest order. During these operations he has destroyed two enemy aircraft and damaged nine locomotives. His great keenness and devotion to duty have been an example and an inspiration to the rest of the squadron.

G/C. E.H. Moncrieffe wrote (also on 21 March 1944):

A skilful and highly experienced reconnaissance pilot who has at all times set a very high standard in his work and can be relied upon to carry out the most difficult tasks in face of strong opposition. His fine offensive spirit and keenness has been outstanding and at all times an example to those working with him.

A/V/M B.E. Embry added, 3 April 1944:

This officer has performed valuable services over a long period of operations and his high standard of skill, resolution and cheerfulness well deserve recognition. I recommend him most strongly for the award of the Distinguished Flying Cross.

This was duly marked "Recommended" by Air Marshal Alan Coningham (9 April 1944) and by Air Chief Marshal Trafford Leigh Mallory (29 May 1944).

RCAF Press Release No. 2739 dated 10 September 1943 reads:

F/O Alan "Smiler" Carlson, 21-year-old Calgary pilot, brought down his first German plane today. Carlson, who graduated from High School just before joining the R.C.A.F., flies a Mustang with the original Canadian Army Co-Operation Squadron.

Carlson and F/O Evan "Tip" Tummon of Foxboro, Ontario, near Belleville, were on an offensive patrol over northern France near Paris when they spotted a slow moving Ju52 three-engined transport plane two miles ahead. It was flying toward them at about 300 feet. The Canadians circled and Carlson got on its tail with Tummon about 500 yards to starboard and behind. At 300 yards, Carlson opened up and scored hits all over the Ju52. "He burst into flames and then went down into a field and exploded," said Carlson. Tummon, who gave the German a consolation burst after he was already ablaze, saw Carlson's strikes. "The port engine burst into flames and then the whole of the front of the aircraft started to blaze," he said.

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CARLSON, F/O Carl Leonard (J37888) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 4 January 1924 in Watrous, Saskatchewan; home there

(clerk); enlisted in Saskatoon 22 October 1942 and posted to No.2 Manning Depot. To No.12 SFTS, 23 January 1943 (non-flying duties). To No.2 ITS, 20 February 1943. Promoted LAC, 27 May 1943. To No.2 BGS, 15 June 1943. To No.5 AOS, 18 September 1943. Commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Repatriated 5 August 1945. Released 11 October 1945. Award sent by registered mail 21 December 1949. Rejoined RCAF as a Meteorological Technician, 5 March 1952 in rank of LAC (service number 49157). 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 11 April 1945 when he had flown 37 sorties (205 hours).

20 September 1944 - Calais
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1943 - Essen
25 October 1944 - Essen
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum
29 November 1944 - Essen
30 November 1944 - Duisburg
3 December 1944 - Hemibach
4 December 1944 - Karlsruhe
5 December 1944 - Soest
12 December 1944 - Essen
28 December 1944 - Opladen
30 December 1944 - Cologne
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
7 January 1945 - Munich
14 Jan 45 - Saarbrucken
1 February 1945 - Mainz
3 February 1945 - Bottrop
14 February 1945 - Chemnitz
17 February 1945 - Wesel
23 Feb 45 - Pfortzheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Hamburg

12 March 1945 - Dortmund
15 March 1945 - Misberg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Heide

Flying Officer Carlson has completed 38 operational sorties, 26 of which have been with the Pathfinder Force. The majority of the targets have been on German cities.

This officer is a Set Operator of Special Equipment, and he has applied himself to this work with great zest and determination. His enthusiasm and hard work have produced good results. He is painstaking and has a fine zest for operational work.

Flying Officer Carlson has shown keenness, loyalty and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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CARLSON, F/O Oliver Raymond (J86630) - **Medal for Bravery (Czechoslovakia) - Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born in Fort Francis, Ontario, 10 February 1922; home there; enlisted in Fort William, 25 October 1940; initially served at No.1 Wireless School, Montreal, until 15 November 1940; trained at No.1 ITS, Toronto (graduated 16 March 1941), No.17 EFTS, Port Stanley, Nova Scotia (failed course); posted to No.1 Manning Depot, Toronto, 29 March 1941; to No.2 AOS, Edmonton, 9 June 1941; to No.5 BGS, Dafoe, 31 August 1941; promoted Sergeant, 13 October 1941; to No.1 ANS, River, 12 October 1941; to "Y" Depot, 12 November 1941; to RAF Trainees Pool, 8 December 1941; to No.3 Personnel Reception Centre, Bournemouth, 19 December 1941; to No.2 AOS, 2 January 1942; to No.2 AFU, Millon, date uncertain; to No.3 (Coastal) Operational Training Unit, 14 April 1942; to No.4 (Coastal) Operational Training Unit, 29 April 1942; to No.422 Squadron, 10 June 1942; commissioned 22 March 1944; to No.4 (Coastal) Operational Training Unit, 30 June 1944; repatriated 22 December 1944; released in Winnipeg, 2 March 1945. Served in RCAF Primary Reserve (Recruiting, Winnipeg), 1955-1958. This award was related to the sinking of the German blockade runner **Alsterufer**, 27 December 1943; see entry for F/L W.Y. Martin. 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 800 hours. Recommended for advanced Wireless training and a second tour on Mosquitos. "Above average navigator."

NOTE, On a form dated 9 December 1944 he stated he had flown 70 sorties (809 hours 25 minutes operational time), the last being 6 June 1944; he also claimed 373 hours 55 minute on overseas training. Hours at various units as follows: No.2 AFU, 46 hours 55 minutes (Anson); No.4 (C) OTU, 36 hours 20 minutes (Catalina); No.422 Squadron, 997 hours 40 minutes

(Sunderlands); No.4 (C) OTU, 102 hours 45 minutes (Sunderlands).

There is nothing to indicate why he was singled out for this award. An assessment on 10 July 1944 (on posting from No.422 Squadron) described him as "Very capable navigator who has shown keenness to fly throughout his 800 hour tour". At No.4 (C) OTU he was described (11 December 1944) as follows: "Has carried out his duties as Flight Navigation Instructor conscientiously on this unit. An average officer, not outstanding in any way".

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CARLYLE, F/L Kenneth Austin (J26979) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 16 June 1920 in Reesbank, Manitoba; home in Winnipeg (clerk and COTC); enlisted there 30 April 1941. To No.2 Manning Depot, 11 July 1941. To No.10 SFTS (guard), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.8 EFTS; graduated 3 January 1942 when posted to No.11 SFTS; graduated and promoted Sergeant, 24 April 1942. Posted next day to "Y" Depot. To No.1 Central Navigation School, 17 May 1942; to No.9 AOS, 1 June 1942. Commissioned 17 November 1942. To No.32 OTU, 5 March 1943. Promoted Flying Officer, 17 May 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flight Lieutenant, 16 September 1944. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To No.5 Release Centre, 4 September 1945. Retired 7 September 1945. Award presented 11 June 1949.

This officer has completed a tour of duty which has included attacks against such formidable targets as Kiel, Bremen, Dusseldorf, Munich, Politz and Hamburg. In January 1945, whilst returning from Brux, some of the navigation instruments in his aircraft became unserviceable, but despite bad weather Flight Lieutenant Carlyle flew on for over an hour whilst the flight engineer effected repairs. This done, he flew the aircraft safely back to base. On another occasion after bombing Karlsruhe his aircraft was attacked by a Junkers 88. Largely owing to his airmanship the gunners were able to hit the enemy aircraft which burst into flames. This officer has invariably displayed a high standard of captaincy, courage and devotion to duty.

NOTE: Public Records Office Air 2/9137 has recommendation (undated but circa 15 June 1945) when he had flown 34 sorties (241 hours 16 minutes). Text supplements above to a degree.

23 July 1944 - Kiel (4.40)
24 July 1944 - Donges (6.00)
26 July 1944 - Givors (9.50)
7 August 1944 - Sequeville (3.50)

9 August 1944 - Chatellerault (6.20)
10 August 1944 - Bordeaux (7.00)
11 August 1944 - Givors (8.45)
13 August 1944 - Falaise (3.20)
5 October 1944 - Wilhelmshaven (5.05)
6 October 1944 - Bremen (5.15)
28 October 1944 - Bergen (7.05)
30 October 1944 - Walcheren (3.15)
2 November 1944 - Dusseldorf (5.25)
16 November 1944 - Duren (5.05)
21 November 1944 - Gravenhorst (6.00)
4 December 1944 - Heilbonn (6.35)
11 December 1944 - Heimbach (4.55)
17 December 1944 - Munich (9.40)
18 December 1944 - Gyndia (10.15)
21 December 1944 - Politz (10.25)
7 January 1945 - Munich (9.25)
13 January 1945 - Politz (10.35)
16 January 1945 - Brux (9.15)
1 February 1945 - Sieten (6.40)
2 February 1945 - Karlsruhe (7.20)
8 February 1945 - Politz (9.50)
23 February 1945 - Horten (7.05)
6 March 1945 - Sasnitz (9.30)
7 March 1945 - Harburg (7.30)
11 March 1945 - Essen (5.25)
14 March 1945 - Lutzkendorf (9.20)
20 March 1945 - Bohlen (8.35)
21 March 1945 - Hamburg (6.05)
23 March 1945 - Wesel (5.56)

This officer has completed a tour of 34 operational sorties against the enemy, including attacks on such formidable objectives as Kiel, Bremen, Dusseldorf, Munich, Politz and Hamburg.

Whilst returning from his target at Brux on the night of 16th January 1945, his blind flying instrument panel became unserviceable. The weather was severe, with considerable turbulence, but despite the fact that his aircraft was being thrown about violently in cloud, Flight Lieutenant Carlyle flew accurately on primary instruments for over an hour while his flight engineer attempted to effect repairs. This done, the aircraft was brought safely back to base.

On the night of the 2nd February 1945, after bombing Karlsruhe, his aircraft was

attacked by a Ju.88. By skilful flying and a high standard of crew cooperation, on which Flight Lieutenant Carlyle always insisted, he was able to place his gunners so advantageously in relation to the enemy aircraft that strikes were seen on the latter, which burst into flames and was lost in cloud.

Flight Lieutenant Carlyle has always displayed a high standard of captaincy and a willingness to engage the enemy which has inspired his crew and Flight. For his devotion to duty and proper offensive spirit during a prolonged tour, during which this spirit was maintained, I recommend the award of the Distinguished Flying Cross.

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CARMICHAEL, F/O Duncan William (J4531) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born 31 January 1921; home given variously as in Ontario and Vancouver; enlisted Vancouver 26 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 30 September 1940 when posted to No.4 AOS; to No.4 BGS, 22 December 1940; graduated and promoted Sergeant, 2 February 1941 when posted to No.1 CNS; graduated and commissioned 13 March 1941. Posted to RAF overseas, 9 May 1941; promoted Flying Officer, 5 March 1942; promoted Flight Lieutenant, 5 March 1943. Repatriated 24 January 1944. Posted to No.1 Central Navigation School, 9 March 1944; to No.5 OTU, 10 April 1944; retired 13 September 1945. Award presented 1 February 1946. Lawyer, died 2 August 1985 in Vancouver.

Flying Officer Carmichael has taken part in a number of operational sorties. He is an observer of exceptional ability as well as a keen and accurate bomb aimer. One night in November 1942 he was largely responsible for exploding an ammunition dump at an enemy airfield in Sardinia. Throughout, he has displayed courage of the highest order.

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CARMICHAEL, WO1 (now P/O) Robert Edgar (R168200/J88788) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 24 November 1923 in St. Catharines, Lincoln County, Ontario. Educated at Prince of Wales School, Windsor (1929-1936) and Sandwich Collegiate, Windsor (1936-1940). Also trained with Canadian Power Squadron, 1940-1941. Home in Windsor, Ontario (watch maker and bank clerk); enlisted Hamilton, 16 June 1942. To No.1 Manning Depot, 7 July 1942; to No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.4 AOS until 27 December 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943; disembarked in Britain, 4 June 1943. Attached to Canadian Infantry Brigade, 2-19 July 1943. Attached to Whitley Bay, 26 July to 4 August 1943. To No.3

(Observer) AFU, 10 August 1943 (Anson aircraft, 30 hours). To No.17 OTU, 7 September 1943 (Wellington, 50 hours) . Promoted Flight Sergeant, 16 October 1943. To No.51 Base, 15 December 1943. Attached to No.1654 Conversion Unit, 22 January to 11 April 1944 (Stirlings, 60 hours). Promoted WO2, 16 April 1944. Attended Lancaster Finishing School, mid-April 1944 (Lancaster, 20 hours). To No.106 Squadron, 28 April 1944 (Lancasters, 214 hours 15 minutes). Commissioned 14 August 1944. Repatriated to Canada, 1 November 1944; posted to No.9 SFTS, Centralia, 16 December 1944; to No.4 Release Centre, Toronto, 2 February 1945; released 16 February 1945. Postwar he served as a navigator with No.420 Squadron (Auxiliary), 1 April 1951 to 1 July 1952 (service number 80239). Award presented 28 June 1952. Died in Windsor, Ontario, 31 May 1998 as per **Legion Magazine** of March 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 2/8823 has recommendation dated 14 August 1944 when he had flown 34 sorties (175 hours 30 minutes) as follows:

* denotes daylight sortie

7 May 1944 - Salbris (6.00)
9 May 1944 - Gennevilliers (4.15)
11 May 1944 - Bourg Leopold (3.45)
19 May 1944 - Tours (3.05) DNCO
31 May 1944 - Maisy Gun Battery
5 June 1944 - St.Pierre du Mont Gun Battery (4.40)
6 June 1944 - Caen bridges (4.50)
8 June 1944 - Rennes
10 June 1944 - Orleans MY (6.00)
12 June 1944 - Poitiers (6.10)
14 June 1944 - Aunay-sur-Odon (4.35)
15 June 1944 - Chatellerault ammo dumps (6.15)
21 June 1944 - Gelsenkirchen (4.25)
24 June 1944 - Pommerval construction (3.30)
27 June 1944 - Vitry-Le Francois (7.30)
29 June 1944 - Beauvoir (2.50)*
15 July 1944 - Nevers (7.30)
17 July 1944 - Caen, Mondeville steel works (3.15)*
19 July 1944 - Thiverny V-1 site (3.50)
20 July 1944 - Courtrai (2.45)
23 July 1944 - Kiel (5.20)
24 July 1944 - Stuttgart (6.50)
25 July 1944 - St. Cyr air park(3.40)*
26 July 1944 - Givors MY (8.25)
28 July 1944 - Stuttgart (7.50)
30 July 1944 - Gagagnes; not bombed due to cloud (4.35)*
31 July 1944 - Joigny-La Roche(5.10)*

1 August 1944 - Siracourt, cloud, so not bombed(3.15)*
2 August 1944 - Trossy St.Maximum(4.30)*
3 August 1944 - Trossy St.Maximum (4.15)*
5 August 1944 - St.Leu d'Esserent(4.45)*
6 August 1944 - Lorient sub pens(5.15)*
7 August 1944 - Sequeville la Compagne (3.10)
9 August 1944 - Chatellerault (6.05)
11 August 1944 - Bordeaux (7.45)*

Warrant Officer Carmichael, as Navigator, has completed 34 successful operational sorties, including attacks on such heavily defended targets as Stuttgart, Gelsenkirchen and Kiel. He has navigated his aircraft with fine accuracy to widely separated targets in France and Germany, frequently in most unfavourable weather conditions. In a recent attack on Givors he had to navigate through low cloud, thunder storms and bad visibility but his coolness and accuracy enabled his captain to make a successful attack.

The majority of his sorties have been against small targets of tactical importance in France, and here the accuracy of his work has proved invaluable, enabling speedy and accurate bombing.

This NCO has proved himself to be an outstanding member of a gallant crew. He has brought fine technical skill coupled with coolness and courage to his operational work, and I consider he fully deserves the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 10 September 1944 stated he had flown 34 sorties (174 operational hours), 7 May to 11 August 1944.

On repatriation form dated 17 October 1944 he stated he had flown 174 hours 15 minutes on operations (last sortie on 11 August 1944) and approximately 200 non-operational hours.

Training: Interviewed in Hamilton, 11 April 1942 by F/O R. Seddon. "Alert, cooperative, neat, clean-cut lad. Anxious to fly a fighter. Good material for WETP training for aircrew."

Attended No.6 ITS, 29 September to 4 December 1942. Courses in Mathematics (117/150), Armament (30/50), Signals (85/100), Navigation (123/150), Signals with lamp (46/50), Airmanship, Theory of Flight, Engines (69/100), Drill (69/100), Law and Discipline (72/100). Meteorology (34/50), Aircraft Recognition (100/100) and Anti-Gas (36/50). "This trainee is enthusiastic along certain lines but certainly needs a push to keep him going. Has a definite inclination towards laziness." Placed 77th in a class of 119.

Attended No.4 AOS, 28 December 1942 to 16 April 1943. Anson aircraft - 31.10 as first navigator by day, 22.45 as second navigator by day, 29.15 as first navigator by night, 13.25 as

second navigator by night. Graded in Navigation air work (540/700), Photography, air (74/100), Elements of Navigation (343/500), Magnetism and Compasses (54/100), Instruments (32/50), Signals, practical (100/100 on supplemental), Signals, written (35/50), Maps and Charts (38/50), Meteorology (60/100), Photography (27/50), Reconnaissance (31/50), Aircraft Recognition (98/100) and Armament (43/50). Was 15th in a class of 20. "Somewhat immature. Should prove of greater value to service with gain in experience. Quite enthusiastic and cooperative. Attitude commendable."

Attended No.17 OTU, 7 September to 4 December 1943. Flew 33.20 as first navigator by day, ten hours as second navigator by day, 31.20 as first navigator by night. Attended nine hours of GEE lectures, spent nine hours on ground in GEE manipulation and 7.05 in air on GEE manipulation. "A capable navigator but prone to making careless mistakes."

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CARON, F/L Joseph Albert Leopold (J7607) - **Commended for Valuable Services** - No.11 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 8 March 1910. Home in Levis, Quebec; enlisted in Quebec, 30 October 1939. initially as an Aero Engine Mechanic. Promoted to Leading Aircraftman, 1 October 1940 and posted to No.2 SFTS, 3 October 1940. Remustered to aircrew, 8 April 1941 and reverted to Aircraftman Second Class, being posted that date to No.3 ITS; graduated 16 May 1941 when he regained LAC rank and was posted to No.11 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 25 September 1941. Commissioned 7 October 1941. Posted to No.13 SFTS, 31 December 1941; to No.22 EFTS, 30 May 1942; to No.11 EFTS, 6 July 1943; to No.10 EFTS, 11 February 1944 but appears to have returned to No.11 EFTS soon afterwards. Released 1 February 1945.

This officer has always carried out his duties with great ability, and at all times he has shown an outstanding devotion to the service, which have inspired confidence and command respect from his fellow officers and men under him.

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CARON, F/L Wilfred Mitchell (J23042) - **Distinguished Flying Cross** - No.357 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 17 March 1921 at Midway, British Columbia; home there or Trail, British Columbia (clerk); enlisted Edmonton, 6 May 1942 and posted to No.3 Manning Depot. To No.11 SFS (guard), 22 June 1942. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 1 October 1942 but not posted to No.3 AOS until 24 October 1942; graduated and commissioned, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 19 March 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated 14 June 1946. Retired 26 July 1946. Award presented at Sea Island, 22 October 1949. British Columbia Vital Statistics record the death of

Wilfred Michael Caron, age 69, in Kelowna, 18 October 1990. Could this be the man ?

Flight Lieutenant Caron has completed a large number of sorties, mostly at night. These have included supply dropping, bombing and special duties. These sorties have been flown over occupied Burma, often remote from good landmarks, and a high standard of navigation has been necessary. Flight Lieutenant Caron's skill and determination have contributed greatly to the successes achieved by his crew.

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CARPENTER, W/C Frederick Stanley (C774) - **Air Force Cross** - Western Air Command - Award effective 28 May 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943 - Born 19 September 1914 in Toronto. Attended Royal Military College; joined RCAF as P/P/O, 5 July 1937; qualified as pilot, 20 May 1938. Confirmed as Pilot. Promoted Flying Officer, 5 July 1938. To Dartmouth, 26 November 1938 for duty with No.5 (BR) Squadron. Promoted Flight Lieutenant, 15 January 1940. To No.1 Training Command, Montreal for special duties, 6 February 1941. Promoted Squadron Leader, 1 March 1941. To No.5 (BR) Squadron, 7 June 1941. To No.116 (BR) Squadron, 2 July 1941. To No.117 (BR) Squadron, 21 August 1941 (moving to Western Air Command, October 1941). To Station Vancouver, 21 November 1941. Promoted Wing Commander, 21 August 1942. Command and Nos.9 and 160 (BR) Squadrons on Pacific coast. Promoted Group Captain, 1 January 1944. To AFHQ, 11 December 1944. To Northwest Air Command, Edmonton, 1 September 1947. To Training Command Headquarters, Trenton, 22 June 1949. Promoted Air Commodore, 1 September 1951. To AFHQ, 1 November 1951. To Canadian Joint Staff, London, 28 November 1952. Awarded Queen's Coronation Medal, 23 October 1953 while an Air Commodore attending Imperial Defence College. To AFHQ, 24 December 1953. To Air Transport Command Headquarters, 31 July 1956. To Station Trenton, 17 August 1959. To Air Transport Command Headquarters, Station Lachine, 19 August 1959. To Air Transport Command Headquarters, Trenton, 12 September 1959. To AFHQ, 27 June 1961. To Maritime Air Command, 13 July 1963. To Mobile Command, 31 August 1965. Promoted Air Vice Marshal, 7 October 1965. To National Defence College, Kingston, 29 August 1966. Retired 10 December 1969. Died in Kingston, 10 May 1978. Invested with AFC, 24 November 1943.

Since the outbreak of war, Wing Commander Carpenter has been constantly employed on operational duties and at all times has displayed outstanding devotion to duty. He is an excellent Flying Boat pilot, Station Commander and Staff Officer. He has flown nearly 1,000 operational hours on Coastal Reconnaissance in a little over two years and in addition has made two ferry flights to the United Kingdom. His enthusiasm for operational work, together with his skill as a pilot, has been largely responsible for a high standard being reached by those under his command.

Recommended 24 February 1943 by G/C W.A. Jones, Western Air Command Headquarters, as

follows:

Wing Commander Carpenter is an outstanding flying boat pilot, station commander and staff officer. His ability, energy and his relentless desire to leave no stone unturned which would assist in wasting and destroying the enemy, coupled with his tireless energy and unremitting efforts to attain that object are worthy of the highest commendation and deserving of recognition. Wing Commander Carpenter has flown 905 hours since the beginning of the war, including two ferry flights from Bermuda to the United Kingdom.

He had been recommended 8 December 1942 for an OBE by G/C A.D. Hull for duties as ASO-4, Western Air Command Headquarters, as follows::

Since the outbreak of war, Wing Commander Carpenter has been employed on operational duties and at all times has displayed outstanding devotion to duty. During the Spring of 1941 he made two ferry flights from Bermuda to the United Kingdom. He was appointed to command Bella Bella air station on December 9th, 1941 and was transferred to command Coal Harbour air station on May 17th, 1942,

He has set an example of enthusiasm for operational work, which together with his own personal skill as a pilot has been responsible for a high standard being reached by those under his command. He is a very outstanding officer whose spirit and ideals deserve recognition.

This was approved by Air Officer Commanding, Western Air Command on 8 December 1942 but went no further.

Recommended for CBE, 28 August 1944 by A/V/M W.A. Curtis, while working on the Canadian Air Liaison Mission, South East Asia; text as follows:

While employed in the Plans Directorate of AMAS Division, this officer displayed a high degree of initiative in the discharge of his duties, Prior to coming to this Division and while attached to Western Air Command, Group Captain Carpenter, by his enthusiasm and perseverance, was, in a large measure, responsible for the success of the Aircrew Assessment Board during its formative stages in Western Air Command. He succeeded, while employed at AFHQ in having it set up on a basis which is likely to prove one of the most useful procedures in raising the standard of Aircrews.

He showed a great deal of original thinking and energy in the carrying out of his duties in this Division - not considering himself or his future in his untiring effort to complete the task in hand.

Also recommended (unsuccessfully) for OBE, 18 March 1946 by A/V/M G.V. Walsh, as follows:

Group Captain Carpenter has shown the utmost zeal, loyalty and devotion to duty. His continuous and unremitting effort to enhance the welfare and good name of the Service is outstanding and I would recommend appropriate recognition of his services.

NOTE: On 8 December 1941 he brought No.9 (BR) Squadron (Stranraers) to Bella Bella - the first aircraft permanently based there. He commanded both the squadron and the station. On 19 May 1942, the Bella Bella Station diary recorded:

Squadron Leader F.S. Carpenter, O.C. 9 (BR) Squadron and former commanding officer of the station, was posted to Coal Harbour as the C.O. This was a well deserved promotion as during the rapid expansion of the station Squadron Leader Carpenter gave his best to the organisation and efficient operation of all sections. His enthusiasm and outstanding qualities of leadership had been an inspiration to all personnel and his many friends and admirers in all ranks wished him well on his posting and promotion.

Notes: As of 31 December 1956 his roster of aircraft types flown was as follows - Stranraer (800), Vedette (100), Fleet (100), Tiger Moth (100), Norseman (50), Auster (1.00), Harvard (251.55), Chopmunk (1.00), Mustang (1.00), Expeditor (551.50), Catalina (500), Canso A (100), Dakota (63.35), Prentice (2.10), Anson (1.45), Wellington (30 minutes), Meteor IV (40 minutes), Vampire (4.00), T-33 (97.35), CF-100 (1.30), Sabre VI (2.50), L-19 (2.15), Bell 47 (8.20), H-21B (1.20), H-19 (40 minutes), Otter (2.00), Devon (1.10), North Star (4.30), Neptune (5.00), C-119 (6.30).

Application for Operational Wing: Submitted 13 November 1944 with following list of sorties:

No.5 (BR) Squadron - Eastern Air Command - Stranraer aircraft:

10 September 1939 - patrol (4.45)
11 September 1939 - patrol (4.40)
16 September 1939 - patrol (6.00)
17 September 1939 - patrol (7.15)
22 September 1939 - patrol (5.00)
23 September 1939 - patrol (4.55)
29 September 1939 - patrol (5.50)
30 September 1939 - patrol (1.20)
4 October 1939 - patrol (1.35)
8 October 1939 - patrol (5.15)
9 October 1939 - patrol (4.25)
14 October 1939 - patrol (3.00)

15 October 1939 - patrol (5.40)
25 October 1939 - patrol (4.20)
26 October 1939 - patrol (5.25)
2 November 1939 - patrol (4.40)
3 November 1939 - patrol (2.20)
7 November 1939 - patrol (3.05)
9 November 1939 - patrol (3.00)
14 November 1939 - patrol (20 minutes)
15 November 1939 - patrol (1.30)
18 November 1939 - patrol (4.35)
19 November 1939 - patrol (2.35)
22 November 1939 - patrol (2.10)
25 November 1939 - patrol (5.00)
7 December 1939 - patrol (3.40)
10 December 1939 - patrol (4.50)
19 December 1939 - patrol (6.10)
22 December 1939 - patrol (50 minutes)
25 December 1939 - patrol (25 minutes)
28 December 1939 - patrol (2.15)
29 December 1939 - patrol (4.25)
9 January 1940 - patrol (2.40)
28 January 1940 - patrol (3.20)
30 January 1940 - patrol (2.35)
31 January 1940 - patrol (4.15)
4 February 1940 - recce (3.40)
12 February 1940 - patrol (5.00)
17 February 1940 - patrol (2.55)
18 February 1940 - patrol (5.50)
20 February 1940 - patrol (2.50)
26 February 1940 - patrol (4.50)
10 March 1940 - patrol (5.40)
13 March 1940 - patrol (4.30)
18 March 1940 - patrol (5.00)
21 March 1940 - patrol (2.50)
22 March 1940 - patrol (20 minutes)
22 March 1940 - patrol (2.10)
25 March 1940 - patrol (1.55)
26 March 1940 - patrol (5.30)
27 March 1940 - patrol (1.15)
29 March 1940 - patrol (4.25)
30 March 1940 - patrol (20 minutes)
6 April 1940 - patrol (5.50)
8 April 1940 - patrol (3.20)

11 April 1940 - patrol (3.05)
14 April 1940 - patrol (5.10)
15 April 1940 - patrol (4.50)
17 April 1940 - patrol (2.25)
18 April 1940 - patrol (2.30)
20 April 1940 - patrol (3.35)
26 April 1940 - patrol (4.00)
30 April 1940 - patrol (4.00)
3 May 1940 - patrol (5.40)
16 May 1940 - patrol (25 minutes)
29 May 1940 - patrol (2.45)
3 June 1940 - patrol (1.30)
5 June 1940 - patrol (1.00)
10 June 1940 - patrol (4.15)
3 July 1940 - patrol (2.00)
7 July 1940 - patrol (5.30)
12 July 1940 - patrol (4.00)
17 July 1940 - recce (4.15)
17 July 1940 - recce (1.05)
18 July 1940 - patrol (50 minutes)
18 July 1940 - patrol (1.55)
19 July 1940 - patrol (1.05)
19 July 1940 - patrol (40 minutes)
19 July 1940 - patrol (2.05)
20 July 1940 - patrol (1.35)
20 July 1940 - patrol (3.35)
20 July 1940 - patrol (40 minutes)
21 July 1940 - patrol (2.40)
21 July 1940 - patrol (1.20)
21 July 1940 - patrol (1.55)
17 August 1940 - patrol (6.25)
6 December 1940 - patrol (2.50)
7 December 1940 - patrol (3.00)
15 December 1940 - patrol (2.05)
17 December 1940 - patrol (45 minutes)
2 January 1941 - patrol (4.50)
1 February 1941 - patrol (3.00)

No.116 (BR) Squadron - Eastern Air Command - Catalina aircraft:

15 July 1941 - patrol (8.40)
19 July 1941 - patrol (4.00)
22 July 1941 - patrol (9.35)

23 July 1941 - patrol (14.40)
31 July 1941 - patrol (12.00)

No.9 (BR) Squadron - Western Air Command - Stranraer aircraft:

10 December 1941 - patrol (2.05)
11 December 1941 - patrol (6.00)
12 December 1941 - patrol (35 minutes)
22 December 1941 - patrol (45 minutes)
7 January 1942 - patrol (2.10)
21 January 1942 - patrol (2.30)

No.120 (BR) Squadron - Western Air Command - Stranraer aircraft:

17 June 1942 - patrol (50 minutes)
23 July 1942 - patrol (6.50)
21 August 1942 - patrol (4.00)
20 September 1942 - patrol (5.15)

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CARPENTER, F/O Graham (C10937) - **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 18 September 1913. Home in St.James, Manitoba; enlisted Winnipeg 14 May 1936 as Aero Engine Mechanic with No.112 Squadron. Sergeant at outbreak of war; promoted Flight Sergeant, 1 October 1940; to No.2 (Fighter) Squadron, 11 December 1940; promoted to Warrant Officer, 2nd Class, 1 July 1941; commissioned 21 February 1942 (simultaneous promotion to Flying Officer). Engineering Officer with No.417 Squadron, April 1942 to June 1943. Repatriated 19 October 1943. To No.8 Repair Depot, 6 December 1943. Promoted Flight Lieutenant, 1 April 1944; to No.36 OTU, 31 May 1944. To No.8 OTU, 30 June 1944. To No.1 OTU, 13 July 1944. Returned to No.8 OTU, 12 January 1945. Promoted to Squadron Leader, 1 April 1945. To Greenwood, 21 July 1945. Released 16 October 1945 and returned to Winnipeg. Ancestry.ca gives his name variously as Graham Jesse Carpenter and Jesse Graham Carpenter. Died in Vancouver, 2 June 1972.

DHH file 181.009 D.4402 (Library and Archives RG.24 Volume 20648) has a letter dated 30 April 1943 (W/C R.E. Morrow, commanding RCAF Wing, Detached Operations, Alaska to Air Officer Commanding, Western Air Command) regarding him. He was then reported to be Technical Officer with No.417 Squadron, Middle East:

Further to my conversation with the AOC on April 27th at Anchorage, the above mentioned officer is strongly recommended for an award for services in the

RCAF. This officer was recommended by me in the spring of 1942 for the MBE. He was at that time a technical Warrant Officer. However, nothing came of the recommendation as apparently it was not the policy at that time to make awards to Canadian airmen in England. This recommendation has been forwarded by me with the suggestion that Squadron Leader Pitcher, A.S.O. 3 Western Air Command, add to it. Squadron Leader Pitcher was Flying Officer Carpenter's C.O. for some time in the Middle East. The recommendation is for general good services in No.112 Squadron and No.402 Squadron in England from June 1940 to the present. This officer was an NCO in No.402 Squadron and was outstandingly good in all respects. As the senior technical warrant officer in the squadron it was solely due to his efforts on many occasions that No.402 Squadron was able to maintain serviceability sufficient for operational needs. This was particularly true in February 1942 when to supply of Hurricane Bombers which No.402 was equipped with at the time was very limited, and it was necessary to maintain twelve aircraft out of a squadron total as low as fourteen. Further, this officer as an NCO set an example to the rest of the squadron and saw that they followed his example in upholding the highest traditions of the RCAF. He was to a great extent responsible for the good name which the squadron created at several RAF aerodromes in England, and as the CO of the squadron, I was frequently told that the technical section under Flying Officer Carpenter was a model for every squadron in the RAF.

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CARPENTER, F/O Pierre Risso (J96008) - **Mention in Despatches** - No.416 Squadron (AFRO gives unit only as "Overseas") - Award effective 10 January 1947 as per **London Gazette** of that date and AFRO 70/47 dated 7 February 1947. American in the RCAF; born 10 November 1921; home in Houston, Texas (structural steel worker); enlisted Windsor, 1 August 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard). To No.2 ITS, 26 October 1941; graduated and promoted LAC, 20 December 1941 but not posted to No.19 EFTS until 30 December 1941; graduated 14 March 1942 when posted to No.2 SFTS; graduated 3 July 1942 as a Sergeant Pilot. To Eastern Air Command, 17 July 1942; to No.128 Squadron, 18 July 1942; promoted Flight Sergeant, 7 January 1943; posted from No.128 Squadron, 13 June 1943. Embarked from New York, 30 June 1943; arrived in Britain, 7 July 1943. Promoted Warrant Officer, 2nd Class, 3 July 1943. Posted to No.416 Squadron, 2 August 1943; trained at No.61 OTU, 20 September to 28 October 1943. Missing in action, 25 November 1943 during a "Rhubarb" to Bergen-op-Zoom with No.412 Squadron (shot down by flak; wounded by shrapnel; Prisoner of War). Commissioned 3 January 1945. Reported safe in Britain, 25 April 1945. Repatriated 11 July 1945; released 18 September 1945. On a form dated 26 April 1945 he claimed to have flown 80 sorties. This must include his flying with No.128 Squadron in Canada; does not otherwise seem credible given that he was on operations such a short time. A document on file states he was honoured "in recognition of services while prisoner of war". Died 18 December 1995 in Downsville Union, Louisiana. For more on him see <http://uptimedata.com/?wP=dad>.

The following information on his captivity is from volume 3 of RCAF file 45-19-15A, "Prisoners of War - Escape of - Interrogations" (National Archives of Canada RG. 24 Volume 5373). He was hospitalized from 25 November 1943 to 10 January 1944, held at Dulag Luft, 30 January to 29 February 1944, Heydekrug, 5 March to 15 July 1944, and Foling Bostel until 10 March 1945. He escaped from hospital at Bergen-op-Zoom but was recaptured and turned over to the Gestapo. He believed he had been betrayed by Dutch or Belgian collaborators. He escaped again from Folin Bostel in 3 March 1945 and this proved successful.

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CARPENTIER, F/O Joseph Herbert (J39956) - **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. Born 1 November 1912 at Masson, Quebec; home there (office clerk); enlisted North Bay, Ontario, 28 September 1942 and posted 1 Manning Depot. To No.3 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.4 EFTS; ceased training 24 May 1943 when posted to No.5 Manning Depot; to Mountain View and No.6 BGS, 12 June 1943; graduated 6 August 1943 and posted next day to No.10 AOS; graduated and commissioned, 23 December 1943. To "Y" Depot, 14 January 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flying Officer, 23 June 1944. Repatriated 31 March 1945. To No.1 Air Command, 12 April 1945. To No.16 SFTS, 14 May 1945. Retired 4 June 1945. Presented with award 1 December 1948.

Flying Officer Carpentier has throughout his numerous sorties displayed keenness and efficiency of a very high order. In November 1944 he was detailed to participate in an attack against railway sidings at Duisburg. Shortly after leaving the English coast much of his navigational equipment became unserviceable. Despite the difficulties the mission was successfully accomplished. On many other occasions over such heavily defended targets as Cologne, Karlsruhe and Hanover, serious difficulties have been encountered but this officer's skill has always ensured a safe return to base. His consistent devotion to duty and outstanding ability have been worthy of the highest praise.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has recommendation of S/L E.G. St. Jean (Acting Commanding Officer) drafted January 11 1945 when he had flown 26 sorties (152 hours 15 minutes):

On the night of November 29th, 1944, the crew of which Flying Officer Carpentier was navigator were detailed to bomb marshalling yards in Duisburg, Germany.

Shortly after leaving the English coast, the D.R. and P.4 compasses became unserviceable rendering navigation most difficult. Despite these difficulties, Flying Officer Carpentier by getting fixes every six minutes, succeeded in

navigating the aircraft to the target. The trip back home was carried out by pinpointing.

Throughout the whole trip, navigation was carried out under great difficulty. Nevertheless, an accurate bombing of the target was accomplished. Flying Officer Carpentier's precision together with his superior knowledge of navigation were largely responsible for the successful completion of the sortie.

On many other occasions, over such heavily defended targets as Cologne, Dusseldorf, Karlsruhe and Hanover, serious difficulties have been encountered but Flying Officer Carpentier always managed to navigate safely back to base.

For his unselfish devotion to duty and outstanding services rendered throughout his operational tour, I recommend this officer for the Immediate award of the Distinguished Flying Cross.

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CARPENTIER, FS Joseph Louis Alfred (R56046) - **Mention in Despatches** - No.425 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 22 June 1913. Home in Trois Rivieres, Quebec; enlisted there 1 April 1940 (General Duties). Appears to have gone overseas with No.1 (Fighter) Squadron, 30 May 1940. Promoted AC1, 1 July 1940. To No.112 (Army Cooperation) Squadron, 18 August 1940; promoted LAC, 1 October 1940; to No.2 (Fighter) Squadron as of 11 December 1940. Remustered to Aero Engine Mechanic, 1 January 1941. Attained rank of Flight Sergeant, 1 May 1943. Recommended for BEM, 16 August 1943 for services as Fitter in flight. Had been with squadron early on, serving in England and North Africa. "In the field, under adverse condition, Flight Sergeant Carpentier has fully contributed in the undertaking of major repair jobs which were completed in record time." Repatriated to Canada, 30 May 1944; to No.9 Repair Depot, 30 June 1944; to No.13 EFTS, 7 May 1945; released 8 July 1945.

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CARR, P/O Alexander Lawrence (J17877) - **Distinguished Flying Cross (U.S.)** - 9th USAAF (AFRO gives unit only as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Estevan, Saskatchewan, 17 July 1921. Home in Kyle, Saskatchewan; enlisted Regina, 23 December 1940. To No.2 Manning Depot, 23 December 1941. To No.32 SFTS (guard), 5 February 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.2 BGS, 12 September 1941; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, 14 October 1941; to RAF overseas, 2 November 1941; promoted Flight Sergeant, 12 April 1942. To Egypt, 25 April 1942. To No.21 PTC, 4 July 1942. To No.205 Group, 23 August 1942. Flew 50 sorties with No.434 Squadron, 12 Bomber Group, USAAF, August 1942 to October 1943. Commissioned 3 December 1942.

To Ismailia, 6 December 1942. Embarked from Middle East, 2 November 1943. Arrived in Britain, 25 November 1943. Repatriated 23 December 1943; to Eastern Air Command, 3 February 1944; to No.34 OTU, 4 February 1944; to No.5 OTU, 10 March 1944; attended administration course at No.1 Composite Training School, 29 June to 26 July 1945. Released 9 September 1945. He had applied for pilot training (31 December 1943) but was advised that he would first have to complete a tour of instructional duty. Appointed Lieutenant, 20 Saskatchewan Armoured Regiment, 8 January 1952. Promoted Captain, 1 September 1954. Transferred to Special Reserve, 30 April 1956. Released from Supplementary List, 31 December 1969. Died in Kyle, Saskatchewan, 1991 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1991. Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For extraordinary achievement while participating in aerial flights. As a radio operator attached to the Ninth United States Air Force during the drive from El Alamein to Tunisia, he participated in 50 combat missions and at all times performed his duties in a most efficient and calm manner. Through his devotion to duty and courageous effort he has reflected considerable credit upon himself and the United States Army Air Force.

CARR, P/O Alexander Lawrence (J17877) - **Air Medal with two Oak Leaf Clusters (U.S.)** - 9th USAAF (AFRO gives unit only as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in five operational missions, each of more than 2 1/2 hours or more duration.

Same order awards the first Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration, and ten operational missions, each of less than 2 1/2 hours duration."

Order further awards second Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration, and twenty operational missions, each of less than 2 1/2 hours duration."

Assessments: "This officer has been exceptional in his job and has greatly contributed to the successful completion of many missions. It is recommended that this officer be given pilot training in Canada as it is felt he will make an excellent combat pilot on operational flying." (Major Lorraine P. Armstrong, Jr., U.S. Army Air Corps, 26 September 1943)

“This officer is employed as a wireless operator instructor in flights. He carried out his duties in a very satisfactory manner.” (W/C W. Grierson-Jackson, No.5 OTU, 7 December 1944).

Notes: Letter from Major Lorraine P. Armstrong, Jr., U.S. Army Air Corps, 26 September 1943 to Commanding Officer, 12th Bomb Group (excerpt):

Pilot Officer Carr has been a very valuable asset to this organization. When we first arrived in the Middle East Theatre, we were short of radio operators and Pilot Officer Carr was attached to the squadron to help train our radio operators in RAF procedure and to fly as a combat radio operator. Pilot Officer Carr has been exceptional in his job. As both a non-commissioned and later as a commissioned officer, Pilot Officer Carr has greatly contributed to the successful completion of many missions. He is an excellent officer and accepts responsibility cheerfully.

I have been in a position to gain an intimate and personal knowledge of Pilot Officer Carr and he has proven very stable in combat and has flown ten missions beyond the normal tour of operations for Medium Bombardment. He has always been willing to continue operational flying and has demonstrated his ability to think rapidly and accurately under fire. If Pilot Officer Carr could be returned to Canada at the present time and given a period of rest and non-operational flying, he would soon be ready to come overseas for a second tour.

Pilot Officer Carr wished to take a Pilot's Training Course. From the excellent record he has made in combat, his coolness and ability to think clearly and accurately under fire, and his will to continue the fight gives him a back ground upon which could be built an excellent combat pilot with no questions as to what his reactions will be in operational flying. I am very glad to recommend Pilot Officer Carr for Pilot Training.

Training: Interviewed in Regina, 14 October 1940. “Intelligent, reserved, confident, pleasant, clean and neat.”

Course at No.2 Wireless School was 31 March to 17 August 1941. Flew 25 minutes in flying classroom as first operator, 2.40 in flying classroom on listening watch, 8.10 in two-seater as sole operator. Rated “below average.” Ground courses in Theory (36/50), Radio Equipment (129/250), Morse, buzzer and lamp (189/200), Procedure (113/200), Signals Organization (115/150), Armament (58/100) and Drill and PT (37/50). Placed 110th in a class of 199.

Course at No.2 BGS was 15 September to 13 October 1941. Battle aircraft (eight hours 25 minutes on gunnery). Scored six percent hits on Beam Test, four percent hits on Beam Relative Speed Test and three percent hits in Under Tail Test. Scored 74 percent in written examination, 79 percent in practical and oral test; rated 147/250 in “Ability as Firer”. Placed 29th in a class of 33. “Steady, practical knowledge quite good.”

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CARR, F/O Donald Delos (J23590) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 26 September 1914; home in Fort William, Ontario; enlisted Port Arthur, 5 May 1941 and posted to No.2 Manning Depot. To No.35 SFTS (guard), 30 August 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.19 EFTS; to No.10 SFTS, 14 March 1942. Ceased training and posted to Trenton, 21 April 1942; to No.7 AOS, 6 June 1942; to Trenton again, 5 September 1942; to No.7 BGS, 23 October 1942; to No.4 AOS, 27 December 1942; graduated and commissioned, 5 February 1943. To Y" Depot, 19 February 1943. To RAF overseas, 9 March 1943. Promoted Flying Officer, 5 August 1943. Repatriated 27 November 1944. Promoted Flight Lieutenant, 5 March 1945. Re-engaged for Interim Force and posted to No.1 Composite Training School, 12 April 1946. To No.1 Air Command, 10 June 1946. To No.2 Technical Training School, 2 July 1946. Retired 10 October 1946. Died at Palm Bay, Florida, 18 October 2000. Decoration sent by registered mail, 13 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.3260 (RG.24 Vol.20637) has recommendation dated 11 July 1944 when he had flown 38 sorties (233 hours 10 minutes), 22 November 1943 to 21 June 1944. Part of this service with No.405 Squadron and included a crash on return from Berlin (30 January 1944) and aircraft damaged by enemy action (15 February 1944).

As Bomb Aimer, this officer has attacked Berlin, Frankfurt, Stuttgart, Ludwigshaven and other targets in France and Germany. Throughout his tour he has shown great steadiness and reliability and a high degree of skill, co-operating well at all times with his crew and giving invaluable aid to the navigator. For being very stead and reliable throughout many operations, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

22 November 1943 - Berlin (8.05)
26 November 1943 - Frankfurt (8.40)
27 November 1943 - Stuttgart (8.40)
29 December 1943 - Berlin (8.40)
6 January 1944 - Gardening, St. Nazaire (7.50)
21 January 1944 - Magdeburg (6.40, with No.405 Squadron)
27 January 1944 - Berlin (8.45, Pathfinder Force)
28 January 1944 - Berlin (4.45, duty not carried out)
30 January 1944 - Berlin (6.05, crash-landed, wounded)
15 February 1944 - Berlin (6.35, aircraft damaged by enemy action)
11 March 1944 - Gardening, Lorient (7.15)

16 March 1944 - Amiens (4.55)
18 March 1944 - Gardening, Heligoland (5.50)
22 March 1944 - Gardening, Kiel (7.05)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.05)
26 March 1944 - Courtrai (5.15)
28 March 1944 - Paris (6.10)
9 April 1944 - Lille (4.45)
20 April 1944 - Lens (5.05)
22 April 1944 - Laon (6.05)
23 April 1944 - Gardening, Kiel Bay (6.50)
26 April 1944 - Villeneuve (5.45)
30 April 1944 - Gardening, St. Nazaire (6.35)
9 May 1944 - Gardening, Brest (5.30)
10 May 1944 - Ghent (5.000)
12 May 1944 - Gardening, Frisian Islands (4.00)
21 May 1944 - Gardening, Heligoland (5.10)
22 May 1944 - Gardening, St. Malo (4.55)
24 May 1944 - Trouville (4.45)
11 June 1944 - Gardening, St. Nazaire (6.55)
13 June 1944 - Gardening, Lorient (6.40)
14 June 1944 - St. Pol (4.15)
15 June 1944 - Boulogne (4.05, daylight)
16 June 1944 - Duisburg (4.45)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientiques (4.15)
24 June 1944 - Bamieres (4.40)

Note: For a Combat Report involving him whilst in No.405 Squadron, 15/16 February 1944, see entry for F/O D.E. Biden, RCAF

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CARR, F/O James Allen (J27266) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 18 June 1917 in Edmonton; home in New Westminster (steno clerk); enlisted Vancouver, 8 April 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.2 BGS until 6 February 1943; graduated 1 May 1943 when posted to No.5 AOS; graduated and commissioned 11 June 1943; to "Y" Depot, 25 June 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 7 September 1945. Retired 5 October 1945. Presented with award 1 July 1947. Died in Burnaby, 4 June 2012. RCAF photo PL-40356 (ex UK-17174) shows a 12,000-lb bomb with WO2 Alfred

“Lucky” Holmes on top, and left to right, F/O D.M. MacDonald (Trail, British Columbia), Flight Sergeant H.A. “Bud” Fisher (Dauphin), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). RCAF photo PL-40357 (ex UK-17175 dated 6 December 1944) show, left to right, F/O D.M. MacDonald (Trail, British Columbia), WO2 Alfred “Lucky” Holmes, Flight Sergeant H.A. “Bud” Fisher (Dauphin, dressed as Father Christmas), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). RCAF photo PL-40359 (ex UK-17177 dated 6 December 1944) shows F/L J.A. Carr (New Westminster), WO2 Alfred “Lucky” Holmes (New Liskeard, Ontario) and FS H.A. “Bud” Fisher (Dauphin, Manitoba, dressed as Father Christmas) with a six ton bomb, similar to the one that sank **Tirpitz**. RCAF photo PL-41067 (ex UK-16866 dated 22 November 1944) shows three Canadians who helped sink **Tirpitz** with earthquake bombs - F/L Larry E. Marsh (“former Montreal hockey player who enlisted in the RAF”), F/O J.A. Carr (bomb aimer, New Westminster) and P/O Al Brown (navigator, Toronto). RCAF photo PL-41068 (ex UK-16867 dated 22 November 1944) shows, left to right, F/O J.A. Carr (New Westminster), Flight Sergeant H.A. ‘Bud’ Fisher (Dauphin, Manitoba) and Flight Sergeant R.G. Flynn (Toronto). RCAF photo PL-41071 (ex UK-16870 dated 22 November 1944) is captioned as follows: “These Canadian air bombers, who drop 12,000-lb earthquake missiles for the famous RAF Dambusters, demonstrate on a briefing room blackboard where the direct hits fell which sank the Tirpitz. From left to right they are Flight Sergeant R.G. Flynn (Toronto), F/O J.A. Carr (New Westminster) and Flight Sergeant H.A. ‘Bud’ Fisher (Dauphin, 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." RCAF photo PL-41074 (ex UK-16873 dated 22 November 1944) is captioned as follows - “These three Canadians are certain that their 12,000 pound bomb scored a direct hit on the Tirpitz. From left to right they are P/O Al Brown, Toronto (99 Hamilton Street), navigator; F/O J.A. Carr, New Westminster, B.C., air bomber, and F/L Larry Marsh, a Canadian in the RAF. Marsh, a former Montreal athlete (705 Woodland Avenue, Verdun) came to Britain before the war to play hockey with Wembley Lions. He and Carr are the champion high level bombing team on their ‘dam buster’ squadron.” He appears to have flown many sorties (including **Tirpitz** raids) as bomber aimer to F/L L.E. Marsh, DFC (Canadian in the RAF). Public Records Office Air 2/8772 has recommendation dated 13 May 45 when he had flown 30 sorties (181 hours 46 minutes), of which two were unsuccessful.

- 5 June 1944 - St.Pierre du Mond (4.10)
- 6 June 1944 - Argentan (4.00)
- 10 June 1944 - Orleans (5.50)
- 12 June 1944 - Poitiers (6.10)
- 23 June 1944 - Limoges (6.45)
- 24 June 1944 - Prouville (3.40)
- 26 June 1944 - Vitry en Francais - (7.10)
- 4 July 1944 - St.Leu d'Esserent (4.20)
- 7 July 1944 - St.Leu d'Esserent (4.25)
- 12 July 1944 - Culmont Challandrey (8.30)
- 14 July 1944 - Villeneuve St.George (6.55)

18 July 1944 - Caen (3.30), day)
19 July 1944 - Criel (3.35)
9 August 1944 - La Pallice (4.35)
5 October 1944 - Wilhemshaven (5.15)
7 October 1944 - Flushing (3.05)
15 October 1944 - Sorpe Dam (5.30)
29 October 1944 - **Tirpitz** (13.00)
12 November 1944 - **Tirpitz** (13.00)
26 November 1944 - Munich (9.30)
28 December 1944 - Oslo Fiord (7.10)
1 January 1945 - Dortmund-Ems Canal (7.20)
6 February 1945 - Altenbeken (6.05) unsuccessful
14 February 1945 - Altenbeken (6.05) unsuccessful
22 February 1945 - Altenbeken (6.05)
24 February 1945 - Dortmund Ems Canal(4.30)
20 March 1945 - Nienberg (4.50)
27 March 1945 - Farge (4.15)
19 April 1945 - Heligoland (4.10)
25 April 1945 - Berchtesgaden (8.21)

This Air Bomber has completed 28 sorties as Air Bomber. In addition to heavily defended areas in Germany, such as Wilhelmshaven and Munich, his targets have included many daylight precision targets, at times very strongly defended.

He took part in the second and final attacks on the battleship "Tirpitz". These operations necessitated very long journeys, during the course of which he greatly assisted his Navigator by the accuracy of his map reading. In the first of these attacks, although hampered by cloud and smoke, he successfully pressed home his attack and, in the final operation, made every effort to bomb the ship accurately.

On occasions his crew have been selected to find a bombing wind, in the vicinity of the target, for his squadron on special daylight operations. The small force which carry out this duty is specially picked, and Flying Officer Carr's contribution to the accuracy of the winds found have been to a large extent responsible for the success of his squadron upon these operations.

Flying Officer Carr has always taken the utmost care to bomb his targets accurately, frequently making several runs, over precision targets, when, owing to poor visibility, he has been uncertain of his aim.

At all times Flying Officer Carr has shown the greatest keenness to operate and has proved himself to be valuable member of a sound operational crew. He has always displayed courage and devotion to duty of a very high order.

RCAF Press Release No. 7487 dated 23 November 1944 from F/L W.A. Shields reads as follows:

WITH CANADIANS IN THE R.A.F.: - They aren't making an official claim, but Flight Lieutenant Larry E. Marsh of Montreal, P.Q., (703 Woodland Avenue, Verdun), a 32-year-old Canadian in the R.A.F., and his R.C.A.F. air bomber, Flying Officer J.A. Carr, New Westminster, B.C. (3119 Royal Oak Avenue) are convinced that they scored a direct hit on the Tirpitz.

They aren't making a claim because they didn't see their 12,000 "earthquake" bomb hit the mortally-wounded battleship, already burning fiercely from earlier bombs and belching dense clouds of smoke.

"The Tirpitz was squarely lined up in our sights and the skipper was dead on course when we released our bomb," said Canadian bomb aimer. We could follow its course all the way down to within two seconds of the Tirpitz' deck, when we lost sight of it in the column of smoke. From our calculations and the line of fall, so far as we could follow it, I'm morally certain that we hit it, however.

"It didn't really make much difference, though, for there previously have been at least three or four direct hits and several near misses. We were the second last aircraft to bomb, and if we scored another direct hit, it only made the sinking more certain."

Marsh and Carr are the leading bombing combination on their famous squadron of "dam busters", with an average bombing error on practice runs over 10,000 feet of well under 100 yards -- no mean record in a group of high level precision specialists. Close behind them in the squadron records come an R.C.A.F. combination, Flying Officer C. Newton of Detroit (1205 Trumdull Avenue), pilot, and F/S R.G. Flynn, Toronto, Ontario, (107 Waverley Road), air bomber.

Marsh, a former Montreal junior athlete who came to England in 1937 to play hockey with the Wembley Lions and joined the R.A.F. here, said it was the skill of his Canadian navigator, Pilot Officer Al Brown, Toronto, Ontario (99 Hamilton Street), which got them to their rendezvous on time. They were late in starting because ground crew had forgotten to apply de-icing solution, and had to race their motors to get to the meeting place. "A slight deviation from course and we wouldn't have made it. Brown had no electrical or radio navigation aids -- we were too far north for that -- but he got us to the rendezvous right on the button," said Marsh.

When terrific flashes belching white smoke burst ahead of them when they were still 20 miles from the target, they knew it was no ordinary flak and guessed correctly that the Tirpitz was opening up with her 16-inch guns. In a matter of minutes, however, they had flown past the limit of the big guns' elevation and were within sight of their quarry, sharply outlined in the fierce, though brief, sunlight of the Arctic day.

"The valleys had been covered by low-hanging clouds on the way in," said Marsh, "and we figured that the raid might be a repetition of the previous abortive sortie. That time we'd had clear visibility all the way, only to have clouds close in when we reached the Tirpitz. This time the reverse happened; the clouds opened up like a trap door and there was the Tirpitz, standing out like a wart on your thumb. It was a pleasant surprise".

"We noticed that an auxiliary vessel alongside had been blown up, then we were too busy with our jobs to see much more. I was concentrating on my instruments to keep the aircraft steady for the bombing run; Carr was intent on his bomb sight and release. Brown, for the moment, had nothing to do, so he sat with his head out the window. He never misses his ringside seat for any of our special bombing jobs."

"Once our bomb was away, I made a steep diving turn and headed for cloud cover away from the flak, which was still coming up from the island and the escort ships."

"As we turned away, "Snuffy", our English rear gunner, reported a terrific fire and lots of stuff exploding aboard the Tirpitz. There were blasts and sheets of vivid flame, which we took to be exploding magazines, and a large column of smoke up to 5,000 feet. We figured then that it was the end of the Tirpitz."

They had used extra petrol in forcing their Lancaster to the rendezvous and had anxious moments on the return trip. The wind changed and clouds closed over their base, forcing their diversion to another aerodrome. They landed with only 75 gallons of gasoline.

"It had to be a perfect landing," grinned the pilot. "We didn't have enough fuel for an overshoot."

Marsh, who remembers George Beurling when the latter carried the sticks for the school hockey team in Verdun, played junior hockey with Montreal Vics before joining the Wembley Lions in England. He later coached a Hungarian hockey team which toured Poland and Russia, getting his biggest kick out of playing against Trail, B.C. Smoke Eaters when the Allan Cup winners toured Europe. He

married an English girl and has a two-year-old daughter.

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CARR, F/L John (J37846) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 20 December 1923 in Winchester, Ontario; home in Morrisburg, Ontario; served in Royal Canadian Artillery; enlisted in RCAF, 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 when posted to No.13 EFTS; graduated 11 June 1943 and posted next day to No.2 SFTS; graduated and commissioned 29 October 1943. To No.1 OTU, 19 November 1943. To "Y" Depot, Lachine, 22 April 1944. Promoted Flying Officer, 29 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 5 August 1945. To Mountain View, 11 September 1945. Retired 24 September 1945. Presented with award 7 August 1947. RCAF photo PL-33192 (ex UK-15880 dated 17 October 1944) shows Private Vera Cartwright (CWAC) wearing pilots helmet "and tries to look operational" in Typhoon while Flying Officer J.A. Carr (Morrisburg, Ontario) supervises; waiting their turn are Sergeant Linda Tuero (Toronto) and Private Virginia Stansell (Windsor). RCAF photo PL-33193 (ex UK-15881 dated 17 October 1944) is captioned as follows: "CWACs of the First Canadian Army show got a bog thrill recently when they were shown all about a Canadian Typhoon wing in Holland and got a chance to sit in the cockpit of a powerful Typhoon. Here Flying Officer R.N. MacDonald of Glace Bay, N.S. (left) and Flying Officer Johnnie Carr of Morrisburg, Ontario show the girls the inside of their cockpit and incidentally make sure that they don't touch the buttons which fire the cannon or release the bombs. The girls are Private Murial Stuart, Sergeant Lynda Tuero, both of Toronto, and Virginia Stansell of Windsor, Ontario. The blonde pilot is Private Vera Cartwright, also of Toronto. They all agreed that show business is more their line." RCAF photo PL-33194 (ex UK-15882 dated 17 October 1944) is captioned as follows: "Private Vera Cartwright, a CWAC in the First Canadian Army Show tries on an oxygen mask in the cockpit of a fighter-bomber Typhoon on a recent visit to the all-Canadian wing now operating in Holland. Watching her are other members of the army show cast, Sergeant Linda Tuero and Privates Murial Stewart and Virginia Stansell. The pilots giving them the 'gen' are Flying Officers R.N. MacDonald of Glace Bay, Nova Scotia, and Johnnie Carr of Morrisburg, Ontario." RCAF photo PL-33195 (ex UK-15883 dated 17 October 1944) shows members of the Canadian Army Show with RCAF pilots - John Carr of Morrisburg and R.N. MacDonald of Glace Bay. In the cockpit is Private Vera Cartwright (Toronto); around the aircraft are Sergeant (Mrs) Lynda Tuero and Private Muriel Stuart (Toronto) and Private Virginia Stansell (Windsor). It may be noted that MacDonald was killed in a flying accident (Typhoon JR500_ on 3 November 1944.

This officer has led his squadron on a number of occasions against heavily defended targets, achieving good results. The majority of his sorties have been against railway targets, bridges, canals and enemy troop concentrations. Many of them have been completed in the face of concentrated anti-aircraft fire. But in

spite of all opposition Flight Lieutenant Carr has always pressed on with intelligence and judgement and has set an example to the squadron by his outstanding gallantry and devotion to duty.

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CARR, F/O William Keir (J13090) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Trained at No.3 ITS (graduated 16 January 1942), No.22 EFTS (graduated 27 March 1942) and No.2 SFTS (graduated 31 July 1942; wings presented by Air Marshal W.A. Bishop). Flew Spitfires in the U.K. and Malta (No. 683 Squadron) on photo recce during the Malta -Sicily campaigns. Presented with award 2 December 1946. Awarded Queen's Coronation Medal, 23 October 1953 while a Squadron Leader, RCAF Staff College. Post-war RCAF career took him to No.13 (Photo) Squadron, Rockcliffe and northern photo operations including MUSKOX and BEETLE. Attended two year science course at Rochester (New York) Institute of Technology. Two years at Central Experimental and Proving Establishment in charge of Photographic Research and Development Section. Between 1951 and 1953 served as Operations Staff Officer, Air Transport Command HQ. Attended RCAF Staff College, Toronto in 1953. Promoted Wing Commander and served on Personnel Staff, AFHQ. Commanding Officer of No.412 Transport Squadron 4 March 1958 to 3 August 1960 (where he flew the Queen in 1958); Air Commander for the United Nations operations in the Congo (1960); later Commanding Officer at RCAF Station Namao. Attended National Defence College (1964), promoted Air Commodore and an appointment as Director of planning for the new Mobile Command HQ in St. Hubert. On reorganization of Canadian Forces Headquarter (1968) he became Director General of Forces Objectives. In September 1968 promoted Major-General and appointed commander of Training Command at Winnipeg. While there he oversaw introduction of the Canadian Forces Training System integrating land-sea-air methods; also responsible for developing French-language trades and technical training. In 1971 he moved to Colorado as Deputy Chief of Staff for Operations at NORAD Headquarters. On 3 August 1973 appointed Chief of Air Operations (NDHQ). Promoted to Lieutenant-General, 1 July 1974. Appointed Deputy Chief of Defence Staff, 15 July 1974. On 2 September 1975 charged with planning and establishing an all-air CF organization which became Air Command with HQ at Winnipeg. Appointed Officer, Order of St. John, 1977. Appointed Commander, Order of Military Merit, as per **Canada Gazette** dated 19 June 1976. Retired September 1978 Honorary Colonel, No.412 Squadron in 1990s. Medals include: CMM, OStJ, DFC, 1939-45 Star, Italy Star, Defence Medal, CVSM and Clasp, 1939-45 War Medal, Peacekeeping Medal, United Nations Congo Medal, EIIR Coronation Medal, Centennial Medal, Silver Jubilee Medal, CD and two bars. Photo PL-57063 shows him as a Squadron Leader in 1953.

Throughout a large number of operational sorties this officer both as flight commander and pilot has displayed outstanding skill and courage. He has participated in a large number of photographic reconnaissance producing results of the greatest accuracy and materially contributing to the success of the 8th

Army.

Public Records Office Air 2/9033 has recommendation dated 15 October 1944 which provides much more detail. It was drafted by the Group Captain commanding No.285 Wing. Carr had by then flown 725 hours (197 hours 15 minutes in previous six months) and of these, 272 hours 15 minutes were operational hours (132 sorties). He was then a Flight Commander.

Flight Lieutenant Carr was in command of a Photo Reconnaissance Flight operating with Desert Air Force and 285 Wing during the period April to August 1944. During this period, both as a Flight Commander and a pilot, he has displayed the most outstanding skill, enthusiasm and dogged determination on all operational missions. His own achievements were worthy of the highest praise in that every one of his missions lacked nothing in so much as determination and accuracy were concerned. He displayed such a fine example that all the pilots in his Flight not only showed the greatest enthusiasm for their work, but also produced results of the greatest accuracy, thereby contributing much towards the success of the intensive programme of destruction by Desert Air Force to German lines of communication in Italy, prior to the advance to Florence from Cassino.

In addition to this, Flight Lieutenant Carr's flight flew all air cover for the 8th Army prior to the attacks on the Gothic Line. The accuracy of the work by this Flight was responsible to a great degree for the successes of the 8th Army.

For his rank, Flight Lieutenant Carr is outstanding, and for his achievements whilst serving with this force I strongly recommend him for an award if the Distinguished Flying Cross.

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CARR-HARRIS, S/L Donald Dale (C2356) - **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 1 December 1912 in Cananaea, Sonora, Mexico. Educated at St. Andrew's School (St. Catharines, Ontario), 1912-1920, St. George's School, London, Ontario, 1920-1924; London Central Collegiate Institute, 1924-1930; University of Western Ontario, 1930 to 1935 (Honours in Chemistry). While in school he worked for Ontario Department of Highways (chainman, 1928), Canada Department of Public Works (1929, harbour construction, Burlington), Par-Tea Foundation of London, Ontario (1930-1932, conduit and culvert construction), and London Life Assurance (actuarial and mathematical work). Employed from 1935 onwards by Anglo-Canadian Pulp and Paper Company, Quebec (improvement of newsprint manufacturing processes to raise quality). Taking COTC training at Laval University, October 1939 to March 1940. Enlisted in Montreal, 5 July 1940 in Engineering Branch. Attended Aeronautical Engineering School, 6 July to 6 December 1940. To No.1 BGS, Jarvis, 14 January 1941. Promoted Flight Lieutenant, 15 May 1941. To "Y" Depot, Halifax, 15 July 1941. Taken

on strength of No.3 PRC, Bournemouth, 3 September 1941. To No.411 Squadron, 11 September 1941. To No.406 Squadron, 14 October 1941. To No.6 Group Headquarters, 14 February 1943. Promoted Squadron Leader, 5 May 1943. To RCAF Overseas Headquarters, 25 January 1944. Repatriated 9 February 1944, arriving in New York 17 February 1944. To "Y" Depot, 29 March 1944; to No.45 Group (Ferry Command), 30 March 1944. Emplaned 8 April 1944. Posted on arrival to RCAF Overseas Headquarters. To No.6 Group Headquarters, 20 April 1944. To No.62 Base, 1 May 1944. Promoted Wing Commander, 15 May 1944. Repatriated again, 18 June 1945; to No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 14 September 1945. Killed 4 August 1955 while a passenger on American Airlines Flight 476, Tyrone, Pennsylvania. Three different cards give his home variously as Winnipeg, Westmount, and London, Ontario. No citation. Photo PL-4644 (ex UK-382) is captioned as follows: "Members of an RCAF night fighter squadron arrive at their aircraft for afternoon check flights. Left to right they are F/L F.W. Hillock, 14 Welmsley Boulevard, Toronto; Sergeant E.K. Vickers, 472 Salem Avenue, Toronto, F/O H.J. Findlay of Carleton Place, Ontario, Sergeant Gunner M.M. Vineberg of Sherbrooke, Quebec, and F/L D.D. Carr-Harris of London, Ontario, the Squadron Engineering Officer." RCAF photo PL-41416 (ex UK-17840 dated 3 January 1945) shows Section Officer Helena Hungerford (London, Ontario, senior station WAAF Officer) and W/C D.D. Carr-Harris (London, Ontario, Base engineering officer) unpacking Christmas decorations sent to unit by London Women's Air Force Auxiliary.

CARR-HARRIS, W/C Donald Dale (C2356) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation in AFRO but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944. Had been one year in Canada, three years in UK. Base Engineering Officer.

On the night of 28th June 1944, Wing Commander D.D. Carr-Harris (No.62 Base Engineering Officer) and Flight Lieutenant E.J. Strathdee (Station Adjutant, RCAF Station Eastmoor) were at Eastmoor watching No.415 (RCAF) Squadron take off on its first bombing operation. As aircraft "U" was taking off, it swung violently just before becoming airborne, crashed through the aerodrome boundary fence and burst into flames directly beside a farmhouse. Wing Commander Carr-Harris and Flight Lieutenant Strathdee were fully aware that the aircraft had 18 - 500 pound unexploded bombs in its bomb bay, and that these bombs were in the centre of a very fierce fire. In spite of this, and exploding ammunition, they rushed to the scene and after ascertaining that the crew were safe and clear of the wreckage, proceeded to the farmhouse to warn the occupants of their danger, although this was less than 100 yards from the burning aircraft. Ensuring that the house was empty, these officers then proceeded to the aerodrome where a dispersed aircraft was in grave danger due to its proximity to the crash (approximately 150 yards). When almost at the dispersal, some bombs exploded, but undaunted these officers continued to the dispersal point where they helped the pilot to start the aircraft. At this moment more bombs exploded, rocking the

aircraft with blast and showering it with shrapnel.

I [A/C J.E. Fauquier, No.62 Base Commander] consider that Wing Commander Carr-Harris and Flight Lieutenant Strathdee displayed a very high order of courage and determination far beyond their normal call of duty. Both officers showed an utter contempt for their own personal safety in spite of repeated warnings of the risks involved.

CARR-HARRIS, W/C Donald Dale (C2356) - **Mention in Despatches** - No.62 Base (AFRO gives "Overseas" only) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation from A/C J.L. Hurley for an OBE dated 21 May 1945 when he was Base Engineering Officer:

Wing Commander Carr-Harris has been serving in England on engineering duties since August 1943.

His first appointment overseas was as Engineering Officer with No.406 Squadron from September 1941 to February 1943. He was then posted as Chief Technical Officer at RCAF Station, Middleton St.George. In this post Wing Commander Carr-Harris showed great drive and energy with a resultant high degree of serviceability being attained for the bombers operating from this station.

Wing Commander Carr-Harris has been employed as Base Engineering Officer at No.62 Base from May 1944. Through his efforts the engineering efficiency of the Base was raised to a high state. From D-Day onwards this officer spared no efforts in checking and analyzing the engineering efficiency of all stations within the Base. The Base Major Servicing Section efficiency and ability to turn out large volumes of excellent work is due in no small measure to Wing Commander Carr-Harris' zeal, energy and efficiency.

In recognition of this officer's long service overseas, his demonstrated ability and unceasing energy, I have pleasure in recommending him for the award of the Order of the British Empire.

Assessments: "Keen and intelligent with a good knowledge of engineering. This officer was admitted to hospital 17-11-40 and was unable to take the examinations. His preliminary examination and progress reports show him to be above the average student. It is considered that this officer is quite capable of taking charge of Maintenance Work without further instruction." Assessment dated 2 December 1940.

"Employed as officer in charge of maintenance squadron. Young for the job but is rapidly gaining experience and is carrying out his duties satisfactorily. Is tenacious of purpose and keen

on his work.” (G/C G.E. Wait, No.1 BGS, 6 June 1941).

“This officer has only recently taken over the duties as Squadron Engineer Officer. He is most keen and enthusiastic and has already instituted many welcome reforms in his branch. I am sure he will make an excellent Engineer Officer.” (W/C D.G. Morris, No.406 Squadron, 21 November 1941)

Tried 12 May 1942 for having failed to ensure that an aircraft (Beaufighter R2281) was serviceable before it was test flown at Acklington on 1 December 1941. Aircraft lost power in port engine just after take-off and crashed (P/O Denis Chetwynd Furse and Pilot Officer John Hadden Downes). Reprimanded.

“A capable engineering officer with lots of initiative. Has organizing ability and has done a good job in setting up a modified Central Maintenance Scheme at this station. Good character and deportment.” (G/C A.D. Ross, Middleton St. George, 27 September 1943.

When given leave in Canada early in 1944, it was expected that he would take up engineer duties at No.5 OTU. There was also the anticipation that he would confer with Victory Aircraft to discuss problems at their end regarding shortages of spares, drawings, modifications and publications. However, a memo dated 21 March 1944 (A/V/M Alan Ferrier to Air Member for Personnel) requested that he be sent back to England as quickly as possible. He had been Chief Engineer Officer at “one of our stations where the Canadian-built Lancasters are being operated” [Middleton St.George] and the position had not been filled. “Furthermore, he has gathered a great deal of information from Victory Aircraft while over here and the sooner this information can be applied to the benefit of the squadrons using Canadian Lancasters, so much the better.”

“A capable Engineering Officer with sound organizing ability, technical knowledge and a good background of experience with operational units. Recommended for rank of Acting Wing Commander on posting to appointment as Base Engineering Officer.” (Air Commodore A.D. Ross, No.62 Base, 12 June 1944)

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CARRERE, P/O Jean Pierre Henry (J17078) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Cochrane, Ontario, 25 January 1911; home there; educated in Cochrane Public Schools, Rigaud College and Oka Agricultural College (Bachelor of Science in Agriculture), 1929-1933 (associated with University of Montreal). An accountant and former member of the Royal Canadian Artillery. Son of French immigrants who homesteaded in Cochrane area, 1908. Rejected by RCAF in November 1939 owing to age and possibly eyesight; joined the French Air Force, January 1940 and served as an Air Gunner, 101st Brigade [?], Toulouse, to July 1940. . Early in 1941 he and his brother escaped German-occupied France and he made it into the RCAF, joining at North Bay, Ontario, 4 June 1941. To No.1

Manning Depot, 16 June 1941. To Station Trenton, 16 July 1941. To No.1 ITS, 21 August 1941. Graduated and promoted LAC, 8 October 1941. Posted that date to No.1 Manning Depot. To No.4 AOS, 27 October 1941; graduated 31 January 1942; to No.4 BGS, 1 February 1942; graduated and promoted Sergeant, 14 March 1942); to No.2 ANS, 15 March 1942; graduated as a navigator, 13 April 1942. To "Y" Depot, 15 April 1942. To RAF Trainee Pool, 30 April 1942; disembarked in Britain, 12 May 1942. To No.9 (Observer) AFU, 8 June 1942. To No.14 OTU, 21 July 1942. To No.9 Conversion Flight, 11 October 1942. To No.1661 Conversion Unit, 9 November 1942 (Lancaster and Manchester, 32 hours five minutes). To No.9 Squadron, 31 December 1942 (183 hours ten minutes). Promoted Flight Sergeant, 1 February 1943. Commissioned 3 March 1943. To No.16 OTU, 6 July 1943. To Prestwick for flying duty, 10 July 1943. Arrived back in Canada, 11 July 1943 to be crew of Lancaster KB700 in delivery to Britain. Promoted Flying Officer, 3 September 1943. On return to Britain, to RCAF Overseas Headquarters, date uncertain. To No.62 Base and No.1679 Conversion Unit, 31 October 1943. To No.61 Base, 13 December 1943. To No.1666 Conversion Unit, 27 January 1944. To No.1655 Night Training Unit, 28 February 1944 (training on Oboe. Mosquito IV and IX, 67 hours 25 minutes). To Warboys, 7 March 1944. To No.105 Squadron, 1 May 1944 (Mosquito IX and XIV, 171 hours 15 minutes). Promoted Flight Lieutenant, 8 January 1945. Repatriated 22 January 1945. To No.8 OTU, 6 March 1945. Retired 22 June 1945. His brother Charles U. Carrere (B-62558) was killed on active service, 26 September 1945 and buried in Cochrane. Presented with award with Bar, 9 April 1948. Following the war he was elected to the Ontario Legislature (PC member for Cochrane). Died 6 October 1948 from injuries sustained in a motor accident (he had run into a train). Credited in obituary notice as having flown 97 sorties. Photo PL-35135 is a wartime portrait.

Many of the sorties in which this officer has participated have involved long flights in adverse weather and it has been frequently due to his skilful and accurate navigation that targets have been located and bombed successfully. His keenness for operations has been unsurpassed and his determination and courage have set an example to the squadron.

CARRERE, F/L Jean Pierre Henri, DFC (J17078) - **Bar to Distinguished Flying Cross** - No.105 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Carrere has participated in a large number of operational sorties. Throughout he has shown himself a highly skilled and most reliable navigator. His cool courage, tenacity of purpose and concentration on the task in hand in the most arduous circumstances have been most commendable.

Public Records Office Air 2/9050 has the recommendation for this award dated 21 December 1944 when he had flown 96 sorties (353 hours) and including his sortie list (which names 95 attacks):

+ shuttle raids between Britain and North Africa

* marking sortie

daylight sortie

2 February 1943 - Cologne (6.00)
4 February 1943 - Turin (8.15)
11 February 1943 - Wilhelmshaven (5.10)
13 February 1943 - Lorient (6.45)
16 February 1943 - Lorient (6.20)
19 February 1943 - Wilhems (4.30)
25 February 1943 - Nuremburg (7.20)
26 February 1943 - Cologne (5.00)
28 February 1943 - St.Nazaire (5.05)
1 March 1943 - Berlin (8.00)
5 March 1943 - Essen (5.00)
22 March 1943 - St.Nazaire (5.00)
26 March 1943 - Duisburg (5.20)
27 March 1943 - Berlin (7.20)
29 March 1943 - Berlin (7.30)
3 April 1943 - Essen (4.50)
8 April 1943 - Duisburg (6.00)
14 April 1943 - Stuttgart (6.50)
16 April 1943 - Pilsen (8.50)
30 April 1943 - Essen (3.20)
4 May 1943 - Dortmund (5.30)
12 May 1943 - Duisburg (4.30)
18 May 1943 - Pilsen (7.30)
23 May 1943 - Dortmund (5.00)
25 May 1943 - Dusseldorf (4.15)
27 May 1943 - Essen (5.00)
29 May 1943 - Wuppertal (5.20)
12 June 1943 - Bochum (5.35)
20 June 1943 - Friedrichshaven (10.00)+
23 June 1943 - Spezia (9.10)*
18 May 1944 - Orly (2.37)
19 May 1944 - Mont Couple (1.51)*
27 May 1944 - Aachen East (2.25)
28 May 1944 - Mardyck (2.07)*
2 June 1944 - Haringzelles (2.04)*
3 June 1944 - Ferme d'Urville (2.26)*
5 June 1944 - St.Pierre du Mont (2.59)*
6 June 1944 - Vire (3.00)*

8 June 1944 - Fouceres (3.15)*
12 June 1944 - Cambrai (2.03)*
14 June 1944 - Le Havre (2.32)*
16 June 1944 - Remescure (2.15)*
21 June 1944 - Oisemont Neuville (2.22)*
23 June 1944 - L'Hey (2.15)*
27 June 1944 - Vienais (2.39)*
2 July 1944 - Beauvoir (2.18)*#
4 July 1944 - St.Martin l'Hortier (2.18)*#
5 July 1944 - Wizernes (2.05)*
7 July 1944 - Scholven (2.48)
18 July 1944 - Sannerville (2.39)*#
18 July 1944 - Wesseling (3.10)*
20 July 1944 - L'Hey (1.53)*#
24 July 1944 - Ferfay (2.05)*
29 July 1944 - Foret de Nieppe (2.41)#
1 August 1944 - Siracourt (1.55)*#
3 August 1944 - Trossy St.Maximim (2.48)*#
6 August 1944 - Hazebrouk (1.43)*#
9 August 1944 - Bois de la Haie (1.51)*#
10 August 1944 - Paris/Duchy (2.40)*#
11 August 1944 - Etaples (1.40)*#
14 August 1944 - TRACTABLE (2.22)*#
25 August 1944 - Brest (3.10)*
27 August 1944 - Homberg (2.41)*#
1 September 1944 - Lumbres (1.58)*#
5 September 1944 - Le Havre (2.13)*#
8 September 1944 - Le Havre (2.06)*#
10 September 1944 - Le Havre coast guns (2.00)*#
11 September 1944 - Gelsenkirchen (2.44)*#
14 September 1944 - The Hague (ammo dump, 2.07)*#
17 September 1944 - Boulogne (1.59)*#
18 September 1944 - Domberg (1.39)*#
23 September 1944 - Domberg (1.46)*#
25 September 1944 - Calais (1.46)*#
26 September 1944 - Calais (1.46)*#
27 September 1944 - Calais (1.49)*#
28 September 1944 - Calais (1.46)*#
6 October 1944 - Sterkrade (2.52)*#
18 October 1944 - Dusseldorf-Lohausen a/f (2.49)
23 October 1944 - Essen (2.56)*
25 October 1944 - Homberg (2.59)*#
28 October 1944 - Walcheren (1.37)*#

29 October 1944 - Walcheren (2.09)*#
31 October 1944 - Cologne (2.31)*
2 November 1944 - Dusseldorf (2.44)*
9 November 1944 - Wanne Eickel (2.55)*#
11 November 1944 - Dortmund (3.01)*
18 November 1944 - Erfurt (4.01)
21 November 1944 - Sterkrade (2.42)*
23 November 1944 - Eisenach (3.16)
28 November 1944 - Hallendorf (3.16)
29 November 1944 - Duisburg (2.47)#
30 November 1944 - Hallendorf (3.34)
1 December 1944 - Karlsruhe (3.15)*
6 December 1944 - Osnabruck (2.54)*
11 December 1944 - Duisburg (3.06)

After completing a tour of 29 sorties on heavy bombers, Flight Lieutenant Carrere joined Pathfinder Force in May of this year and has since then carried out a further 67 sorties, no less than 57 of these being marker sorties.

In all these attacks Flight Lieutenant Carrere has shown himself to be not only a highly skilled and most reliable navigator, but also possessed of an outstanding degree of cool courage, tenacity of purpose and ability to concentrate on the task in hand under the most arduous conditions regardless of enemy opposition.

Notes: Crew of Lancaster KB700 (first Canadian-built Lancaster, July 1943) was S/L R.J. Lane, DSO, DFC (captain), P/O S. Boczar (second pilot, later DFC), P/O J. Carrere (navigator, later DFC), Sergeant R.S. Webb (WOP/AG, later Mentioned in Despatches), Flight Sergeant R.K. Burgar (mid-upper gunner, later Mentioned in Despatches), Sergeant G.W. Browell (air gunner, later Mentioned in Despatches), Flight Sergeant R.W. Wright, DFM (air bomber, later DFC) and Sergeant M. Baczinsky (flight engineer, later DFC). A memo dated 13 July 1943 suggested that KB700, after a number of operations, "should be flown back to Canada for a tour of the country." 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.

On repatriation form dated 23 December 1944 he stated he had flown 215 hours 15 minutes on Lancasters and 238 hours 40 minutes on Mosquitos.

Training: Course at No.1 ITS was 21 August to 25 September 1941. Courses in Mathematics (79/100), Armament, practical and oral (83/100), Signals (92/100), Drill (85/100), Law and Discipline (87/100). Placed 29th in a class of 42 Observers. "Above average type of trainee who has already seen active service in France. Cheerful, aggressive, alert, dependable type. Commission material."

Course at No.4 AOS was 27 October 1941 to 2 February 1942. Flew in Anson aircraft - 27 hours 20 minutes as First Navigator by day, 30.25 as Second Navigator by day, one hour 25 minutes as First Navigator by night, 4.30 as Second Navigator by night. Also two hours 25 minutes bombing. Dropped six bombs. Graded in following subjects - Proficiency as Air Navigator (329/500); DR Plotting (98/150 and 116/150), DR and DF W/T, written (132/200), Compasses and Instruments (76/150 and 89/150), Signals (100/100), Bombing (44/100 and 69/100), Maps and Charts (57/100), Meteorology (67/100), Photography (65/100) and Reconnaissance (65/100). In Navigation placed 18th in a class of 26. "Poor at map reading. Fair logs, works hard." In Armament, "Insufficient practice to give an assessment." Overall placed 23rd in class of 26. "Learns slowly but works hard. Older and more experienced than the average. Needs extra practice in plotting."

Course at No.2 ANS was 16 March to 13 April 1942. Anson aircraft (two hours 45 minutes as First Navigator by day, eight hours 50 minutes as Second Navigator by day, six hours as First Navigator by night, 15 hours 15 minutes as Second Navigator by night). Graded on Proficiency as Navigator (187/250), Astronomical Navigation Plotting (90/150) and Advanced Navigation, written (81/100); scored 62 percent in Bombing. "Good average in ground and air work." Placed 84th in a class of 132. "Neat appearance. Hard worker. Keen and enthusiastic."

Course at No.14 OTU was 21 July to 3 October 1942. Flew in Anson aircraft (9.25 day, 6.55 night) and Hampden aircraft (28.10 day, 19.50 night). In High Level Bombing dropped 16 bombs by day and 15 bombs by night; in High Level Glide dropped 16 bombs by day; in Low Level Bombing dropped 16 bombs by day and 15 bombs by night. Of bombs, two 250-pounders were live. Two day bombing exercises and two infra-red night exercises. Dropped one flare successfully. No Night Photo Flash exercises because aircraft so fitted were on operations. In Gunnery fired 100 rounds on 25-yard range, 600 rounds at drogue (three percent hits); five clay pigeon shots (one hit). Described as "above average" in practical matters, "below average" in general knowledge. "This NCO has been quite good in practical bombing. However, his general knowledge of Bombing Procedure and tactics is very poor. My belief is that he has not paid particular attention as he is to be posted as Navigator." (S/L G.E. Johnson). "A keen and very well disciplined NCO who should do well on a squadron." (S/L B.E. Falconer). In Navigation Training assessed under DR ("good average"), Map Reading ("average"), Astro Navigation ("average") and General Ability ("average"). "A little uncertain of some aids. Should improve with further experience." (P/O C.W. Hammond). Under Signals Training, assessed by unnamed officer as follows: "Sergeant Carrere has been assessed by me and I find he is Above Average. He is thoroughly conversant with Signals Organization, i.e. Flying Control FM/DF, Distress and Darky, has a good practical knowledge of Radio Beacons and Splasers, can manipulate the Marconi satisfactorily, i.e. is capable of obtaining Loop D/F assistance. Should be useful member of aircrew from signals point of view. Assessed at 85 percent."

Assessment: Described 8 January 1945 when with No.109 Squadron as having flown 805 hours (153 in previous six months). "A very proficient navigator who has consistently produced good results on the squadron. Has shown readiness to take on extra duties and has carried them out

efficiently.” (W/C E.J. Somerville, to which G/C H.E. Bufton adds, “I concur”.)

Undated assessment by F/L G. Hislop at Repatriation Depot notes he had flown two operational and one ground instructional tours. He had flown 96 sorties (354 hours 25 minutes operational), the last on 17 December 1944.

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CARRIER, LAC Joseph Jean Georges Lucien (R171498) - **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 25 November 1916. Home in Montreal; enlisted there 26 June 1942. To No.5 Manning Depot, 7 October 1942. To No.3 ITS, 27 December 1942. To No.1 Manning Depot, 4 March 1943. To Station Mountain View, 26 March 1943. To No.8 BGS, 2 May 1943. To “Y” Depot, Halifax, 6 March 1944. Taken on strength of No.3 PRC, Bournemouth, 4 April 1944. Repatriated 29 December 1945. Released 5 February 1946. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945. Armourer (B). Document noted he had served in Canada 22 months, overseas nine months.

This airman has consistently set a high example for his fellows by his energy for his work and his cheerful disposition. At all times he is willing to take the lead in getting on with the job no matter how long the hours or how adverse the weather. It is airmen such as LAC Carrier who by their untiring efforts have speeded up bombing-up operations steadily over the past nine months. This airman's skill and ingenuity in his trade are well above average.

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CARRUTHERS, P/O Douglas Evard (JJ86983) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 18 May 1922 in Aylwin, Quebec; home given variously as Ottawa and Kazabazua, Quebec. Served in Royal Canadian Army Medical Corps, 1940-41; enlisted in RCAF in Ottawa, 10 November 1941. Granted Leave Without Pay until 29 December 1941 when posted to No.1 Manning Depot. To No.3 WS, 23 September 1942 (there is nothing to explain his long presence at Manning Depot). Promoted LAC, 28 October 1942; To No.2 Manning Depot, 10 May 1943, at which time his classification was changed from Wireless Air Gunner to simple Air Gunner. To No.1 Air Gunner Ground Training School, 27 May 1943. To No.9 BGS, 10 July 1943; graduated and promoted Sergeant, 20 August 1943. To Mountain View, 21 August 1943. To No.5 Manning Depot, 20 September 1943. To “Y” Depot, 14 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Commissioned 25 May 1944. Dates of repatriation and release uncertain. Award presented with award at Government House, 17 April 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.2609 (PAC RG.24 Vol.20627) has recommendation dated 20 August 1944 by W/C A.J. Lewington when he had flown 34½ sorties (187 hours 20 minutes), 28 January to 4 August 1944.

This officer has now completed a tour of operations comprised of thirty-four trips which included such German targets as Berlin (4), Stuttgart (2), Frankfurt (2) and Essen. He has at all times shown a magnificent example to all personnel of this squadron by his fearless courage, fortitude and skill, and by his readiness to fly at any time irrespective of the target or with what crew he was detailed as a member.

I consider that Pilot Officer Carruthers' fine record of achievement and his exceptional skill and determination fully merits the award of the Distinguished Flying Cross (non-immediate).

The sortie list was as follows:

28 January 1944 - Berlin (7.45)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (6.55)
19 February 1944 - Leipzig (7.00)
20 February 1944 - Stuttgart (7.00)
24 February 1944 - Schweinfurt (8.15)
15 March 1944 - Stuttgart (8.15)
18 March 1944 - Frankfurt (5.15)
22 March 1944 - Frankfurt (6.15)
24 March 1944 - Berlin (7.25)
26 March 1944 - Essen (5.10)
30 March 1944 - Nuremberg (8.10)
11 April 1944 - Kattegat (5.45)
18 April 1944 - Noisy-le-Sec (5.10)
30 April 1944 - Lorient (5.05)
1 May 1944 - Lorient (5.00)
3 May 1944 - St. Nazaire (5.05)
10 May 1944 - Ghent (4.10)
11 May 1944 - Boulogne (3.25)
19 May 1944 - Le Calipre (2.50)
21 May 1944 - Frisians (4.35)
5 June 1944 - Houlgate (5.20)
8 June 1944 - Lorient (6.35)
15 June 1944 - Boulogne (4.05)
21 June 1944 - Oisemont (4.30)
25 June 1944 - Gorenflos (3.55)

9 July 1944 - Ardouval (3.50)
20 July 1944 - Ferme de Forestal (3.50)
23 July 1944 - Dagnes (5.35)
24 July 1944 - L'Hey (3.35)
31 July 1944 - Brest (4.40)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - Leu d'Esserent (5.25)

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CARRUTHERS, F/O Gerald Franklin (J25157) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 6 November 1920 in Girvin, Saskatchewan; home there (farming with family). Enlisted in RCAF, Saskatoon, 22 July 1940 as Aero Engine Mechanic. To No.1 Manning Depot, Toronto, 25 July 1940. To Technical Training School, 23 August 1940. Promoted AC1, 4 January 1941. To No.4 SFTS, Saskatoon, 9 January 1941. Promoted LAC, 1 October 1941. Remustered to aircrew and posted to No.7 ITS, 19 July 1942. To No.6 EFTS, Prince Albert, 11 October 1942. Ceased training after eight hours flying and posted to Composite Training School, Trenton, 30 October 1942. To No.5 BGS, Dafoe, 5 December 1942; to No.3 AOS, 21 February 1943; graduated and promoted Sergeant, 2 April 1943; subsequently commissioned that date. To "Y" Depot, 17 April 1943. Embarked from Canada, 17 May 1943. Disembarked in Britain, 4 June 1943. To No.9 (Observer) AFU, 3 July 1943 (Anson aircraft, 45.10). To No.81 OTU, 20 July 1943 (Whitley and Wellington aircraft, 70.10). Promoted Flying Officer, 2 October 1943. To No.1656 Conversion Unit, 19 October 1943. To No.12 Squadron, 17 January 1944. To No.82 OTU, 28 June 1944. Repatriated to Canada, 16 February 1945. To No.2 Air Command, 28 February 1945. To No.6 Release Centre, 10 April 1945. Retired 18 April 1945. Presented with award 27 April 1945. Joined RCAF in Saskatoon as Aero Engine Technician, 7 June 1949 (14333); ranked as Leading Aircraftman. To No.9406 Unit, 14 June 1949. To Canadian Joint Air Training Centre, Rivers, 12 October 1949. To Station Penhold, 15 June 1953. Promoted Corporal, 1 October 1953. To No.412 Squadron, Uplands, 1 September 1959. To Station Cold Lake, 14 July 1962. To No.409 Squadron, Comox, 23 July 1963. To Station Comox, 1 June 1964. Promoted Sergeant, 1 April 1969. Retired 16 May 1971. Died in Red Deer, Alberta, 11 November 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998. 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 8 June 1944 when he had flown 30 sorties (176 hours), 27 January to 6 June 1944.

27 January 1944 - Berlin
28 January 1944 - Berlin
29 January 1944 - Berlin
15 February 1944 - Berlin

24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
24 March 1944 - Berlin
9 April 1944 - GARDENING (Danzig)
11 April 1944 - Aachen
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
3 May 1944 - Mailley
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
31 May 1944 - Tergenier
2 June 1944 - Dieppe
4 June 1944 - Pas de Calais
5 June 1944 - Varreville
6 June 1944 - Acheres

Flying Officer Carruthers, a Canadian, has just completed his first operational tour with thirty sorties against the enemy as Air Bomber in a Lancaster aircraft. In his capacity he has carried the responsibility for success or failure of every mission since the primary aim is to deliver the bombs accurately on the target. He has carried out this duty with unqualified success, frequently in the face of fierce opposition, bombing such targets as Berlin, Schweinfurt, Augsburg, Frankfurt, Friedrichshaven, Essen, Dusseldorf, and many smaller but vital targets in France.

By his exceptional skill and devotion to duty he has made a large contribution to the success of Bomber Command and enabled his crew to achieve such an unblemished record. His cheerful optimism and fine offensive spirit have also helped to maintain the morale of his crew at the highest level.

Training: Course at No.7 ITS was 20 July to 11 September 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 758 points of a possible 1,000.

Placed 60th in a class of 85. "Quiet, fairly intelligent, fairly capable. Fair aircrew material."sw2

Course at No.5 BGS was 7 December 1942 to 19 February 1943. Bolingbroke and Anson aircraft; bombing involved 14.55 day, 5.10 night; gunnery was 7.35 by day. In high level bombing dropped 42 bombs by day, 18 by night; in low level bombing dropped 16 bombs. Fired 1,500 rounds air-to-air, scoring ten percent hits in Beam Test, eleven percent hits in Beam Relative Speed Test and twelve percent hits in Under Tail Test. Spent seven hours 20 minutes in Turret Manipulation and 40 minutes in Loading and Harmonization. Examined in Bombing, Written (193/250), Bombing, Practical (198/250), Gunnery, Written (79/100), Gunnery, Practical (78/100) and Aircraft Recognition (47/50). "Average ability as Bomb Aimer. Above average in ground subjects." Placed 24th in a class of 51. "A quiet, reserved student with ample self-confidence. Made an excellent class leader."

Course at No.3 AOS was 22 February to 2 April 1943. Anson aircraft - 31.10 by day and 13.45 by night. Graded in Navigation air work and Bombing air work (combined mark of 69/100), Photography air work (87/100), Elements of Navigation (49.5/50), Signals, practical (60/75), Photography (40.5/50), Reconnaissance (39/50) and Aircraft Recognition (75/75). Placed eighth in a class of 20. "Keen and industrious" and "Hard worker who does not need watching."

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CARSCALLEN, W/C Henry Myles (C148) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. See **Canadian Who's Who**, 1968. Born in Hamilton, 9 November 1908; educated there 1916-1926; attended Royal Military College, 1926-1930; Osgoode Hall, 1930-1931; Queens University, 1931-1932 (B.Sc., Civil Engineering). Began military career as a Second Lieutenant, 11th Hamilton Field Battery. Appointed Provisional Pilot Officer, 3 October 1932. Awarded wings, 23 May 1933. Promoted Flying Officer, 1 June 1933. Completed courses in Army Cooperation and Instrument Flying. Transferred from Camp Borden to Ottawa, 11 February 1934 for seaplane conversion course (see notes below). Employed thereafter on communications flying from Ottawa. His motor car struck and killed a J-walking pedestrian on 29 April 1935; Carscallen was exonerated. From August 1935 to March 1936 on Air Staff duties, AFHQ. In April 1936 appointed to an Air Survey Group. Commanded No.6 (General Purpose) Detachment, consisting of two Deltas on photo work in British Columbia, 23 April to 17 November 1937. Promoted Flight Lieutenant, 1 April 1937. To No.5 (Flying Boat) Squadron, Dartmouth, 31 January 1938. Attained rank of Squadron Leader, 1 April 1939 while at Dartmouth. Operational with No.5 (BR) Squadron, September to November 1939. To No.10 (BR) Squadron, 26 November 1939 to October 1940. In June 1940 he commanded the first RCAF detachment in Newfoundland (No.10 BR Squadron). Took command of No.5 (BR) Squadron, Dartmouth, 2 November 1940; promoted to Wing Commander, 1 March 1941. To No.10 (BR) Squadron, 25 April 1941 until 12 September 1941. With No.5 (BR) Squadron, 14 September 1941 to 28 July 1942. To Dorval, 28 July 1942. Ferried a Liberator to England, July 1942. Taken on strength of No.3 PRC, 11 August 1942. To No.22 OTU at Wellesbourne, 20

August 1942;; with No.424 Squadron, 20 October 1942 until 19 April 1943, posted that date to Station Topcliffe. Promoted to Group Captain, 1 May 1943 and made a station commander, Leeming (to 18 June 1943). To East Moor to command, 18 June 1943 until 12 February 1944. Repatriated to Canada, 22 February 1944 (disembarked 28 February 1944). To Station Dartmouth, 7 April 1944. To AFHQ, 8 November 1944 and subsequently to United States to attend. Army Navy Staff College. In AFHQ Plans Division; posted to Canadian Joint Staff, Washington, 10 November 1944. Returned to AFHQ, 1 April 1945. Temporary duty to Washington, 19 June to 9 October 1945, during which he was detached to Guam as observer, July 1945. This specific assignment was as follows: Washington to San Francisco (25-26 June 1945 by commercial air), Hamilton Field, California to Hickam Field, Hawaii (29 June 1945), Hickam to Johnson island (30 June 1945), Johnson Island to Kwajalein Island (30 June to 2 July 1945, crossing international dateline), Kwajalein to Guam (2 July 1945). About this time, G/C S.W. Coleman was also attached to American forces in Guam. Attached to AAF POA, 2 July 1945; to XXIst Bomber Command, 6 July 1945 and to 39th Wing, 314 Bomb Wing (XXI Bomber Command), 7 July 1945. A memo dated 5 July 1945 stated that he had been "placed on temporary duty with Headquarters, Deputy Commander, Twentieth Air Force, in an observer status with the mission of familiarization with operations of VLR aircraft against Japan." In Australia seven days (4-11 August 1945) with American officers for "reconnaissance of typhoon bases assigned 314th Wing/" Returned by air to San Francisco, September 1945. For more on his attachment, see note below (letter of 10 September 1947, Brigadier General George W. Mundy to Air Commodore R.C. Gordon). There is a note (not detailed) that before repatriation he had some involvement at return of POWs to Canada. Washington attachment converted to posting in Washington, 31 October 1945 as Air Attache. Retains Group Captain rank as of 1 October 1946. To AFHQ, 27 October 1947. Promoted to Air Commodore, 1 September 1948.; to Northwest Air Command, Edmonton, 2 September 1948 . To AFHQ, 25 November 1950. To Training Command Headquarters, Trenton, 31 August 1953 for duties with National Defence College, Kingston. To Station Lachine, 27 July 1954. To 4 ATAF, Trier and Ramstein, 19 August 1956. To No.3 (Fighter) Wing, 1 October 1958; to Air Material Command Headquarters, Ottawa, 16 July 1960. To Training Command Headquarters, 19 November 1960. Promoted to Air Vice Marshal, 1 December 1960 on appointment as AOC, Training Command. Retired 18 March 1964. Presented with award 19 August 1944. Awarded Queen's Coronation Medal, 23 October 1953 while an Air Commodore, AFHQ. Retired 1963. Died in Ottawa 24 October 1986. See **Airforce**, Volume 17 No.2 (July 1993) for "H.M. Carscallen: A Pioneer Airman". Photo PL-8511 shows him. Citation drafted when he had flown 80 sorties (932 hours) in Eastern Air Command and Bomber Command.

Wing Commander Carscallen has been continuously employed on operations since the outbreak of the war. He has displayed outstanding fortitude and skill during numerous operational sorties. Many of these were anti-submarine patrols involving long distance flights of a hazardous nature. He has also participated in a number of bombing attacks. Throughout all his missions he has displayed exceptional qualities of resourcefulness and devotion to duty. As Commanding Officer of his squadron he has built up a fine record of achievement setting an

example to all who serve under him.

NOTE: Public Record Office Air 2/8964 has recommendation, apparently drafted by G/C B.F. Johnson, 25 May 1943. This reported 73 anti-submarine patrols and searches (889 hours five minutes) and seven bombing sorties (total operational flying of 932 hours 15 minutes). Bombing sorties and submission as follows:

15 January 1943 - Lorient
21 January 1943 - Mining, Frisians
4 February 1943 - Lorient
13 February 1943 - Lorient
26 February 1943 - Cologne
28 February 1943 - St. Nazaire

Wing Commander Carscallen has been on operations continuously since the outbreak of war and I have personal knowledge of his work in Eastern Air Command and with 424 Squadron.

He has shown outstanding fortitude and skill without consideration for his personal safety sets his mind on his task, fearlessly and with a fine offensive spirit setting a magnificent example to those who serve with him. He has showed exceptional qualities of resourcefulness and has built up a fine record of achievement. I strongly recommend the award of the Distinguished Flying Cross.

On 27 May 1943 Air Commodore C.M. McEwen added his remarks:

I have personal knowledge of the work of this officer in Canada both in Eastern Air Command and No.1 Group, RCAF of Eastern Air Command which included the Newfoundland and Labrador areas; the latter Group coming under my Command. His leadership was undoubtedly responsible for the extremely high standard of efficiency of No.10 Bomber Reconnaissance Squadron, Newfoundland, and while working under most difficult and hazardous flying conditions, producing excellent results in convoy and anti-submarine effort. His command of 424 Squadron has been equally successful. In accordance with present regulations his previous flying experience in Canada counts as one tour of operations, therefore he is on his second tour. Strongly recommended for the Distinguished Flying Cross.

CARSCALLEN, G/C Henry Myles, DFC (C148) - **Mention in Despatches** - Eastmoor - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO (which gives unit only as "Overseas"). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 12 February 1944:

This officer was posted overseas, eventually assuming command of No.424 (RCAF) Squadron. He led his squadron on many operations, establishing an enviable record. After a short period as Acting Station Commander at Leeming, he was posted to command RCAF Station Eastmoor in May 1943, on its being raised from sub-station status. He perfected a smooth-running organization in record time, and under his leadership and direction No.429 (RCAF) Squadron became a first-line squadron. He successfully supervised the establishment of No.1679 Heavy Conversion Flight and the conversion of No.432 (RCAF) Squadron from twin to four engine bombers. Group Captain Carscallen has shown excellent administrative ability, leadership and devotion to duty of a very high order.

Carscallen was unwittingly a factor in an incident of the French island of St. Pierre. On 15 September 1940, two RCAF Digby aircraft undertook a reconnaissance of the harbour there. One stood off shore; the other, piloted by S/L Carscallen, swooped low over the town to photograph the **Ville d'Ys** (warship). The crew of the vessel stripped an anti-aircraft gun for action, apparently ready to engage the Digby. Official St. Pierre was subject to Vichy; popular sentiment was Free French and Gaullist. A Sunday strolling crowd reacted violently, hurling insults and stones at the warship. In return, her officers turned a fire hose on the demonstrators. When this failed to disperse them they threw a cordon of sailors with rifles and fixed bayonets around the quay. (Douglas Anglin, **The St. Pierre and Miquelon Affaire of 1941: A Study in Diplomacy in the North Atlantic Quadrangle** (University of Toronto Press, 1966; reprinted 1999 as **Free French Invasion: The St. Pierre and Miquelon Affaire of 1941** (Calgary, Penny Black Publishing), pp.20-22.

Further Notes: A report on his training, prepared by S/L R.S. Grandy (OC Flying Training) covered the period 1 October 1932 to 31 May 1933. Flying was in De Havilland Moth and Fleet aircraft - 36 hours 55 minutes dual, 79 hours 15 minutes solo plus 17 hours 35 minutes on "Air Pilotage" (navigation). Described as "A bold pilot who flies with vigour and confidence, Good in most sequences but lacks finish in turns. In forced landings he glides too close to the field and turns too steeply. He instills confidence and is a good type of pilot. Awarded 720 marks for qualities as a pilot." His ground school courses and marks were as follows: Air Pilotage (76/100 and 76/100 - two tests), Meteorology (36/40 in one test), Airmanship (54/85 and 52/85 in two tests), Engines (78./100 and 61/100 in two tests), Engine, Practical (136/100 and 126/100 in two tests), Administration (38/50 and 42/50 in two tests), Organization (19/25 and 19/25 in two tests), Law (38.5/50 and 32.5/50 in two tests), History (16/25 in one test), Theory of Flight (35.5/50 in one test), Armament (58/65 in one test), Armament, practical (88.5/100 and 70/100 in two tests), Signals, practical (49.5/50 and 50/50 in two tests), Rigging, practical (112/150 and 109/150 in two tests) and Drill, practical (39/50 and 40/50 in two tests). Placed fourth in a class of 13. Described as smart in appearance, "a very good type of junior officer." Yet in examinations written in March 1933 he was last in the roster of 13 (Orr was first, Blaine was second, Leavens was third). There had also been a "Forced Landing Competition" in which Orr had placed first (93 percent), Leavens had been second (91 percent) and Carscallen was tenth (60

percent).

Advanced Flying Training on Service and Operational Aircraft (7 June to 30 June 1933) involved flying on Fairchild (4.50 solo, 15 minutes as passenger), Tutor (15 minutes dual, 4.00 solo) and Courier (30 minutes dual, 2.55 solo). No written tests. S/L C.M. McEwen wrote, "General flying very satisfactory. This officer flies the Fairchild 51 very well considering the amount of time flown on the type."

Course at Camp Borden, Army Co-Operation, 1 August to 30 November 1933. Flew in Avro Tutor (36 hours 54 minutes solo, 26 hours 10 minutes as passenger. Written examinations in Photography (85 percent), Signals (77 percent), Army (75 percent), Artillery Observation (82 percent), Map Reading (96 percent)), Air Reconnaissance (80 percent). Also qualified in Morse (15 words per minute) and Semaphore and Aldis Lamp (eight words per minute). Practical Tests in Medium Reconnaissance (70 percent), Close Reconnaissance (75 percent) and Artillery Reconnaissance (86 percent). Assessed by S/L C.M. McEwen as "Keen, conscientious and possesses average ability. Has maintained a good average standard throughout the course. Department exemplary."

On 25 May 1934, Operation Order 46/34 was issued as "Seaplane", posting F/O H.M. Carscallen to Ottawa for a Seaplane Conversion Course. The Syllabus was described as follows:

- (a) Practical flying and handling of floatplanes and flying boats, particular attention being paid to instruction in taking off and landing under rough and glassy water conditions.
- (b) Use and handling of motor boats.
- (c) Airmanship and Seamanship. Lectures in these subjects should cover such points as launching and bringing in seaplanes, picking up and slipping from buoys, towing disabled aircraft, refuelling at sea, work from advanced bases, etc
- (d) Charts and systems of lights and buoyage.

A DH.60 Moth seaplane was to be used for initial instruction to accustom him to operating from water. He was then to be given instruction of the Fairchild 71 seaplane and the Vedette flying boat. A total of 25 hours flying was allocated to the course, which was to begin 28 May 1934 and have all tests concluded by 16 June 1934.

The results of this course were in a report dated 19 June 1934. Name on instructor illegible. Flying listed as DH.60 floatplane (7.00 as pilot, 4.10 dual instruction), Vedette (4.00 pilot, 7.25 dual) and Fairchild 71 (2.00 pilot, 1.10 dual). "This officer showed good judgement both in the air and on the water. He absorbs instruction readily. Should make a good operational pilot."

Advanced Aerial Photography Course given at Station Ottawa, 4 February to 23 March 1935. Subjects and marks as follows: Air Survey Photography, Practical (80/100), Air Survey Photography, Written (81/100), Mapping Methods (81/100). Flew 19 hours 45 minutes as pilot in a Bellanca. Described as "A good pilot. Flies a smooth and steady aircraft on photographic line. Capable of producing accurate results." He was nevertheless assessed as "Average."

Assessment for 1935 season dated 17 December 1935 noted that in that year he had flown 132 hours ten minutes as pilot, 35 hours dual, 11 hours 30 minutes as passenger. W/C A.E. Godfrey wrote, "This officer has been in command of the Indian Treaty Flight during 1935 and carried out his duties in an efficient and praiseworthy manner., He has shown keenness, initiative and sound judgement during his operations. This officer takes keen interest in all sports and is manager of the RCAF hockey team. He is a desirable type of officer to have in the service."

Assessment of 1936 season dated 11 December 1936 by W/C A.E. Godfrey noted he had flown 178 hours as pilot, three hours dual and four hours 45 minutes as passenger. "This officer during the past operational season as been in command of a Photo Detachment and has carried out his duties in a commendable manner. He is a desirable type of officer to have in the service."

Assessment for 1937 season dated 16 December 1937 by S/L C.R. Slemon. He was then with No.8 (GP) Squadron. Noted to have flown 144 hours 55 minutes as pilot, six hours 25 minutes as passenger. Slemon wrote:

Flight Lieutenant Carscallen has served as Officer in Charge of No.6 (G.P.) Detachment of No.8 (G.P.) Squadron throughout the 1937 operational season.

He has executed his duties with entire satisfaction. His Detachment was required to carry out photographic operations on the B.C. coast in mountainous country which presents great difficulty in photographic navigation and where adverse photographic weather normally exists. The Detachment was equipped with new and comparatively untied type of air craft which accentuated the difficulties of operation. Through the keenness and effort of Flight Lieutenant Carscallen and his exercise of sound judgment, the Detachment's photographic work was improved consistently throughout the season and resulted very creditably.

Flight Lieutenant Carscallen is neat in appearance, tactful and a well disciplined officer, possessing a pleasing personality.

RCAF file 27-6-6, Volume 1 (Canada Air Pilot), National Library and Archives RG.24 Volume 5268, has reports of his 1938 work as Officer in Charge, Maritime Reconnaissance Detachment, No.5 (GR) Squadron, based at Dartmouth. The unit was engaged in checking for possible new base sites. On 9 July 1938, with one aircraft, he departed for the Magdalene Islands, but was weather-bound at Charlottetown until 11 July. In the Magdalenes he found currents made it difficult to moor aircraft but settled on a site at Grindstone Island. Total flying time was 14

hours 55 minutes on transportation, reconnaissance and photography. In addition, a flight of two hours 25 minutes was made to Charlottetown, 17 July 1938, with a patient suffering appendicitis. When fog and rain restricted flying, surface reconnaissance was conducted by boat and motor car. The detachment returned to Dartmouth on 28 July 1938.

A second reconnaissance was ordered, this time to survey the Sydney River (Cape Breton Island) area. Carscallen flew there (one aircraft) on 7 August 1938. Operations there were delayed by much rain. He then flew to Sable Island (7 September) but was held there by winds until 10 September, when he flew back to Sydney (10 September). Accommodation at Sydney River was at the Vidal and Isle Royal Hotels, while at Sable Island the Marine Superintendent (a Mr. Faulkner) provided accommodation. He reported he had been unable to find any suitable aerodrome sites but identified 13 anchorages, ranging from emergency sites to permanent ones. Radio communication at Sydney River was poor owing to low power of the sets and atmospheric conditions, but one-way communication with Dartmouth was maintained on all long flights, with radio ranges of 400 miles being achieved. Flying time was 47 hours 25 minutes devoted transportation, reconnaissance, oblique photography and inspections. The detachment returned to Dartmouth on 12 October 1938 with sketches and facilities reports.

Assessed in June 1941 by G/C A. Lewis as follows:

This officer has served under me as Commanding Officer of No.10 (BR) Squadron for approximately one month. Since his taking over the command there has been a marked improvement in the operational and general efficiency of the squadron. Owing to the short time he has been under my command, I am unable to report more fully.

Assessed in December 1941 by G/C M. Costello and G/C A/L. Morfee:

A good squadron commander. Shows excellent judgement with regard to operational flying. Well experienced in B.R. work. Is keen to be posted overseas.

Recommended by W/C B.D. Hobbs, on 23 December 1941 for Air Force Cross. His flying from 11 September 1939 to 31 October 1941 was 723 hours 40 minutes; he had flown 60 sorties (216 hours 40 minutes as captain of aircraft). Submission read:

This officer has rendered outstanding service not only on war flights but in testing and ferrying aircraft. He has taken part in the organisation and training of No.10 (BR) and No.5 (BR) Squadrons and through his efforts has brought them to a high standard of efficiency. He sets a high example to the Station as a whole and is worthy of recognition.

This was endorsed on 24 December 1941 by the Air Officer Commanding, Eastern Air

Command:

This officer has always set a high standard of devotion to duty and leadership - strongly recommended.

However, it went no further; there are no comments from AFHQ.

Assessed July 1942 by G/C B.D. Hobbs and G/C A.L. Morfee:

An experienced, capable and highly qualified Unit commander. Should be given greater responsibility. Has been a little discontented lately due to not being posted overseas before this date.

Accident at No.22 OTU, 2 October 1942, Wellington DV919 at Honeybourne, Warwickshire. Engaged in non-operational night cross-country training flight. Crew were J10700 P/O R.L. Parker (navigator), R78912 Sergeant H.M. Shearer (WOP/AG) and J11246 P/O A.L. Rorke (Air Gunner), all uninjured. Returning from exercise in misty weather, he mistook aerodrome, approached a strange aerodrome, overshot flare pathy and ran off the end of the runway. Aircraft severely damaged. G/C R.B. Jordan, Commanding Officer of No.22 OTU, wrote:

This was W/C Carscallen's last night flight prior to his finishing his training at this Unit. During the time this officer has been on the course he has shown himself to be hard working, keen and efficient, and has set an excellent example both to pupils and instructors alike. I consider the accident was due to an error of judgement on the part of an experienced pilot, who has done most of his flying on flying boats. In this instance I do not consider that the pilot's Log Book should be endorsed "Carelessness".

Assessed October 1943 by A/V/M G.E. Brookes:

Group Captain Carscallen formed 424 Squadron in 1942 and went on "ops" with the squadron until he was withdrawn from squadron duty on account of seniority and promoted and made Station Commander. He is always well turned out, he knows his job and does it very satisfactorily. I feel that he is better employed on a station rather than on staff duties.

Letter from Rear Admiral L.W. Murray, Naval Services, November 1944:

I would like to say how much his exceptionally helpful and cooperative spirit has been appreciated by the RCN during his command of the Station at Dartmouth and particularly by the unit of the Fleet Air Arm which is housed on this property.

A letter of 10 September 1947, Brigadier General George W. Mundy to Air Commodore R.C.

Gordon, Senior Officer, Canadian Joint Staff Mission in Washington) throws more light on his Pacific service. It should be noted that Carscallen received a Pacific Star and that his application mentioned a sortie with the 314 Wing, 14 August 1945, to Isezaki, Japan):

Group Captain H.M. Carscallen spent approximately one month (July-August 1945) at North Field Guam as an observer of V.L.R. operations with the 39th Bomb Group V.H.B. which I commanded. In this capacity he didn't limit his observations to ground activities alone, but voluntarily flew operational missions in order to gain first hand information on the tactics of long range bombardment.

I consider Group Captain Carscallen exceptional as an observer of air operations. His general knowledge and experience as a senior airman was voluntarily offered and proved to be of material assistance in many ways to me as a Commander. Furthermore, his personality and integrity gained for him the respect and liking of the entire organisation. His conduct in general made him an effective ambassador of good will for Canada.

Recommended for CBE or OBE, 12 March 1945 by A/V/M G.E. Wait who was then Air Member, Canadian Joint Staff, Washington. This was not approved (the process of making awards was winding down) but the submission is notable. He was then credited with approximately 2,600 hours flying:

Group Captain Carscallen served continuously from September 1939 to August 1942 on anti-submarine operations in the Atlantic, first as aircraft captain and then as squadron commander. He then went overseas where he commanded bomber squadrons and then stations in No.6 Group. He is a graduate of ANSCOL (U.S.) And, since October 1945, he has been Senior Air Staff Officer at the Canadian Joint Staff Mission in Washington.

Throughout all his wartime assignments, and subsequently, Group Captain Carscallen has shown a high devotion to duty, sound judgement, strong loyalty and sound leadership.

Letter, 7 May 1958, Major-General E.J. Timberlake, USAF (HQ, 4 Allied Tactical Air Force, Trier, Germany) to Chief of Air Staff, AFHQ, Ottawa:

In anticipation of relinquishing command of the Fourth Allied Tactical Air Force in favour of a new assignment, I consider it a duty and a source of genuine pleasure to advise you and your government of the invaluable contribution made to this command by Air Commodore Henry M. Carscallen throughout the period of my tenure.

NATO type organization, by their joint nature, demand the utmost of sage

judgement, tact and capability on the part of those officers who have been placed at the helm. More than this, the intricacies of the Allied European defence system require knowledgeable guidance, foresight, and efficient planning. As my Chief of Staff, Air Commodore Carscallen has uniformly manifested all of the exacting characteristics that his assignment required. His ready grasp of the complex problems incident in the operation of this headquarters has been of immeasurable assistance to me and the members of my staff. This officer is, in all respects, a military leader of the first order. Complementing these professional qualifications, the Air Commodore is extremely personable and affable. He is held in high esteem by superiors and subordinates.

Air Commodore Carscallen has demonstrated that he is eminently fitted to discharge the duties of Air Vice Marshal and I would, if so empowered, recommend accordingly.

Flying times as of 31 January 1957 reported to be 2,463 hours 45 minutes with the following types listed (clearly only a partial listing): Bellanca (154.10), Gysey Moth (122.45), Puss Moth (13.05), Tiger Moth (7.15), Fleet (51.40), Avro Tutor (54.40), Anson (34 minutes), Ventura (20.50), Expeditor (20.50), Swordfish (50 minutes), Tomtit (8.15), Vedette (36.40), Norsman (13.15), Fairchild FC.51 (13.15), Fairchild 71 (299.40), Courier (3.15), Ford Trimotor (8.35), Liberator (30.15), Audax (35 minutes), Goose (4.35), Catalina (1.30), Lodestar (9.40), Hudson (7.30), C-54 (81.10), B-29 (81.15), B-17 (2.00), Wellington (119.45), Oxford (12.05), Halifax (5.50), Digby (414.25), Delta (174.10), Stranraer (465.30), Harrow (5.00), Canso (174.35), Lancaster (10.45), Dakota (34.80), North Star (178.25) and T-33 (3.20)

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CARSON, S/L John Emerson (C3890) - **Member, Order of the British Empire** - No.9 (Transport) Group - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Pictou, Nova Scotia, 5 September 1904. Educated at Dawson Public School, Vancouver, 1911-1918, King Edward School, Vancouver, 1916-1921, and Northwestern University, 1921 to 1923 (mechanical engineering). In Seaforth Cadets, 1916-1921. Employed by Yukon Truck and Transportation Company, 1924-1928 (operations manager), C.C. Wakefield and Company, 1928-1933 (lubrication trouble shooting) and Imperial Oil, 1933 to 1937; Canadian Airways, March 1937 onwards. Home in Vancouver; enlisted in Ottawa, 10 February 1941 in Administration Branch with rank of Flying Officer and posted to No.1 Manning Depot, Toronto. To AFHQ, 24 February 1941. To Eastern Air Command Headquarters, 8 June 1941. To Station Rockcliffe, 8 February 1942. Promoted Flight Lieutenant, 15 March 1942. To AFHQ, 12 January 1944. Promoted Squadron Leader, 1 February 1944. To No.9 (Transport) Group, 5 February 1945. To Release Centre, 23 April 1946. Retired 27 April 1946. Died in Vancouver, 4 May 1948 as per British Columbia Vital Statistics. Decoration sent to family by registered mail, 11 March 1949.

Squadron Leader Carson has been with Ferry Wing since its inception. His knowledge of North American Air Routes and aircraft has been invaluable in planning and effecting aircraft movements from coast to coast. His skill in co-ordinating aircraft despatching and personnel movements of No.124 and No.170 Squadron have contributed a great deal to the efficiency of Ferry Wing. His ability to make quick, sound decisions has been instrumental in maintaining an efficient organization.

The above was raised by W/C L.F. Austin on 25 March 1946, describing him as Chief Despatcher to No.9 (Transport) Group Ferry Wing. That same day, G/C L.E. Wray endorsed it as follows: "I consider that this officer has been primarily responsible for the excellent performance of the RCAF ferry service throughout the past five years and I strongly recommend recognition for his outstanding work."

Wing Commander Carson had raised a similar recommendation on 27 August 1945 which G/C Z.L. Leigh supported. On that occasion it did not reach the AFHQ priority list.

Even earlier (20 January 1945) G/C Z.L. Leigh had recommended him in similar terms for an MBE.

Selected Assessments: "Has been Chief Operations Officer of 124 Ferry Squadron since its inception. Is a conscientious and hard working officer who has a thorough knowledge of his job." (S/L H.O. Madden, Rockcliffe, 27 April 1943).

"This officer did a splendid job as Operations Officer in 124 Ferry Squadron for approximately two years and is at present coordinating the operations of 124 and 170 Squadrons in a capable manner. He has at all times devoted himself to his duties far beyond ordinary expectations. His promotion to the rank of Acting Squadron Leader is strongly recommended." (S/L E.O.W. Hall, AFHQ, 4 March 1944).

"A very good ferry despatch liaison officer. Willing and reliable at all times." (G/C Z.L. Leigh, No.9 Group, Rockcliffe, 1 November 1945).

Notes: Passenger in Bolingbroke 9991 when it had an accident at Kapuskasing, 15 October 1942, No.124 (Ferry) Squadron; pilot was F/O Peter Kertland; tire flat on landing, aircraft swung into construction ditch; starboard wing and centre section buckled, starboard engine mount and undercarriage washed out. No injuries.

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CARSON, F/L John Nelson (J28723) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 23 September 1921 in Toronto; home there (clerk); enlisted there 13

November 1941 as "Tradesman" and posted to No.1 Manning Depot. Classified as Clerk, General, 12 December 1941. To Trenton, 13 December 1941. To No.1 Manning Depot, 17 January 1942. Promoted AC1, 13 February 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 September 1942. Remustered to aircrew, 7 November 1942 and posted to No.1 ITS; may have graduated 22 January 1943 but not posted to No.9 EFTS until 6 February 1943; graduated 2 April 1943 and posted on 4 April 1943 to No.16 SFTS; graduated and commissioned 23 July 1943. To "Y" Depot, 8 August 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 2 August 1945. Retired 26 October 1945. Presented with award 28 June 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 2/9081 has recommendation dated 13 March 1945 when he had flown 37 sorties (151 hours), 25 October 1944 to 21 March 1945.

25 October 1944 - Essen
31 October 1944 - Essen
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
16 December 1944 - Ulm
22 December 1944 - Coblenz
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - Zeitz/Troglitz
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau

11 March 1945 - Kassel
12 March 1945 - Dortmund
13 March 1945 - Erin Benzol Plant
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Nanau
21 March 1945 - Bremen

This Canadian captain of aircraft has taken part in 37 sorties against the enemy and has a fine record of successful attacks.

He has proved himself to be a most capable and determined captain of aircraft and has maintained a high level of discipline in his crew, to whom his personal gallantry has been an inspiration.

Fearless in the face of enemy opposition, on more than one occasion he has extricate his aircraft from a perilous situation, and successfully completed a sortie which would, but for his tenacity, have had to be abandoned.

He has imbued less experienced pilots with his own zest for operational flying and for his courage and devotion to duty, he is recommended for the award of the Distinguished Flying Cross.

* * * * *

CARSON, P/O Maurice Albert (J85484) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 21 June 1921 in Edmonton; home there; enlisted there 12 November 1941 and granted leave without pay. To No.3 Manning Depot, 30 November 1941. To No.7 SFTS (guard duty), 13 January 1942. To No.36 EFTS, 13 February 1942 (non-flying duties). To No.2 ITS, 25 April 1942; to No.15 EFTS, 1 August 1942; course completed 25 September 1942 but not posted to No.11 SFTS until 10 October 1942. Graduated 5 February 1943 and promoted Sergeant. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Commissioned 20 March 1944. Repatriated 5 August 1945. Released 17 September 1945. Presented with award 27 May 1950. Died in Edmonton, 21 December 1975; name on stone is Morris Albert.

Pilot Officer Carson has completed an operational tour which has been marked by his courage, determination and skilful airmanship. Whilst attacking Gelsenkirchen during June 1944, his aircraft sustained damage to the starboard outer engine. On leaving the target area the damaged engine caught fire and he was immediately engaged by an enemy fighter. With magnificent coolness, this officer managed to extinguish the flames and evade the enemy fighter. He

returned to base on three engines and executed a successful landing. His example of fearlessness has made a noteworthy contribution to the high morale prevailing in his squadron.

* * * * *

CARSTAIRS, F/L Lloyd Alexander (C17361) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Toronto, 21 January 1915. Home in Toronto; enlisted there 9 April 1941 in Radio Branch. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 30 August 1941. To No.31 Radio School, 14 September 1941. To "Y" Depot, 19 October 1941. To RAF overseas, 11 November 1941. Promoted Flight Sergeant, 1 March 1942. Commissioned 13 May 1943. Promoted Flying Officer, 13 November 1943. Promoted Flight Lieutenant, 1 September 1944. Repatriated 18 June 1945. To No.4 Repair Depot, 23 August 1945. Retired 17 October 1945. Died in Toronto, 1 April 1996. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. No citation in AFRO. DHist file 181.009 D.4364 (RG.24 Vol.20648) has a letter signed by S/L E.P.Seon (Base Signals Officer) dated 2 May 1945 when he was at No.64 Base. This may be treated as a recommendation. Enlisted May 1941, served six months in Canada, and had served 3 1/2 years overseas.

I wish to bring your attention to the work of the above referenced officer, who has been carrying out the duties of Base Radar Officer here at No.64 Base most efficiently for some nine months. His drive, energy and efficiency have been of such a high calibre that I have been able to pass on to him, without hesitation, all the technical and administrative problems arising in the ever changing field of Radar as applicable to Bomber Command. All of these have been satisfactorily solved.

Through his guidance, new work has been assumed, a new section named B.M.S. Radar, has been organized, and the serviceability figures for Radar equipment in aircraft of this Base have increased until they now top the Group, yet the personnel situation has deteriorated, through repatriations without replacements. This record could only have been accomplished through hard work and good organization within all sections under his control. In this respect, Flight Lieutenant Carstairs has applied himself unsparingly.

* * * * *

CARTER, F/O Arthur John Edward (J22971) - **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 16 April 1922 in Wadena, Saskatchewan; home in Regina; enlisted Saskatoon, 8 May 1941 and posted to No.2 Manning Depot. To No.33 SFTS (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 promoted Sergeant, 19 December 1941. To Trenton, 20 December 1941. To No.14 EFTS to instruct, 14 April 1942. Promoted WO2, 19 December 1942. Commissioned later but with effect from 14 November 1942. To No.17 SFTS, 8 June 1943. To "Y" Depot, 9 August 1943. To United Kingdom, 12 September 1943. Repatriated 15 January 1945. Retired 23 March 1945. Postwar automobile dealer. Died in Calgary, 1 May 2011. Presented with award 22 February 1947. RCAF photo PL-40052 (ex UK-16317 dated 9 November 1944) is captioned as follows: "F/O Jack Carter, DFC, Regina, Saskatchewan, skipper who has gone on 28 trips and F/O Bill Chester, Lethbridge, relax after a mission over Cologne. F/O Chester, bomb aimer, munches a biscuit and displays where a piece of flak grazed his wrist just after he released the bomb load. They are with the Ghost squadron."

On his first sortie as captain of aircraft, Flying Officer Carter was detailed to attack Bois de Casson. Shortly after leaving base one engine caught fire and became useless. Some height was lost but Flying Officer Carter went on to the target and executed a successful attack. His determination and devotion to duty set a fine example.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.A.G. McLeish dated 6 August 1944 when he had flown four sorties (24 hours 40 minutes) as follows:

Flying Officer Carter recently took part in a daylight attack on Bois de Casson just north of Paris. This was his first sortie as Captain of aircraft. Shortly after leaving base his port inner engine caught fire and it was necessary to feather it. Without any hesitation he decided to attempt to carry on to the target and press home his attack to the full. By use of extra power in his three remaining engines and a gradual loss of altitude he was able to bomb the target on time but at a considerably lower height than the majority of the other planes taking part in the attack. After this very successful attack he made a safe return to base. The determination he showed on this, his first sortie, is worthy of the highest praise and has added greatly to the morale of his Squadron and I recommend the immediate award of the DFC.

His sortie list was as follows:

24 July 1944 - Stuttgart (8.50, as second pilot)
3 August 1944 - Bois de Casson (5.10, daylight)
4 August 1944 - Bois de Casson (5.00, daylight)
5 August 1944 - St. Leu d' Esserent (4.40)

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CARTER, F/O Arthur Reginald (J15673) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 15 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born 28 April 1919 in Toronto; home there; enlisted there 9 October 1940. At No.1 Manning Depot, 9-25 October 1940 and Station Rockcliffe, 25 October 1940 to 3 January 1941. Trained at No.1 ITS (graduated 11 February 1941), No.1 EFTS (graduated 8 April 1941) and No.9 SFTS (graduated 20 June 1941, awarded wings and promoted to Sergeant). Commissioned 1 July 1942; F/O, 1 January 1943; F/L 1 July 1944. Posted to UK, arriving 16 August 1941. Further trained at No.60 OTU, 21 August to 21 October 1941 (Defiants). To No.153 Squadron, 21 October 1941 until 18 December 1942 (Defiants, converting to Beaufighters); Station Portreath, 18 December 1942 to 12 February 1943; returned to No.153 Squadron, 12 February to 19 September 1943. With No.63 OTU, 28 October 1943 to 12 March 1944. Attended No.3 Tactical Evaluation Unit (Hurricanes), 12 March 1944 to 12 May 1944. Took leave in Canada, 20 May to 18 July 1944, returning to Britain by air on the latter date. Posted to No.409 Squadron, 28 July 1944. Killed in flying accident with No.409 Squadron, 9 August 1944 (Mosquito HK406 was being tested when it went out of control; starboard engine torn out and aircraft went into fatal spin; P/O T.C. Kewen also killed); buried in United Kingdom. Chris Shores, **Those Other Eagles**, provides the following victory list: **29/30 January 1943**, two Junkers 88s destroyed, Algiers Bay, north-northeast of Cap Matifou (Beaufighter V8624); **14/15 June 1943**, two Heinkel 111s destroyed, Tunisia (Beaufighter EL168). Award presented to next of kin, 27 June 1945.

Flying Officer Carter has taken part in a large number of operational sorties. A determined and relentless night fighter, he has consistently displayed keenness and courage of a high degree in the course of air combat. At night he has destroyed four enemy aircraft.

RCAF Press Release 1823 dated 17 June 1943 reads as follows:

North Africa - June 17 - Flying Officer A.R. Carter, 13 Dufferin Street, Toronto, scored a double victory two nights ago when his Beaufighter squadron shot down four Axis aircraft during two small scale raids on a North African coastal town. Carter downed two Heinkel 111's in the space of a few minutes. His first victim disintegrated in mid-air.

"I was stooging along when I caught up to Jerry", he remarked afterwards. "I closed in and gave it a second and a half burst. I saw it come apart. Oil from the Heinkel splashed across my windscreen and I was forced to take evasive action to avoid pieces of wreckage that flew through the air. The remains of the Jerry kite dropped away and later I saw pieces of blazing wreckage on the sea.

Shortly afterwards, Flying Officer Carter saw another Heinkel immediately in front of him, and gave it a sharp burst from his guns. He saw his tracers pour into the enemy's fuselage, and the Heinkel turned on its back and fell away to

starboard. He chased it down, still shooting and saw it hit the water and blow up.

His observer was Sergeant F.G. Wilkinson of the RAF. While he was shooting down two, his squadron mates were getting another pair, which made it four for the night's operations. The squadron has been fighting in North Africa since the early days of the campaign.

The recommendation to the DFM awarded to 656445 Sergeant Francis George Wilkinson (**London Gazette**, 28 September 1943) is an interesting counterpoint to Carter's award (from Ian Tavender, **The Distinguished Flying Medal Register**); drafted and submitted 21 July 1943; Public Record Office Air 2/8981:

Sergeant Wilkinson is the Radio Navigator to Flying Officer Carter. He has, through great skill and determination, aided his pilot to destroy four enemy aircraft at night. His first successful interception took place after chasing the Hun through our own anti-aircraft defences. Although heavy ack-ack was exploding all around him and rocking the aircraft, he stuck to his job with complete disregard for everything except putting his pilot in a position for his victory. Since then, he has successfully intercepted three more enemy aircraft which his pilot has destroyed. He has carried out many successful patrols and escorts at night and, due to his keenness, skill and cooperation with his pilot, a first class team has resulted.

NOTE: On 1 July 1942, while practicing night flying with No.153 Squadron at Station Ballyhalbert, County Down (Beaufighter X7872, 656445 Sergeant F.G. Wilkinson, RAF, observer), at 0315 hours, he was landing with difficulty (aircraft yawing) and on his second attempt he touched down very fast, using up most of the runway. The lighting system at this point was inoperable and he turned off the runway onto the perimeter track at five miles per hour. Unhappily, some construction was in progress and he ran into an unmarked hole, four feet deep and four feet across. The port undercarriage leg was torn away and the port propellor badly bent. The inquiry was not critical of him but very critical of unlit obstacles.

Two assessments from No.153 Squadron make interesting reading. On 12 December 1942, W/C W.G. Moseby recorded that Carter had flown 531 hours (187 in previous six months) and remarked:

Keen type who would do better if he used his common sense a little more. Is rather wild but has worked very well and is an asset to the squadron.

On 29 September 1943, W/C Moseby wrote another assessment, noting that Carter had now flown 819 hours (166 in previous six months). His conduct was "Satisfactory", his attitudes "Temperate". He then wrote:

A young officer who has yet to acquire much experience. His dash, impetuosity and keenness are most remarkable and make it a very great pleasure to know and work with this officer.

As of 10 May 1944, just prior to leave in Canada, he filed a form stating he had flown 170 operational hours (75 sorties) and that his flying time to that dated was 892 hours.

At the time of his fatal accident, Carter was reported to have flown 840 hours on all types (which cannot be reconciled with the above statements) - and only three hours 35 minutes on Mosquitos.

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CARTER, F/L Charles Murray (J16830) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born Harcourt, New Brunswick, 8 August 1919; home in Louisville (or Lewisville), New Brunswick. Formerly a Private, New Brunswick Rangers; enlisted in RCAF at Moncton, 28 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 but not posted to No.2 SFTS until 11 December 1940; to No.1 Manning Depot, 1 February 1941; to No.4 AOS, 12 May 1941; graduated 4 August 1941 when posted to No.4 BGS; to Trebton, 16 September 1941; to No.6 BGS, 6 January 1942; graduated 14 February 1942 when promoted Sergeant and posted to No.2 ANS; graduated 16 March 1942. To "Y" Depot, 17 March 1942. To No.31 OTU, 31 March 1942. To No.31 Personnel Depot, date uncertain; to RAF overseas, 2 May 1942. Commissioned 4 January 1943. Promoted Flying Officer, 4 July 1943; promoted Flight Lieutenant, 18 January 1944. Repatriated 23 March 1945. To Station Moncton, 10 May 1945. Retired 13 September 1945. Presented with award 29 May 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 2/9632 has recommendation dated 29 April 1944 when he had flown 27 sorties (178 hours 45 minutes), 226 March 1943 to 18 April 1944.

26 January 1943 - Lorient (6.45)
4 February 1943 - Lorient (6.25)
7 February 1943 - Lorient (7.05)
13 February 1943 - Lorient (7.10)
14 February 1943 - Cologne (6.00)
19 February 1943 - Wilhelmshaven (5.30)
24 February 1943 - Wilhelmshaven (5.30)
28 February 1943 - St.Nazaire (6.50)
5 March 1943 - Essen (5.20)
12 March 1943 - Essen (5.25)
4 April 1943 - Kiel (6.45)
14 April 1943 - Stuttgart (7.25)
27 April 1943 - Duisburg (6.00)

12 May 1943 - Duisburg (5.30)
9 July 1943 - Gelsenkirchen (7.30)
24 July 1943 - Hamburg (6.40)
27 July 1943 - Hamburg (7.30)
29 July 1943 - Hamburg (7.30)
3 August 1943 - Hamburg (6.50)
22 August 1943 - Leverkusen (6.45)
23 August 1943 - Berlin (8.20)
5 September 1943 - Mannheim (7.55)
3 February 1944 - GARDENING (6.45)
11 February 1944 - GARDENING (5.30)
19 February 1944 - Leipzig (7.00)
17 April 1944 - GARDENING (6.00)
18 April 1944 - GARDENING (6.50)

This officer has achieved consistently good results on all his bombing sorties against most of the enemy's more important targets. He has displayed great determination throughout, and his skilful efforts have contributed materially towards the destruction of the enemy targets.

As squadron Bombing Leader he has at all times set a very high example. The most excellent results achieved by his section have been due in no small part to his untiring efforts and his outstanding leadership, skill and devotion to duty.

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CARTER, WO2 Clarence Stanley (R118042, later J46895) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 4 July 1920. Home in Silverdale, British Columbia; enlisted Vancouver 11 July 1941. To No.2 Manning Depot, 17 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 WS, 28 February 1942; promoted LAC, 2 April 1942; to No.7 BGS, 11 September 1942; graduated and promoted Sergeant, 12 October 1942. To Eastern Air Command, 13 October 1942; to Yarmouth, 17 October 1942; to No.162 (BR) Squadron, 19 February 1943; promoted Flight Sergeant, 12 April 1943. To No.10 (BR) Squadron, 25 May 1943. Promoted WO2, 13 October 1943. Commissioned 31 March 1944. Promoted Flying Officer, 30 September 1944. To Western Air Command, 19 February 1945. To No.5 OTU, 26 February 1945. Retired 14 September 1945. Photo PL-24228 shows the whole crew after their attack on a U-Boat: Back Row - WO2 F.J. Patterson; F.O A.P.V. Cheater, F/O P.C.E. Lafond, F/O M.S. Wallace, P/O J.A. Banks. Front Row - Sergeant S.S. Archer, WO2 C.S. Carter. See DFC entry for F/O A.P.V. Cheater for account of attack on **U-845**.

This warrant officer was wireless operator of a VLR Liberator which recently attacked an enemy submarine in the North Atlantic. Just prior to the sighting he

intercepted signals on his set, from the nature of which he deduced the proximity of the U-Boat. Throughout the attacks that followed he carried out very efficiently the required W/T procedure, for which he was later commended by his captain. Warrant Officer Carter has set a very high standard of proficiency and devotion to duty in his many hours of operational flying as a Wireless Operator Air Gunner.

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CARTER, F/O Edwin Albert (J10048) - **Mention in Despatches** - No.270 Squadron (AFRO gives "Overseas" only as unit) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 4 May 1910 in Toronto. Attended Queens University and University of Toronto; actuary with Mutual Life, 1930-31; office manager, 1931-34; construction superintendent, 1935-40; paving inspector for Department of Transport, 1940-41. Home in Orangeville, Ontario; enlisted Toronto, 7 March 1941. On strength of Station Sydney, 23 May to 2 July 1941. To No.3 ITS, 2 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.9 AOS; graduated 21 November 1941 and posted next day to No.1 BGS; graduated and promoted Sergeant, 3 January 1942; posted that date to No.2 ANS; graduated and commissioned, 2 February 1942. To "Y" Depot, 4 February 1942; embarked from Canada, 24 February 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942; to No.3 School of General Reconnaissance, 9 May 1942; to No.4 (C) OTU, 7 July 1942; to No.270 Squadron, 23 November 1942; several attachments in his career (he flew Catalinas out of Gibraltar during North African campaign); eventually went to Lages (Azores). Posted from No.270 Squadron at Lages, 15 December 1943 but did not actually leave the island until 24 December 1943, arriving in Britain 2 February 1944. Embarked from Britain to Canada, 3 March 1944; arrived in Canada 16 March 1944. To No.1 GRS, Summerside, 12 April 1944; to No.168 (Heavy Transport) Squadron, 31 January 1945, serving with that unit to 15 January 1946. Released 19 January 1946.

Assessments on his file give some indication of why he was Mentioned in Despatches. A report covering 10 December 1942 to 26 June 1943 noted he had flown 695 hours (380 in previous six months).

This officer is above average as a navigator. His keenness and efficiency have been a good example to the rest of the squadron. (W/C H.V.A. Thewles)

To this, G/C T.Q. Studd adds:

An efficient officer, full of sound common sense. A most likeable personality.

Another report (30 December 1943) gives his flying time as 1,008 hours 45 minutes (370 hours ten minutes in previous six months) which describes him as having "outstanding personality, leadership and common sense".

On 9 August 1944 he was assessed as “doing an efficient job of instructor in navigation”.

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CARTER, F/O Gordon Henry Francis (J11213) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 6 July 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Paris, France, 1 June 1923; home in Bronxville, New York (but listed as a British subject). Attended Dartmouth College, New Hampshire; member of French Club, studied Sociology but left before graduation because he found it “cut off from the real world.” Enlisted Montreal, 8 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941; to No.10 AOS, 10 October 1941; to No.4 BGS, 16 January 1942; graduated and promoted Sergeant, 28 February 1942 when posted to No.2 ANS; graduated and commissioned 13 April 1942. To “Y” Depot, 14 April 1942; to RAF overseas, 8 May 1942. Promoted Flying Officer, 13 October 1942. Shot down and evaded capture, 12/13 February 1943 (see below). Promoted Flight Lieutenant, 3 June 1943. Invested with award by King George VI 23 November 1943. Having completed his “Home Run” and returned to flying operations; promoted Squadron Leader, 7 December 1943. Survived a crash caused by an exploding Target Indicator on 21 December 1943 (Halifax HX328). Subsequently shot down and made POW, 19/20 February 1944 with No.10 Squadron and this time taken prisoner. Repatriated 8 July 1945. Retired 20 August 1945. Travelled the world with UNICEF including director for South and Central Asia and Director for Europe. Retired to Brittany, France, where he died 22 March 2013. RCAF photo PL-45162 (ex UK-22569 dated 18 July 1945) is captioned as follows: “From the pier at Bournemouth, S/L Gordon Carter, DFC and Bar, of Bronxville, New York and his French bride of a month look out to the sea that will separate them for the next few months. Carter’s wife, formerly Janine Jouanjean of Carhaix, France, helped him escape from the Germans when he was forced down. Shot down a second time, he was taken to prison camp, and after his release returned to France to marry his benefactress. He left for New York and Janine for her home until she can get a berth on a boat and rejoin him later.” NOTE: The citation refers to Sergeant H.L. McBeath, DFM (RCAF), but McBeath was a member of No.7 Squadron. The citation thus covers two men in two entirely different units. The common thread was that both were navigators and both had evaded capture.

In air operations Flying Officer Carter and Sergeant McBeath have displayed courage, initiative and fortitude in keeping with the highest traditions of the Royal Air Force.

Public Record Office WO 208/3312 has his MI.9 report based on interview of 10 April 1943. He had arrived in the UK on 9 April 1943.

I was navigator of an aircraft which took off from Graveley (Huntingdonshire) about 1830 hours on 13 February 1943 to bomb Lorient. Our aircraft was hit by flak over the target and we baled out about 2045 hours. The other members of the crew were:-

F/O Thomas (pilot)
Sergeant Martin (bomb aimer)
Flight Sergeant Turner (wireless operator)
Sergeant Young (engineer)
Flight Sergeant Barry (mid-upper gunner), and
F/O Freeman (killed)

All landed safely, except F/O Freeman, whose parachute stuck as he was leaving the aircraft. He struck the ground and died 20 minutes later. The rest of us came down within 500 yards of one another in the region of Spezet, about ten miles southwest of Carhaix (Brittany) (Europe road map 1:200,000, sheet 58).

Flight Sergeant Barry and I joined up almost immediately and the other survivors gathered in a separate group. I fell in a field, about 15 yards from a house (at Koerlescouat) into which Flight Sergeant Barry was brought. Flight Sergeant Barry was given civilian clothes. I was already wearing civilian clothes under my battle dress with the idea (my own) of facilitating evasion. The people in the house kept our uniforms, parachutes and Mae Wests. Barry and I both speak fluent French, and we discussed our plans with our helpers. It was decided we could go through Gourin (southwest of Spezet) as there were no Germans there. We stayed at the farm until 0500 hours next day (14 February).

We then walked on secondary roads through Gourin to a farm at Pont Rouge near Priziac. I had with me my own map of France, and we used this and the maps from our escape aids "purse". We had also studied a map on the back of the telephone directory at the farm at Kerlescouat. We spent the night at the farm house at Pont Rouge.

At 0700 hours next day (15 February) we started walking to Guemene-sur-Scorff (to the east of Priziac) whence we got a bus to Pontivy. The bus was crowded, but I told the conductor we were Canadians escaping, and he pushed us on. A man on the bus heard us talking to the conductor, and at Pontivy he took us to a café, where we stayed a night and two days. Here we got in touch with an organization, and eventually my journey to the United Kingdom was arranged for me.

Public Record Office Air 2/4974 has recommendation for DFC drafted 4 June 1943, noting he had flown 17 sorties (90 operational hours). Sortie list and submission as follows:

15 October 1942 - Cologne
24 October 1942 - Milano
8 November 1942 - GARDENING

9 November 1942 - Hamburg
20 November 1942 - Torino
22 November 1942 - Stuttgart
8 December 1942 - Torino
11 December 1942 - Torino
20 December 1942 - Duisburg
23 January 1943 - Lorient
26 January 1943 - Lorient
3 February 1943 - Hamburg
4 February 1943 - Torino
13 February 1943 - Lorient (shot down)
23 May 1943 - Dortmund
25 May 1943 - Dusseldorf
29 May 1943 - Wuppertal

Flying Officer Carter was navigator of an aircraft detailed to attack Lorient on the night of the 12th February 1943. Just after the bombs had been released the aircraft was severely hit by anti-aircraft fire and in a short time fire broke out, and as a result the crew were forced to abandon the aircraft. Flying Officer Carter made a safe landing by parachute and immediately began planning to evade capture. He had previously made a study of escaping and was carrying with him several special aids he had equipped himself with, including simple civilian clothes which he wore underneath his uniform. His efforts were so successful that he finally returned to this country on 9 April 1943.

For the thoroughness with which he prepared for the contingency, and the tenacity he showed in avoiding capture and returning to this country, Flying Officer Carter is recommended for the immediate award of the Distinguished Flying Cross.

CARTER, F/L Gordon Henry Francis, DFC (J11213) - **Bar to Distinguished Flying Cross** - No.35 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Invested with award by King George VI 29 June 1945.

This officer is a most determined and reliable navigator. Since being awarded the Distinguished Flying Cross he has performed his duties with exceptional accuracy, resulting in the successful completion of many missions. He has continued to display outstanding enthusiasm for operational flying with marked ability and great devotion to duty.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM).

This included much information on Carter. His first operation with No.35 Squadron was on 13 September 1942. He had completed 13 sorties when he was shot down by flak on the night of 13 February 1943 attacking Lorient:

Landed in field in young farmer's arms. Made way from Nap Barry towards Pontivy, where stayed at Grand Cafe (I was fluent in French). Picked up there by Guy Lenfant, London-based French agent. Spent a fortnight accompanying him on arms transports (by bike). Rendezvous with Royal Navy sub off north coast having failed, Lenfant entrusted us to Timadeuc Trappist monastery at Rohan. A week later George Jouanjean convoyed us to Paris only to find that Gestapo had bust the Pat O'Leary line. Back to Brittany to meet George's sister, Janine, my wife-to-be. Sailed on 7 April in derelict fishing boat with 16 Frenchmen from Treboul harbour (near Douarnenez) and reached the Lizard (Cornwall) three days later.

Returned to squadron on 26 April. Completed 51 Pathfinder Force operations. Baled out over airfield on 20 December 1943. Shot down en route to Leipzig on 19 February 1944 (78 aircraft lost). POW at Stalag Luft III (Sagan, Silesia). Liberated near Lubeck. Returned to Britain, then France to marry Janine (on compassionate leave !). To Canada on **Ile de France**. Demobbed in Montreal in August 1945.

See also John A. Neal, **Bless You, Brother Irvin** (General Store Publishing, 2005) for an account of his escapes by parachute.

The website "Lost Bombers" has the following relating to him:

13/14 February 1943 - Halifax W7885 of No.35 Squadron (RL-B)m target Lorient. This aircraft was initially issued to No.35 Squadron was transferred to No.405 Squadron for a period before returning to No.35 Squadron. Airborne at 1820 hours, 13 February 1943 from Graveley. Hit by Flak over the target and subsequently abandoned near Carhaix (Finistre), France. The crew had survived a crash-landing ten days prior on W7923. Crew consisted of F/O J.C.Thomas, RCAF (evaded), Sergeant D.C.Young (POW), F/O G.H.F.Carter, RCAF (evaded), Sergeant R.Martin (evaded), Sergeant E.R.R.Terraine, RCAF (evaded), Sergeant J.H.Barry, RCAF (evaded), F/O J.W.Freeman, RCAF (killed).

19/20 February 1944: Halifax HX325 (TL-J), of No.10 Squadron, target Leipzig. This was one of four Halifaxes lost on this operation; the others were HX296, HX311 and HX357. Airborne at 2351 hours. 19 February 1944 from Graveley. Outbound at 20,000 feet, shot down by a Ju88, whose fire set alight to the rear overload tank. Partially abandoned and crash-landed 0250 some 100 metres S of Beedenbostel, 4 km NNE of Lachendorf. Crew consisted of the following: S/L D.J. Sale, RCAF, DSO, DFC (died of wounds); S/L G.H.F. Carter, DFC, RCAF (Squadron Navigation Officer, POW), Warrant Officer G.H.Cross, DFC, DFM (POW), F/L B.O.Bodnar,

DFC , RCAF (POW), F/L H.J.Rogers, DFC (POW), F/L R.L.Lamb (POW), Flight Sergeant K. K.Knight (killed).

* * * * *

CARTER, LAC Howard Roy (R107072) - **British Empire Medal** - No.409 Squadron. Award effective 23 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born 22 November 1918 in Manitoba. Home in Kelfield, Saskatchewan; enlisted in Saskatoon. Later trained as a flight engineer and commissioned (J52704). Released from RCAF 18 April 1945. Incident occurred on 19 September 1942 when Beaufighter X8106 crashed; other airman was LAC J.A.C. Corbeill (later Mentioned in Despatches). Photo PL-15727 shows him outside Buckingham Palace after investiture (on left) with friend LAC J.A. Crane of Medicine Hat and Mrs. Crane (English wife, married overseas). DHist file 181.009 D.3512 (RG.24 Vol.20640) has letter from CO, No.409 Squadron to CO, Station Digby, 23 September 1943 which describes the incident (see Corbieill); another letter dated 24 September stated that after consultation with AOC No.12 Group it had been decided to recommend Carter for George Medal and Corbeill for BEM. Invested with award by King George VI 13 April 1943. Died in Kelfield, 2006.

One night in September 1942, an aircraft struck a stores hut on an airfield and burst into flames. LAC Carter and another airman who were working nearby hastened to the scene of the crash and on arrival found that the perspex of the observer's astrodome was broken. Despite the fact that the front of the aircraft was burning fiercely and the remaining petrol tanks were likely to explode, LAC Carter climbed through the hole in the perspex in an endeavour to rescue the observer, who was in the middle of the aircraft and lying across the ammunition tank. He had some difficulty in raising the observer as a cord of the latter's helmet was wound around his face and caught by a projection in the aircraft, but Carter succeeded in freeing his comrade and in getting him under the astrodome. The other airman had, in the meantime, broken away pieces of the perspex and with his assistance Carter lifted the observer out of the aircraft just as the ammunition began to explode. His courageous action undoubtedly saved the observer's life.

RCAF Press Release No. 785 dated 22 September 1942 from " F/O MacGillivray" reads -

Two young Western Canada farm lads serving as ground-crew in the Royal Canadian Air Force have distinguished themselves by an act of valour comparable to the deeds of almost any "winged hero", and have been highly praised by their Commanding Officer, Wing Commander Paul Davoud of Kingston, Ontario.

They are LAC Howard Roy Carter, aged 23, of Kelfield, Saskatchewan, and LAC

Joseph Clement Corbiell, 22, of Cluny, Alberta.

Risking death from fire and exploding cannon-shells, the two “irks”, as ground-crew are called in Service vernacular, dragged an unconscious air-crew-member from the flaming wreckage of an RCAF night-fighter which had crashed on their aerodrome, and undoubtedly saved him from a horrible death. Both rescuers escaped with slight injuries.

Carter, wiry and slightly-built, by a feat of amazing agility and courage, managed to enter the blazing aircraft through a small hole torn in the hatch by the crash, a hole which he enlarged with his bare hands at the cost of severe lacerations.

Corbiell, burly and muscular, straddled the flaming fuselage in horse-back fashion, and after further enlarging the aperture, dragged the inert weight of the insensible victim through to safety.

Afterward, in traditional hero fashion, each praised the other, and made light of his own feat.

Both were on night duty when the aircraft crashed into a brick building nearby, and burst into flames. Carter had his bicycle, and so arrived first on the scene. The nose of the night-fighter was already in flames which were spreading fast, when Carter peered through the hole in the hatch and in the dim and flickering light saw the unconscious form of the occupant.

“Things sort of went blank for a few minutes”, Carter related later. “The next thing I knew, I had somehow managed to wriggle through that hole, because, there I was, struggling to release the poor chap from his crash-harness. His intercom (speaking tube) line had got tangled around his face, too, and it had to be torn loose. Then I sort of doubled him up, and pushed him toward the hatch, where I could see Corbiell’s arms sticking through the hole, waiting.

“If it hadn’t been for Corbiell, he wouldn’t have been got out at all. Corbiell’s as strong as a horse, and he just hoisted him through like a sack of oats. Then I struggled out the hole, and five minutes later, I noticed my hands bleeding, so went and got some adhesive tape on them. I guess I must have used them to rip away the Perspex (transparent) plastic hatch-cover), but I don’t remember.”

Corbiell told of dashing up to the wreck, and of looking inside and seeing little Carter struggling to release the victim.

“How Carter ever got through that little gash in the hatch-cover nobody will ever know”, said Corbiell. “He must have squirmed through like a rabbit. I managed to make the hole a bit bigger with my hands, and by this time, Carter had shoved

the injured chap within my reach, and I lugged him through. He was pretty heavy, and it took a couple of healthy hoists to do it, but Carter was underneath helping, and between us we managed it.

“The worst moment”, Corbiell added, “was when I looked down underneath where I was straddling, and saw the flames licking at a couple of ammunition cases containing quite a few hundred rounds of explosive cannon-shells. Near them were the oxygen bottles, which are also highly explosive. After one look, I kept my eyes away from that spot, and used all my energy hurrying with the job.”

“Carter took an awful risk in going inside, because if an explosion had occurred, I would have been blown clear, but he would have been trapped like a rat.”

At the hospital, the injured aircrew member was found to be very seriously injured, but was conceded a good chance of recovery.

The two rescuers are the sons, respectively, of Percy Reginald Carter of Kelfield, Saskatchewan, and John Baptiste Corbiell of Cluny, Alberta.

* * * * *

CARTER, F/O Ronald George (J15862) - **Distinguished Flying Cross** - No.467 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 8 June 1920 in London. His father, wounded in the Artillery in the First World War, migrated to Canada about 1921. Educated in Ontario including one year of Journalism at University of Toronto and two years of night courses in Business, Bookkeeping and Law. File clerk for Ontario Hydro, board marker for a stock firm and salesman. Home in Toronto; enlisted there 1 July 1940 and posted to No.1 Manning Depot. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.3 AOS, Regina; to No.2 BGS, Mossbank, 9 December 1940; promoted Sergeant, 19 January 1941 and posted that date to No.1 ANS; warned for embarkation, 12 March 1941; to overseas, 5 April 1941. Taken on strength of United Kingdom, 20 April 1941. To No.11 OTU, 26 April 1941. To No.142 Squadron, 7 July 1941. To No.15 OTU, 23 August 1941. To Middle East, 14 September 1941. To No.108 Squadron, 20 September 1941. Promoted Flight Sergeant, 1 October 1941. To No.2 Personnel Despatch Centre, 12 March 1942. Promoted Warrant Officer, 1 April 1942. To No.29 OTU, 20 June 1942. Commissioned 28 August 1942. Promoted Flying Officer, 28 February 1943. To No.1660 Conversion Unit, 19 March 1943. To No.467 Squadron, 19 April 1943. Killed in action, 17 August 1943 (Lancaster LM342); name on Runnymede Memorial. Award presented to next-of-kin, 12 December 1944. RCAF photo PL-34562 taken after ceremony at Government House, Ottawa - Mrs. G. Carter and Captain George Carter (parents).

An navigator this officer has taken part in many successful raids on Germany, Italy and occupied territory. He was a member of the crew of an aircraft which participated in the effective attack on the radio location factory at Frederichshafen

and the raid on Spezia during the round flight via North Africa. Other targets to which he has navigated his aircraft have been Wuppertal, Essen, Dortmund and several in the Middle East. Flying Officer Carter has invariably displayed outstanding courage and determination.

The website "Lost Bombers" gives the following on his last sortie. Lancaster LM342 of No.467 Squadron, target Peenemunde, 17/18 August 1943. It was delivered to No.467 Squadron on 29 July 1943 and was lost on its first major operation, having flown a total of 42 hours. LM342 was one of two No.467 Squadron Lancasters lost on this operation; the other was ED764. Airborne at 2145 hours, 17 August 1943 from Bottesford. Crashed in the Baltic while approaching the target. Crew (all killed) consisted of S/L A.S.Raphael, DFC ("A" Flight Commander), Sergeant V.Smith, P/O R.G.Carter, DFC, RCAF, Sergeant F.Grey, F/L M.H.Parry (Squadron Bombing Leader and flying as second bomb aimer), Flight Sergeant D.Fielden, Sergeant A.C.Brand, Flight Sergeant F.B.Garrett.

The diary of No.467 Squadron reports the arrival of F/L Raphael and his crew (including Carter) on 19 April 1943. Their first sortie is **26/26 April 1943**, to Duisburg (0020-0530, followed by **28/29 April 1943** (Gardening, "Sweetpeas", 2043-0429), **30 April/1 May 1943** (Essen, 0024-0510), and **12/13 May 1943** (Pilsen, 2143-0403). Of the Pilsen raid, the Form 541 reads, "Visibility good. Bombed red Target Indicators from 13,000 feet at 0122 (one 4,000-lb, ten x 500-lb MC). Think 20,000 is better as less interference and able to get a platform. Several sticks seen to burst across red Target Indicators. The large number of flares caused considerable smoke forming almost a screen. PFF technique en route was excellent. As a matter of interest raid on Ruhr could be seen 150/200 miles away. Under impression intruder sweep over night fighter dromes kept fighters down, for it was excellent night for them."

This was followed by Dortmund (**23/24 May 1943**, 2253-0403 hours) which was adventurous. "Hazy, bombed centre of three green Target Indicators from 18,000 feet at 0139 (one x 4,000 HC, 96 x 30-pound incendiaries). One large fire seen with orange flames, covered by thick black smoke. Starboard outer engine ceased at 0128. Route out and in excellent. Very good concentration of fires. Numerous friendly aircraft identified over target. One aircraft seen shot down and a parachute came from a Wimpy beneath it. Having done a time distance run no red Target Indicators observed, only green Target Indicators. Looks like another night of terror for the Hun."

On **27/28 May 1943** the target was Essen (2208-0317), followed on **29/30 May 1943** by Wuppertal (2205-0345). The target on **20/21 June 1943** was Friedrichshaven (2153-0725); on this occasion the bombers continued to North Africa, landing at Blida. The Form 541 read, in part, "Severe storms encountered between Orleans and Rhine. No hostile aircraft seen. Excellent route. One piece of shrapnel through aircraft oft of Mid-Upper turret."

Departing Blida on **23/24 June 1943**, the squadron bombed Spezia. Raphael carried no bombs, only seven flares, and considered that the briefing at Blida had been poor. However, the Form

540 provided an interesting comment: "During their stay in Africa the crews had not been idle in the market place, and the aircraft were loaded with lemons, plums, onions and quantities of wine."

Succeeding sorties were **25/26 June 1943** (Gelsenkirchen, 2234-0325), **8/9 July 1943** (Cologne, 2218-0351). The latter sortie was notable in that Pathfinders were late and several aircraft bombed without waiting for them, resulting in scattered bombs. The starboard outer caught fire soon after leaving the target and the aircraft returned on three engines.

This was followed by a raid on **12/13 July 1943** (Turin, 2228-0825). On **25/26 July 1943** the target was Essen (2136-0414), with Hemscheid on **30/31 July 1943** (2220-0251). The attack on Genoa (**7/8 August 1943**, 2122-0553) resulted in extensive fires and navigation was praised. The rear gunner (Flight Sergeant F.B. Garrett) passed out for lack of oxygen ("Believe his mask froze up.") On **10/11 August 1943** the target was Nuremberg (2157-0444) and again a point was made that "Navigation very good indeed."

The Form 540 entry for 13 August 1943 was interesting, reading in part, "What a day was today and Friday the 13th too ! Who said it was unlucky ? Received news of seven gongs for the squadron today and it made everyone happy. One of our popular flight commanders, S/L Raphael, was one recipient, whilst F/O Officer Hooper celebrated his return from North Africa also with the DFC. The other DFCs were F/O Carter (the Canadian crooner), F/O Close (good old dad), F/O Barker and F/O Bridgeford (now instructors at OTUs). Last but not least was Sergeant Collin with the DFM."

These events were followed by tragic developments. On 15/16 August, during a raid on Milan (which did not include the Raphael crew) two Lancasters were shot down, including the Commanding Officer (W/C Gomm, on the 24th sortie of his second tour) and a Flight Commander (F/L J.M. Sullivan, 22 sorties). Raphael became acting Commanding Officer, but was in turn shot down on 17/18 August when the squadron lost a further two crews.

RCAF Press Release 1985 dated 22 July 1943 is interesting but confuses somewhat with respect to his postings:

London (RCAF News Service) - When Flying Officer Ron G. Carter of Toronto flew with an English squadron he had an Australian skipper. Now that he's with an Australian squadron, his skipper is English.

He completed a tour of ops in the Middle East, then went to England on leave. When his leave was up he was posted to a station where he expected to pick up his crew to return to Egypt. None of the others turned up, and he discovered that his posting was the result of error. The station was an OTU and he stayed there as an instructor while his crew did a second tour of ops.

He has a cable from Judy Garland, who from Hollywood, accepted an invitation from his crew to adopt the aircraft, a Wellington.

And when he was on the West Coast of Africa awaiting passage for England, he was posted to a ship which turned out to be an aircraft carrier. So he spent several weeks in charge of a six-inch gun chasing submarines in the South Atlantic.

These are a few of the strange adventures which have befallen Flying Officer Carter, of Toronto, a navigator who now flies in a Lancaster bomber attached to an Australian squadron. His mother, Mrs. Rose Carter, lives at 2 Manor Road East.

While in the Middle East he saw the British advance twice on Benghazi, was there through the dark period when Rommel chased the Eighth Army back to the gates of El Alamein, and took part in attacks on German-occupied Crete.

“We were kept pretty busy during those six months,” he relates. “We bombed all kinds of military objectives, tanks, convoys, M.T. parks, airfields and communications. It was nothing like the high altitude stuff we do now, though. We bombed at between six and eleven thousand feet and thought we were doing pretty well if we got the old Wimpy up to eleven. Opposition was nothing like what we get over Germany, however. The defences we ran into were like little hornet’s nests, and I don’t remember any very shaky experiences.”

His squadron got a surprise when they first flew over Crete to bomb a German airfield, soon after the invasion. “We had to fly up a valley to bomb Maleme airfield. Everything was fine until we suddenly got crossfire from high up on the mountain sides. The Jerries had moved flak batteries in there with amazing speed. It shook us because it was so unexpected.”

The squadron converted from Wimpies to four-engined Liberators before Carter completed his Middle Eastern tour, and he did several sorties in the big U.S.-built bombers.

Then he found himself cruising in the South Atlantic manning a six-inch gun during a protracted anti-submarine patrol. “I had an interesting time learning to work that gun”, he says, “but nary a sub did we see during the entire cruise.”

In the Middle East his crew decided to ask Judy Garland to adopt their Wellington and Carter was elected to do the asking. So he composed a cable to Judy, and because the five members couldn’t collect enough between them to pay for their five names as the signature, the cable went in his name. “We really didn’t expect anything to come of it”, he says, but in due time a cable arrived from Hollywood.

Judy was proud to adopt their bomber, and Carter still has the cable to prove it.

His worst moment came when he found his crew had been posted back to the Middle East without him. "God knows how it happened. I got the biggest shock of my life when I found the station I had been sent to was an OTU (operational training unit). I managed to get in touch with the skipper in London, but it was too late. They were leaving at any moment, and with a new navigator."

Now he is out of the OTU and back on ops again, and by this time he has already got in a good many with the Australian Lancaster squadron. He had never flown to the Ruhr in all his previous operations. Now, on his second tour, he has not yet flown anywhere else.

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CARTER, F/O Roy Edward (J28855) - **Mention in Despatches** - No.431 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born in Burkton, Ontario, 2 March 1921; home there. Served in 2nd Battalion, Midland Regiment, 15 July 1940 to uncertain date; enlisted in RCAF in Toronto, 30 May 1942. Granted Leave Without Pay until 2 August 1942 when posted to No.1 Manning Depot. To No.6 ITS, 28 December 1942; graduated and promoted LAC, 5 March 1943; to No.4 AOS, 21 March 1943; graduated 6 August 1943 and commissioned that date. To "Y" Depot, 20 August 1943; to RAF overseas, 25 August 1943; embarked from Halifax, 26 September 1943; disembarked in Britain, 1 September 1943. To No.9 (Observer) AFU, 19 October 1943; to No.24 OTU, 28 December 1943. Promoted to Flying Officer, 6 February 1944; to No.61 Base, 29 March 1944; attached to No.1666 Conversion Unit, 22 April to 22 May 1944; posted to No.431 Squadron, 22 May 1944. Shot down 16/17 June 1944 (Halifax NA514); he evaded capture until shot on 9 July 1944. Correspondence from his service file bearing on this consists of a Missing Memorandum 7115 file, not dated but copies sent to Canada on 26 July 1945, reads:

On the evening of 8th July 1944, three Allied aviators were delivered by members of the Dutch underground movement to 49 Diepenstraat Tilburg, Holland. They were unarmed and dressed in civilian clothes in order to facilitate their proposed escape. As a result of the capture of a member of the Dutch underground the Germans learned of the presence of the airmen and accordingly carried out a raid on the house on 9th July 1944. The three airmen were shot and removed that day to the Queen Elizabeths Hospital, Tilburg, where evidence of identification was taken by nurses and local Dutch police. The police also took photos. Identity disc belonging to F/O Carter. Photographs were compared with photographs of A/F/L Walker [J.A. Walker, RAF] and a strong resemblance found. Accordingly reclassified. The third airman has been classified on (MM.7074).

On 16 April 1946 one G.B. Lloyd of Exchange, West Virginia, wrote to Carter's mother: reads

in part:

I met Roy at a little village called Dinther in North Brabant, Holland about the 28th or 29th of June 1944. He had only been shot down a little over ten days then. We travelled together to Schinjdndel and then to Tilburg. In Tilburg, where we arrived Tuesday, July 4th, we had to go to separate houses. One house there were two other boys (RAF) and the folk spoke English (Mrs. Koba's). At the other place was only room for one and no one spoke English, so since I had been down since March 6th and spoke Dutch some, I was taken there. Saturday evening, one of the organization came and told me that Roy and I would be taken to Belgium the next day. Sunday, July 9th, I was waiting for the organization to come for me when one of them came and very excitedly told me that three of the Gestapo (Dutch working with the Germans) had broken into the Koba home and with no offer to let them surrender or anything, shot the three fliers who were there; that they had captured several of the underground and would be looking for me shortly. This boy and I left immediately and hid in the woods until Thursday when we went to Antwerp, Belgium. Sunday I was turned over to the Gestapo by some false organization people.

After a period of about three weeks in a dungeon I landed in a prison camp and stayed there until liberated by the Russians on April 30, 1945. Have been in the lumber business since my release from the Army.

Now, while I have no actual proof by seeing, I am sure in my own mind that Roy was one of the boys murdered by the Gestapo at Vrouw Koba's. She was shot at a camp that same week. During the few days I spent near Tilburg, I did all the investigating that my facilities would allow. I saw in a Dutch paper that the Gestapo had "liquidated three terrorists in the home of Vrouw Koba on Diepstraat". I learned that the name of the Gestapo leader was Piet Gerrits (which I reported when I was liberated and heard he was captured)....

The bodies taken to Vught Concentration Camp and cremated. Consequently, Carter's name is inscribed on the Runnymede Memorial.

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CARTER, F/O Stewart McMordie (J24018) - **Distinguished Flying Cross** - No.150 Squadron - NOTE - original AFRO erroneously gave No.450 Squadron; corrected by AFRO 1/45 - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 16 October 1921 in Calgary; home in Vancouver; educated at Quilchema Public School, Point Gray Junior High School, Magee High School and University of British Columbia (one year, Arts). He was a dock labourer, 1941-42; had served in University of British Columbia contingent, COTC, 1940-1941. enlisted there 26 March 1942. Granted Leave

Without Pay until 4 May 1942 when posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC on 9 October 1942; to No.5 BGS, 6 November 1942; may have graduated 1 January 1943 but not posted to No.1 ANS until 9 January 1943; graduated and commissioned 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 23 March 1943. Disembarked in Britain, 11 April 1943. Attached to ACOS (whatever that is), 15 May to 4 June 1943. To No.1 Observer) AFU, 15 June 1943. To No.15 (Observer) OTU, 13 July 1943. Promoted Flying Officer, 19 August 1943. To No.21 OTU, Moreton March, 16 September 1943. Attached to No.311 FTU, 10 October to 6 November 1943. Attached to No.1 Overseas Air Despatch Unit, 6 November 1943. Posted to No.150 Squadron and left United Kingdom for Mediterranean Air Command, 9 November 1943. To No.150 Squadron, No.205 Group, 10 November 1943. Posted from No.150 Squadron to No.3 BDP, 2 July 1944. To Headquarters, Middle East, 20 July 1944, for service with No.76 OTU, Palestine. Promoted Flight Lieutenant, 19 February 1945. Departed Palestine, 7 May 1945; arriving in Britain 8 May 1945. Repatriated 5 August 1945. Released 28 September 1945. Died May 1990 as per **Airforce Magazine** of July-August-September 1990. Award presented 29 May 1947.

In the course of a tour of operational duty this officer has participated in many attacks on vital and heavily defended targets in Germany, Italy and the Balkans. In April 1944 he participated in an attack on an aircraft factory at Budapest. Despite considerable opposition and heavy anti-aircraft fire over the target area Flying Officer Carter released his bombs with precision. A month later he was detailed as air bomber to attack a railway bridge in Roumania at the foot of the Carpathian mountains. The attack was made by moonlight and involved flying up narrow mountain defiles at a low level. After four runs over the target Flying Officer Carter released his 4,000 pound bomb causing extensive structural damage to the bridge. This officer has consistently displayed the greatest skill and determination while his devotion to duty has always been worthy of the highest praise.

Training: Course at No.4 ITS described as 17 August to 9 October 1942. Placed 57th in a class of 93. Courses and marks as follows: Mathematics (113/150), Armament (37/50), Signals (128/150), Visual Link (105/150), Airmanship, Theory of Flight and Engines (58/100), Drill (80/100), Law and Discipline (76/100), Aircraft Recognition (97/100), Anti-Gas (49/500). Described on 25 August 1942 as "Low average pilot material."

Oddly, he did not attend an AOS. Course at No.5 BGS (9 November 1942 to 1 January 1943) involved Bolingbroke and Anson aircraft (18.10 day bombing, 7.20 night bombing, 12.05 day gunnery). Described as "above average" in both bombing and gunnery.

Assessments: Assessed on 7 May 1944 by S/L D.C. Barnett, No.150 Squadron, noting he had flown 27 sorties (174 hours 35 minutes), all in previous six months. "Takes his operational duties very seriously but cheerfully. Is noted for the time and thoroughness he spends in

perfecting his pre-flight planning. His air work is excellent.”

On completion of tour (18 July 1944) he was assessed by W/C E.R.M. Walker, No.150 Squadron, by which time he had flown 38 sorties (233 hours); “An able and reliable bom aimer who has shown a sense of responsibility and great keenness.”

Assessed 20 April 1945 at No.76 OTU, at which time he had flown 500 hours. “Was employed as a Bombing Instructor and after slight nervousness at the beginning, became a good lecturer.” (W/C C.P. Barber).

Notes: On repatriation he reported he had flown one operational and two non-operational tours. He confirmed he had flown 38 sorties (the last on 13 June 1944). Flying times had included 50 hours on Wellington Ic and 300 hours on Wellington X.

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CARTER, F/O Yale Knox (C88282) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 6 June 1922 in Ottawa; home there (student). Served in 51st Field Battery, Royal Canadian Artillery, 1937-1939 and gunner, Royal Canadian Artillery, 12 September 1939 to 26 February 1942 (53rd Light Anti-Aircraft Battery, 14 April 1940 to 26 February 1942). Transferred to RCAF in London, England, 27 February 1942 and posted to Aircrew Receiving Centre. To No.13 Initial Training Wing, 21 March 1942, Torquay. Promoted LAC, 13 June 1942. To No.11 EFTS (Tiger Moths), 25 June 1942. Washed out as pilot, 20 July 1942 and posted to Manchester, 22 July 1942 for navigator ground training. To Hastings, 1 September 1942 for further ground training until school bombed out, moving to Harrowgate. Posted to No.2 (Observer) AFU, 11 November 1942. Promoted Sergeant, 22 March 1943. To No.26 OTU, 7 April 1943. To No.1657 Conversion Unit, 15 July 1943. To No.214 Squadron, 16 August 1943. Promoted Flight Sergeant, 22 September 1943. To No.1665 Conversion Unit, 28 September 1943. To No.214 Squadron again, 3 November 1943. To No.61 Base, 19 March 1944. Promoted WO2, 22 March 1944. To No.433 Squadron, 30 April 1944. Commissioned 28 June 1944. Missing, 29 June 1944. Safe in United Kingdom, 4 September 1944. Granted special leave in Canada, 8 October 1944. Returned to United Kingdom, 5 December 1944. Promoted Flying Officer, 28 December 1944. To No.76 Base, 3 January 1944. To Pathfinder Training Unit, 12 January 1945. To No.35 Squadron, 26 January 1945. To Station Grawelley, 24 May 1945. Repatriated via Greenwood, 18 June 1945. Released 26 September 1946. Taken on strength of Supplementary Reserve, 14 May 1950 for training, summers of 1950 and 1951. Appears to have been attached to Rockcliffe and flew navigational duty on northern surveys. Rejoined permanent postwar RCAF, 20 September 1952 (214010) while training in medicine at Queens University. Promoted Flight Lieutenant, 1 June 1953. Posted from Queen's University Squadron to Rockcliffe, 16 June 1953. To Gimli, 1 July 1954. Promoted Squadron Leader, 1 January 1956. To Baden Soellingen Headquarters, 29 June 1957, embarking from Canada 2 July 1957. Posted from 4 (F) Wing to 3 (F) Wing, 16 August 1959.

Posted to Trenton, supernumerary, 6 June 1961 (for duty at Canadian Forces Hospital Kingston. To National Defence Medical Centre, Ottawa, 2 July 1965. Promoted Wing Commander, 2 August 1965. To Canadian Forces Hospital Kingston, 3 July 1967. Retired 8 December 1969. Moved to Victoria in 1969 to establish a private practice. Award presented at Government House, 7 November 1949. Photo PL-48159 shows him with his parents, Major and Mrs. H.E. Carter of Ottawa, when he was attending Queen's University. Died 15 August 1992 in Victoria as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1992/January 1993. 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 19 April 1945 when he had flown 43 sorties (212 hours), 15 September 1943 to 28 June 1944 and 28 January to 16 April 1945. His obituary notice said he had joined the Maquis but MI.9 report indicates a more passive experience of being sheltered but otherwise not active.

First Tour

15 September 1943 - Montlucon
16 September 1943 - Modane
22 September 1943 - Hannover
23 September 1943 - Mannheim
26 September 1943 - GARDENING, Baltic
25 November 1943 - GARDENING, Biscay
22 December 1943 - Abbeville
4 January 1944 - Hazebrouk
14 January 1944 - Cherbourg
10 May 1944 - Ghent
19 May 1944 - Le Clipon
22 May 1944 - Le Mans
24 May 1944 - Aachen
27 May 1944 - Le Clipon
31 May 1944 - Au Fevre
2 June 1944 - Dunkirk
3 June 1944 - Dunkirk
6 June 1944 - Conde sur Noreau
7 June 1944 - Paris
16 June 1944 - Sautre
17 June 1944 - Oisemont
21 June 1944 - Oisemont
24 June 1944 - Bonnetot
25 June 1944 - Gorenflos
28 June 1944 - Metz (missing)

Second Tour

28 January 1945 - Stuttgart
1 February 1945 - Mainz

2 February 1945 - Wanne Eickel
7 February 1945 - Goch
13 February 1945 - Bohlen
24 February 1945 - Kamen
27 February 1945 - Mainz
2 March 1945 - Cologne
3 March 1945 - Carmen
11 March 1945 - Essen
15 March 1945 - Bottrop
21 March 1945 - Heide
22 March 1945 - Burchstrasse
24 March 1945 - Gladbach
25 March 1945 - Munster
4 April 1945 - Leuna
14 April 1945 - Potsdam
16 April 1945 - Schwandorf

This officer has taken part in 43 attacks against enemy targets in heavy bombers as an Air Bomber. Fifteen of these sorties have been carried out with a very successful visual marking crew.

At all times Pilot Officer Carter has displayed outstanding determination to find and mark his objective with the greatest precision.

It is considered that Pilot Officer Carter's fine record of service is worthy of the highest praise and fully merits the non-immediate award of the Distinguished Flying Cross.

MI.9 report (Public Record Office WO 208/3326) based on questionnaires compiled May 1945. He had left Orbois fro Paris on 31 August 1944 and reached England on 4 September 1944.

We took off from Skipton at about 2300 hours on 28 June 1944 in a Halifax aircraft. At about 0100 hours on 29 June 1944 our aircraft was set on fire and we had to bale out. Attack was by a night fighter.

I touched down in a marshalling yard near Metz (Northwest Europe 1:250,000, Sheet 9, U85) and was forced to abandon my parachute, Mae West etc where I landed, as people in the yards rushed to the spot immediately. I managed to evade them and walked for some 10 to 15 miles, hid in a small wood until 1600 hours and when buried my battle-dress blouse, cut the tops off my flying boots and moved on through woods and secondary roads.

I continued this way for a further two days, but although I contacted several

French people, they were either unwilling or unable to help.

On 2 July I approached a farm house, where I was taken in, given civilian clothes and food, and introduced to an Englishman who said that he could put me in touch with the Underground Movement. He took me to see a woman, who in turn took me to the leader of the local Resistance Movement. The latter took me to a wood near Orbois (Sheet 8, T 76) where I remained until American troops liberated Paris.

Whilst in the wood I was joined by the mis-upper gunner of my crew, Sergeant Palmer (S/P.G. 2460) who accompanied me to Paris where we contacted the Americans on 31 August 1944.

Notes: On night of 28 June 1944, when 30 minutes from target, aircraft was attacked four times by enemy fighters and it went out of control. Although he baled out on instructions of his pilot (along with R205550 Sergeant D.W. Palmer), the pilot regained control at 7.000 feet and managed to return to England.

As of 23 September 1944 he stated he had flown 26 sorties (156 operational hours) plus 550 non-operational hours. Flying times on types were Tiger Moth (20 hours), Anson (80 hours), Defiant (17 hours), Wellington (120 hours), Stirling and Fortress (300) and Halifax (150). Obituary notice gives his name as Knox Carter-Yale. States that he stowed away aboard ship to join the RAF at outbreak of war and made two attempts before reaching England. This is incorrect.

His MI.9 report states he joined RAF in September 1939 - also incorrect.

Selected Assessments: "In the short period I have known this officer, I have been impressed with his general approach to his responsibilities and with his willingness to understand his associates. He has a pleasant personality, a good vocabulary, and is of good appearance at all times. He has very quickly won the respect and esteem of all personnel of this Wing. I do not hesitate to categorize him as well above the average. These remarks are based merely on his personality and officer qualities. His professional assessment is referred to SOMS for completion." (W/C K.B. Handley, No.3 Wing, 7 December 1959). On 2 January 1960, A/V/M L.E. Wray noted that in his previous posting there had been a personality clash with his Commanding Officer - "There was some fault on both sides."

"S/L Carter is a Junior Resident in Surgery t the Canadian Forces Hospital, Kingston. This is a clinical year prior to entering the three year residency in radiology in the Kingston Complex leading to Certification in Radiology. S/L Carter is an intelligent, conscientious doctor, He is capable of absorbing further training and I believe that with application and a greater interest would be able to pass Certification examinations. I recommend S/L Carter for promotion." (Colonel A.C. Derby, Canadian Forces Hospital, Kingston, 4 December 1961).

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CARTMELL, F/L James Henry (J12030) - **Distinguished Flying Cross** - No.140 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born Harrison Mills, British Columbia, 18 September 1922. Home in Chilliwack, British Columbia; enlisted in Vancouver, 8 July 1941 and posted that date to No.2 Manning Depot. To No.15 SFTS (guard duty), 14 August 1941. To No.4 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941; posted that date to No.5 EFTS; to No.7 SFTS, 31 January 1942; graduated and commissioned 5 June 1942. To No.31 GRS, 26 June 1942. To No.31 OTU, 19 September 1942. To "Y" Depot, 28 December 1942; to RAF overseas, 4 January 1943. Repatriated 7 August 1945. Retired 4 October 1945. Award presented 6 May 1950. Re-engaged as a Primary Reserve Flying Instructor (209585) in Edmonton, 12 May 1952 and immediately granted rank of Flight Lieutenant; released 1 November 1953,

Flight Lieutenant Cartmell is a pilot of outstanding skill who has always accomplished his allotted tasks with enthusiasm and resource. He has flown on a large number of operational sorties, invariably pressing home his attacks with courage and determination. In addition, this officer has displayed great interest in the development of the operational technique of night photography, to which he has made a valuable contribution with ideas and experimental flying.

NOTE: Public Records Office Air 2/9132 has original recommendation dated 21 June 1945 when he had flown 55 sorties (110 operational hours) on high and low level reconnaissance.

Since joining No.140 Squadron this officer has carried out a total of 55 operational sorties. He is an extremely fine pilot and his work has always been of a high standard. His exceptional keenness and interest in his work, and the zest and vigour with which he carried out his duties have been unequalled. As an example, on one occasion Flight Lieutenant Cartmell flew two operational sorties in one night, and on another occasion three night sorties in 24 hours. He has always subordinated personal considerations for the benefit of the squadron and set a fine example to his colleagues.

To this the Group Captain commanding No.34 Wing added (5 July 1945):

Flight Lieutenant Cartmell is a pilot of exceptional skill who has tackled his specialist work with extraordinary enthusiasm and resource. At all times he has shown an iron determination to surmount all obstacles in order to carry out his allotted task. He has displayed the greatest interest in the development of the operational technique of Night Photography to which he has made a valuable contribution with ideas and experimental flying. Flight Lieutenant Cartmell's

flying ability combined with his exceptional courage and determination has been a most inspiring example and incentive. Strongly recommended.

CARTMELL, F/L James Henry, DFC (J12030) - No.140 Squadron (AFRO gives unit only as "Overseas") - **Croix de Guerre (France)** - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 gives unit and citation.

Almost all the operational sorties flown by this pilot were during the period between D-Day and the crossing of the Seine. Many of these sorties involved low flying in heavily defended areas, notably in photographing the enemy attempts to retreat across the Seine. His operational sorties have been exceptionally successful and he has shown coolness and determination of a very high order. During the operations in France he did valuable work in the practical development of night photography.

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CARTWRIGHT, W/C George Jack Harrison (C1503) - **Member, Order of the British Empire** - No.2 ACHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Ottawa, 15 December 1939 as Equipment and Administration Officer. Promoted Squadron Leader as of 15 July 1941. At No.18 SFTS as of 1 August 1941. Promoted Squadron Leader, 15 May 1942. To No.23 Aeronautical Inspection Detachment, 23 September 1942. To No.5 Equipment Depot, 8 January 1943. Promoted Wing Commander, 1 June 1943. To No.4 Training Command, 4 January 1944 To No.2 Air Command, 30 November 1944. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated 13 June 1946. To Western Air Command, 24 July 1946. Remained in postwar RCAF; to No.12 Group (Vancouver), 1 March 1947; to Northwest Air Command, 18 May 1947; to MCHQ, 14 August 1948; to AFHQ, 13 July 1950. Retired 28 June 1955. Award presented 29 November 1947. RCAF photo PL-1398 taken as Flight Lieutenant, 1941.

This officer has performed outstanding service in compiling instructions for the dispersal of equipment on the disbandment of units. In addition, he has been responsible for setting up a procedure for carrying out the inspection of the equipment sections at units in this Command which has received favourable commendations. A member of the Regular Air Force, he has rendered many years of valuable and faithful service.

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CARTWRIGHT, F/L John Edgar (J25860) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 11 May 1919 in Toronto; home there (draughtsman); enlisted there 3 February 1942. Granted Leave Without Pay until 8 March 1942 when posted to No.1 Manning Depot. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942;

to No.12 EFTS, 10 October 1942; may have graduated 2 December 1942 but not posted to No.9 SFTS until 27 December 1942; 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, 27 December 1944. Repatriated 14 May 1945. Released 9 June 1945. Died March 2006. Award presented at Government House, 24 January 1956. 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 proved himself to be a highly courageous and skilful pilot. He has flown on numerous sorties, many of them in a most difficult and dangerous role. On one occasion in November 1944 he was detailed to take part in an attack on Hamburg. Extreme heavy anti-aircraft fire was encountered and the searchlights were very active. Despite this, Flight Lieutenant Cartwright flew steadily through the defences and completed his mission successfully. He has participated in many hazardous flights to distant and heavily defended targets, undaunted by adverse weather or enemy opposition.

* * * * *

CARUSO, FS Joseph (R116858) - **British Empire Medal** - No.1 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 13 September 1907. Enlisted in London, Ontario, 11 August 1941 as Disciplinarian and posted to No.1 Manning Depot. To No.1 WS, 13 September 1941. Promoted Corporal, 17 November 1941. Promoted Sergeant, 15 May 1942. To No.6 Manning Depot, 25 May 1942. To No.7 Manning Depot, 27 May 1943. Promoted Flight Sergeant, 1 July 1943. To AFHQ, 18 April 1944. To No.7 Manning Depot, 10 July 1944. To No.4 AOS, 14 August 1944. To No.1 SFTS, 27 November 1944. To Release Centre, 18 December 1945; released 11 January 1946. Award sent by registered mail 10 August 1948. Died in Arnprior, Ontario, 19 January 1997.

This non-commissioned officer has at all times rendered services beyond the requirements of his duty. His consistent application of original ideas have made invaluable contributions to the training and welfare of personnel. He carried out the duties as a non-commissioned officer in charge of Women's Division basic training and precision drill flights with singular success; the latter work contributed in large measure to the value of the demonstration precision flights in adding prestige to the service. He has spent long hours without personal consideration in promoting station sports and recreation. He has been particularly thorough and efficient in the physical instruction of aircrew.

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CARVELL, F/O Trafford William Hanson (J14832) - **Commended for Valuable Services** - No.13 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Montreal, 3 August 1918 (press release announcing award). Educated in that city. Employed prewar by Canadian National Railways. . Enlisted in Montreal, 6 September 1941 and posted to No.1 Manning Depot that date. To "E", 25 September 1941. To No.5 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.20 EFTS, 3 January 1942; to No.11 SFTS, 28 March 1942; to No.1 SFTS, 20 June 1942; graduated and commissioned 9 October 1942. To No.1 Flying Instructor School, 6 November 1942; to No.13 SFTS, 29 December 1942; to No.6 SFTS, 17 February 1944; returned to No.13 SFTS, 25 February 1944; to "Y" Depot, Halifax, 12 March 1945; to United Kingdom, 18 March 1945. Repatriated 13 August 1945. Retired 24 September 1945.

This officer has been associated with this unit for the past year and a half, during which time he has been employed on flying instructional and flight commander duties. His outstanding ability, cheerfulness and enthusiasm have led to his rapid advancement. His duties have at all times been discharged in a very admirable manner, which has set a very fine example to those serving under him.

CARVELL, F/L Trafford William Hanson (J14832) - **Commended for Valuable Services** - No.13 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Certificate sent to Overseas Headquarters, 7 July 1945.

This officer has been with this unit for about eighteen months. He has carried out his duties as flying instructor and flight commander in a highly commendable manner. He has been very vigorous and his devotion to duty has been a fine example to all who have worked with him.

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

Flight Lieutenant Carvell served as Flight Commander at No.13 Service Flying Training School and contributed greatly to the high standard of flying achieved by French personnel who were trained there.

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CARVETH, F/L Arthur Brennan (C11734) - **Mention in Despatches** - No.61 Base (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 Montreal, 15 April 1914. Educated there, 1920 to 1930, and O'Sullivan Business School, 1930-31. Employed in silk trade, 1931-1932, Montreal Repertory Theatre, October 1932 to September 1936 (assistant secretary) and Canadian Car and Foundry, May 1937 to August 1936. Home given as Toronto; enlisted Ottawa 24 September 1938 as a Clerk; initially at Trenton. Promoted Corporal, 15 December 1939. To No.1 ITS, 15 April 1940. Promoted Sergeant, 1 May 1940 on posting to No.3 ITS. Promoted Flight Sergeant, 1 December 1940. To No.4 ITS, 21 June 1941. Promoted WO2, 1 October 1941. To No.7 ITS, 8 December 1941. To No.10 SFTS, 25 February 1942. Posted to No.5 Manning Depot, 29 May 1942. Commissioned 29 May 1942 with rank of Flying Officer. To No.3 Training Command, 12 June 1942. Promoted Flight Lieutenant, 15 January 1943. To "Y" Depot, 31 January 1943. To RAF overseas, 18 February 1943; disembarked in Britain 6 March 1943. To No.423 Squadron, 17 March 1943 (acting Adjutant). To No.429 Squadron, 12 April 1943. To No.400 Squadron, 17 May 1943 (acting Adjutant). Attached to Station Dunsfold, 5 June to 9 July 1943 (acting Adjutant). To No.39 Wing, 9 July 1943 (Adjutant). To Middleton St. George, 24 November 1943. To No.61 Base, 9 December 1943 (Adjutant). To RCAF Overseas Headquarters, 31 August 1944. To No.6 Group Headquarters, 7 September 1944. Attached to No.415 Squadron, 7 September 1944; posted to No.415 Squadron, 15 September 1944 (Adjutant). Repatriated to Canada, 13 June 1945 via Dartmouth. To Summerside, 10 July 1945. Re-engaged for Interim Force, retiring 7 December 1946. Died in Montreal, 31 July 1966. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) has recommendation dated 18 January 1944 for an MBE. Services as Base Adjutant. RCAF photo PL-31194 (ex UK-12737 dated 20 July 1944) shows F/L A.B. Carveth of Toronto (Station Adjutant) walking with YMCA Supervisor Mert McKinnon (Niagara Falls). 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-43011 (ex UK-19877 dated 22 March 1945) taken during a Victory Bond sales campaign; Carveth signs up LAC F.J. Moore of Calgary (rigger). Photo PL-43015 (ex UK19881), also 22 March 1945, shows him giving bond sales talk to LAC G.R. Howard (Montreal) and LAC F.I. Mancini (North Sydney, Nova Scotia). 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."

Flight Lieutenant Carveth, rising from the ranks, contributed in no small degree as an administrative NCO in the early stages of the British Commonwealth Air

Training Plan to the actual organization of the first Schools thereunder. After a period of valuable and honourable service, engaged mostly in organizational work, he was granted His Majesty's Commission. This officer has worked long and strenuous hours in order to bring his Department in the service to top notch efficiency and has in addition given most of his spare time to promoting of Station sport and entertainment. His efforts in this regard in the service have been of inestimable value to personnel wherever he has been.

Selected Assessments: "During the whole period of his employment at No.4 Initial Training School, Flight Sergeant Carveth showed a commendable spirit in every respect. He possesses a fine degree of initiative, is very capable, conscientious, devoted and loyal. Throughout his employment here he worked any hours required and always disposed of his work satisfactorily and cheerfully. In many respects he was a leader, and on this Station assisted greatly, not only in his routine duties at the time of opening this Station, but also in the development of Sports and Entertainment programs. He is a natural hustler and fighter, and in my view would develop into a very good Adjutant." (W/C J.A. Hutchinson, Commanding Officer, No.4 ITS, 28 November 1941)

"This officer is gaining in tact and improving in judgement through his relationship with fellow officers. He is performing his duties as Adjutant in a creditable manner. He has a goodly amount of service knowledge acquired through experience and keenness to learn. He has become susceptible to accepting the advice and guidance of his superiors. It is recommended he be retained as a Commissioned Officer and that he be promoted to the acting rank of Flight Lieutenant whilst employed as Adjutant of this Unit." (S/L J.N. Cantin, No.3 Training Command Administration Unit, 15 December 1942.)

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CASEY, F/L Bernard (C1061) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. His file is confusing because he was variously called "Bernard Casey" and "Brian Anthony Casey." His birth certificate and death certificate give his name as "Bernard" but the predominant number of documents (including a will he signed in 1941) give it as "Brian Anthony". **Canada Gazette** gave name as "B.B.A. Casey"; RCAF pay card gives names as Brian Bernard Anthony Casey. Born in Windsor, Ontario, 12 September 1917. Educated there and at University of Western Ontario. Home in Windsor, Ontario; served in Essex Scottish Regiment (Militia),m 1935-1937. Enlisted in London, Ontario, 9 September 1939. Immediately posted to Trenton. To Camp Borden, 10 December 1939; promoted Flying Officer, 20 April 1940. To Trenton again, 18 May 1940. To No.2 SFTS, Uplands, 22 July 1940. To Station Trenton, 31 August 1940, assuming duty with Central Flying School. Promoted Flight Lieutenant, 1 July 1941. Attached to RAF Ferry Command, 10 June 1942 to 8 August 1942. . To No.31 GRS, Charlottetown, 10 August 1942. To Eastern Air Command, 31 October 1942. To No.5 (BR) Squadron, 3 November 1942. Posthumous award; killed 5 May 1943 in crash of

Canso 9807.

This officer has carried out many anti-submarine patrols as captain of an aircraft and has always been keen to give the utmost help and protection to convoys. He successfully escorted a convoy out of an ice floe in which many ships became involved. The squadron received the following message from the Senior Naval Officer of the convoy: "Were it not for the magnificent work of this aircraft, I might well have lost ten ships". While on convoy coverage patrol he was unfortunately killed in an aircraft accident. He was unfailingly ready to accept any task and his ability and splendid work have been a valuable contribution in the success of the convoy patrol.

The recommendation was put forward on 23 June 1943 by W/C F.J. Ewart as follows:

This officer has carried out many anti-submarine patrols as Captain of an aircraft and has always been keen to give the utmost help and protection to convoys. On April 24th he successfully escorted a convoy out of an ice flow in which many ships became involved. The Squadron received the following message from the Senior Naval Officer of the convoy: "Were it not for the magnificent work of this aircraft, I might well have lost ten ships".

On 23 June 1943 the Officer Commanding, Station Gander, added his remarks:

During the period of November 1942 to May 1943, Flight Lieutenant Casey carried out approximately 250 hours of operational flying on Atlantic anti-submarine patrols prior to his death which occurred on May 5th, 1943 in an aircraft accident concerned with convoy coverage patrol. He was unfailingly ready to accept any task, and the above citation of his ability was typical of his splendid work. The posthumous award of Mention in Despatches is strongly recommended.

The Air Officer Commanding, No.1 Group (Air Commodore F.V. Heakes) concurred on 29 June 1943 and the Chief of the Air Staff concurred on 1 September 1943.

NOTE: In an accident, 1 July 1941 at Potters Field (Trenton), in Fleet Finch 1013, C1061, F/O B.A. Casey and J5211 P/O John McLurg, neither injured. Instructional flight. "Pupil landed in forced landing field and aircraft turned on back." To this was added, "Pupil landed with brakes on."

About mid-January 1943 a Hurricane of No.127 Squadron made a forced landing some 65 miles from Gander. On 22 January, F/L Casey on Norseman 3527 and detailed to transport supplies and personnel to the site. As he approached the site, he was waved off by one of the salvage crew already at work. When he opened the throttle the engine failed to respond, probably due to carburettor icing on his approach. He was compelled to land straight ahead. In doing so, one ski

hit an oil drum partially covered by snow and was ripped off. Neither he nor his four passengers were injured. On examination it was found that the original manufacturer's welding had been defective. He was evacuated to Gander on 25 January 1943.

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CASEY, F/O George Allen (J4432) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 30 August 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 21 December 1910 in Mitchell, Ontario; educated there. Trick driver, 1928-1929; Hydro-Electric Power Commission lineman, 1929 to enlistment. Enlisted Toronto, 2 July 1940. To No.1 ITS, 21 July 1940; promoted LAC, 16 September 1940 and posted that date to No.1 WS; to No.1 BGS, 19 January 1941. Graduated and promoted Sergeant, 15 February 1941. Commissioned 16 February 1941. To Embarkation Depot, 11 March 1941; to RAF overseas, 7 April 1941. To No.1 Signal School, Cranwell, 20 April 1941. To No.13 OTU, 27 June 1941. To No.226 Squadron, 27 August 1941. To Station Wattisham, 8 September 1941. To No.226 Squadron again, 16 September 1941. To No.82 Squadron, 21 October 1941. Returned to No.226 Squadron about January 1942. Promoted Flying Officer, 16 February 1942. Invested with award by King George VI 27 November 1942. To No.13 OTU, 18 December 1942. Promoted Flight Lieutenant, 16 February 1943. Repatriated to Canada, 25 March 1943. To Central Navigation School, 27 May 1943. To Mountain View, 16 December 1943. To No.9 BGS, 19 February 1944. Promoted Squadron Leader, 1 June 1944. To War Staff College, 4 March 1945. To Release Centre, 3 February 1946; retired 7 February 1946. Died 27 May 1989 in London, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1989.

On the 19th August, 1942, Squadron Leader Kennedy and Flying Officers Asker and Casey were pilot, navigator and wireless operator/air gunner respectively of the leading aircraft of a formation of bombers detailed to carry out an attack in support of the combined operations at Dieppe. The formation was met with formidable anti-aircraft fire and Squadron Leader Kennedy's aircraft was repeatedly hit, one engine being put out of action. Flight Officer Casey was wounded in both thighs whilst his co-gunner was critically injured. In spite of this, Squadron Leader Kennedy, resolutely supported by the skilful navigation of Flying Officer Asker, led his formation over the town at low level and released his smoke bombs with precise accuracy on the target. Meanwhile, Flying Officer Casey, disregarding his injuries, engaged the enemy's defences whenever they came within reach of his guns. Squadron Leader Kennedy eventually flew his damaged aircraft to base and landed safely. Throughout, this officer, gallantly supported by Flying Officers Asker and Casey, displayed great courage, skill and determination.

Notes: Wounded 7 September 1941 (flak, right thigh and left calf, Blenheim operations with No.226 Squadron off Dutch coast. Admitted to Ely Hospital.

Wounded, 19 August 1942, shrapnel, and injuries sustained in crash landing. Boston 704 (WL 704 ?). 79101 F/L O.G.E. McWilliam died of injuries. 81351 S/L J.S. Kennedy and 47171 F/O H.A. Hasker uninjured. Undercarriage and front portion of fuselage badly damaged, port and starboard aircrews damaged, bullet holes in starboard engine cowling.

Training: Course at No.1 ITS was 22 July to 14 September 1940. Courses in Mathematics (59/100), Armament, practical and oral (74/100), Drill (74/100) and Law and Discipline (80/100). Placed 111th in a class of 214. "Should make a good gunner. Cheerful disposition. Excellent material who showed sterling qualities on this course."

Course at No.1 Wireless School was 16 September 1940 to 19 January 1941. Spent one hour in Flying Classroom as First Operator; three hours in Flying Classroom on Listening Watch and six hours in two-seater aircraft as sole operator. Ground training marks in Theory (60/100), Practical Application (130/150), Morse, buzzer and lamp (153/200), Procedure (195/200), Signals Office Routine (55/100), Signals Organization (142/150), and Drill and PT (75/100). Placed second in a class of 46. "A most excellent type. Likeable, pleasant personality. Thoroughly sound. Did very well on the course. Definitely commission material."

Course at No.1 BGS was 20 January to 17 February 1941. Battle aircraft (eight hours 15 minutes). Scored 10.3 percent hits in Beam Test, 7.4 percent hits in Beam Relative Speed Test and 10.3 percent in Under Tail test. Scored 80/100 in written examination, 86/100 in practical and oral exam, rated 193/250 on "Ability as Firer" and 145/150 on "Qualities as an NCO." Placed first in an class of 67. "Excellent type, definitely above average in classwork and air firing. Highly recommended." To this, G/C G.E. Wait added, "Excellent type, has all the qualities for making an efficient officer."

Assessments: "A keen and loyal officer who should make a good instructor." (W/C W.E. Suppice, No.226 Squadron, 23 September 1942). He had flown 246 hours 20 minutes as Air Gunner, 85.30 in previous six months. To this, G/C D.H.F. Barnett adds, "A Canadian of the very best type. Keen and reliable, hard working and sensible. I have a very high opinion of this officer."

"This officer is hard working and efficient. Has above average standard all round." (W/C M.E. Pollard, Station Bicester, where he was Senior Gunnery Leader.

"Exceptionally fine type of officer. Keen and reliable, doing fine job as Gunnery Leader and introducing operational methods in the gunnery training of WAGs." (W/C R.J. White, 15 October 1943). To this, G/C R.C. Ripley adds, "Above average officer. Able to assume responsible positions and is being given opportunity to get experience in station duties."

At No.9 BGS in 1944 described as "An operational officer who sets a splendid example for Air Gunnery Trainees. He is the Chief Ground Instructor and is capable, energetic and conscientious

and commands the respect of all ranks.” (W/C D.W. Summers, 10 April 1944).

“This officer has carried out an excellent job of work as officer commanding the ground training at this school. His conduct and deportment have been beyond reproach at all times and have set an example to junior officers serving under his command.” (W/C G. Baboncoeur, 1 October 1944, when Casey had been four months in Squadron Leader rank).

Operational Wing: Application for operational wing dated 23 May 1945 listed the following sorties (all daylight):

31 August 1941 - No.226 Squadron - Blenheim - shipping (3.00)
7 September 1941 - No.226 Squadron - Blenheim - shipping (2.50)
20 September 1941 - No.226 Squadron - Blenheim - shipping (2.20)
20 October 1941 - No.226 Squadron - Blenheim - shipping (2.40)
24 October 1941 - No.226 Squadron - Blenheim - Cherbourg (3.20)
Squadron resting in Ireland, 1-23 November 1941; converting to Bostons winter 1941-42.
Attended Central Gunnery School, 20 January to 4 March 1942.
16 April 1942 - No.226 Squadron - Boston - Le Havre (2.15)
24 April 1942 - No.226 Squadron - Boston - Flushing (1.50)
25 April 1942 - No.226 Squadron - Boston - Morlaix (1.15)
29 April 1942 - No.226 Squadron - Boston - Dunkirk (1.40)
30 April 1942 - No.226 Squadron - Boston - Le Havre (2.00)
5 May 1942 - No.226 Squadron - Boston - Lille (1.55)
6 June 1942 - No.226 Squadron - Boston - Fecamp (2.10)
28 June 1942 - No.226 Squadron - Boston - shipping (2.00)
Attached to American squadron, Polebrook, 11-23 July 1942 for instructional work.
26 July 1942 - No.226 Squadron - Boston - Jever aodrome (3.30)
28 July 1942 - No.226 Squadron - Boston - Venlo (1.20)
19 August 1942 - No.226 Squadron - Boston - Dieppe (1.35)
6 November 1942 - No.226 Squadron - Boston - Carpiquet (3.00)
8 November 1942 - No.226 Squadron - Boston - Brest (5.00)
9 November 1942 - No.226 Squadron - Boston - “Neumark” armed merchant vessel (3.00)

RCAF Press Release No. 864 dated 14 October 1942 reads as follows:

The glorious deeds of the Canadian Army at Dieppe will always remain one of the brightest pages in Canadian history but no less glorious, and certainly no less important, were the deeds of the Canadian airmen who protected their brothers-in-arms from the skies.

Many Canadian fliers took part in that memorable raid but two Canucks attached to an RAF Boston Bomber Squadron particularly distinguished themselves for

their work and both have been awarded the DFC.

Tall, blonde, handsome Flight Lieutenant Don Smith, of Oakville, Ontario, is a member of the RAF but is 100% Canadian. Smith, better known as Smitty, was formerly a newspaperman with the Toronto Star and a clever artist, before taking over the controls of a crack Boston bomber.

While attacking his target at Dieppe, flak hit and smashed his windscreen and a piece of the Perspex caught Smitty in the eye. Nevertheless, he carried on and finished his allotted job and then brought his kite safely home.

Smitty's o.k. now and back on the job, followed everywhere but in the air by his two black Scotties, Sally and Susie.

The other DFC winner is F/O George Casey, wireless-air gunner from Mitchell, Ontario. George, too, was slightly wounded during the Dieppe raid when his kite was badly shot up and returned to base on one engine, the pilot making a crash landing.

George is a veteran of the squadron having been with it when they flew Blenheims in attacks on enemy shipping in the North Sea. Some of the raids in which George has participated include, besides Dieppe, Flushing, Le Havre, Dunkerque, Lille, Comines, Catend and Cherbourg. These were all low-level daylight sweeps and he also took part in a night trip into Germany.

Husky, smiling George flew his first six trips with F/O Billy Gray, of Berlin, Ontario, and recalls one instance in the days of the Blenheims.

"We were out on a shipping strike," reminisced Casey, "when we ran into a barrage of flak. They really poured it up at us. We could feel the kite getting hit and knew our hydraulics were shot away. I thought we were due to pack up but Billy handled that aircraft like a baby and brought us safely home. But it shook us to count at least 50 holes in the crate."

Several other Canucks have recently joined this squadron and are looking forward to their first "ops". One is F/O "Frizzy" Frizzle, Berwick, N.S., who is a veteran of raids over Germany and Occupied France.

"Frizzy" did 18 ops with an all-Canadian Wellington squadron and his trips include Berlin, Hamburg, Cologne, a couple to the Ruhr, Paris and a daylight on Brest.

Sergeant Irving Wallace, who hails from Milwaukee, is one of two Americans

wearing RCAF blue with this squadron. The 22-year-old pilot left his home in May 1941, to join the RCAF in Windsor, Ontario. The other American is P/O Larry Boyle, pilot from Chicago.

This squadron is almost cosmopolitan one, its personnel including English, scotch and Irish members of the RAF, Royal New Zealand Air Force, Royal Australian Air Force, one lad from Kenya, a French-born member of the RAF, and the lads of the RCAF.

The C.O., Wing Commander Surplice, who holds the DFC, has been awarded the DSO for his work at Dieppe.

Other Canadians with the squadron include P/O Dick Christie, Cardston, Alberta, Sergeant Bill Leavitt, Alberton, P.E.I., P/O Jim Fletcher, Plantagenet, Ontario, and Sergeant Bob Story, Netherhill, Saskatchewan.

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CASEY, F/O John Morrell (J35769) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 12 January 1924, St.Stephen, New Brunswick; home in Milltown, New Brunswick (student); enlisted Moncton, 27 August 1942. Granted Leave Without Pay until 4 November 1942 when posted to No.5 Manning Depot. To Mountain View, 21 January 1943; to No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.1 BGS, 15 May 1943; to No.9 AOS, 7 August 1943; graduated and commissioned, 17 September 1943; to "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Repatriated to Canada, 5 August 1945. Retired 13 September 1945. Award presented 17 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 2/8772 has recommendation dated 20 May 1945 when he had flown 41 sorties (203 hours 25 minutes), 12 August 1944 to 14 April 1945.

12 August 1944 - Falaise
15 August 1944 - Volkel
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 - Hanaus
1 February 1945 - Ludwigshaven
7 February 1945 - Goch
13 February 1945 - Bohlen
14 February 1945 - Chemnitz
20 February 1945 - Monheim
21 February 1945 - Duisburg
19 March 1945 - Hanau
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
25 March 1945 - Hanover
11 April 1945 - Nuremburg
13 April 1945 - Kiel
14 April 1945 - Potsdam

Flying Officer Casey is Set Operator in a successful visual marker crew. Throughout his tour of operations he has shown a high standard of operational efficiency, and by his skill and determination has fully contributed to the success of his crew. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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CASEY, F/O Robert Edward (J24541) - **Mention in Despatches** - No.55 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Hespeler, Ontario, 16 April 1915; home there. Was member of a Cadet Corps in Guelph, 1929-1930. Attended Ontario College of Pharmacy and was a pharmacist for six years.

Enlisted in Toronto, 7 September 1940 as Wireless Operator/Air Gunner. Attended No.1 BGS, 30 September to 9 November 1940 (promoted LAC on 28 October 1940). Posted to No.8 (BR) Squadron, North Sydney, 9 November 1940; promoted Sergeant, 25 November 1940. Uninjured in the crash of Bolingbroke 9038; North Sydney, 1 November 1941 (F/L J.K. Macdonald, pilot; undercarriage folded on landing after operations). Later proceeded with his squadron to Sea Island,. Remustered 25 April 1942 for Pilot or Observer training and posted to No.4 ITS, Edmonton. Posted to No.5 EFTS, High Rover, 16 August 1942 but ceased training 14 October 1942. Posted to No.1 BGS, Jarvis, 8 November 1942 (graduated 6 February 1943) and No.1 AOS (graduated 19 March 1943 and commissioned). Posted to "Y" Depot, Halifax, 4 April 1943; to overseas, 13 April 1943. Disembarked in Britain, 29 April 1943. Posted to No.6 (O) AFU, 15 June 1943; to No.16 OTU, 13 July 1943; to No.14 OTU, 3 September 1943; to No.51 Base, 29 December 1943; attended No.1660 Conversion Unit, 4 January to 2 March 1944; attended No.5 Lancaster Finishing School, 2 March to 18 March 1944; to No.207 Squadron, 18 March 1944. On the night of 19/20 May 1944 he was bomb aimer of Lancaster LL968 (W/C J.F. Gray, RAF, captain) which collided flew into a tree on the landing approach to base, stoving in the nose (although it remained flyable). F/O Casey was the only crewman seriously injured (face and loss of right eye). Posted to No.55 Base, 20 May 1944; to Repatriation Depot, 30 June 1944; repatriated to Canada via Rockcliffe, 26 July 1944. Under medical treatment in Ottawa and Toronto until sent to No.4 Release Centre, 4 May 1945, and released 10 May 1945.

He signed a form on 1 July 1944 which gave his flying times as follows: **Anson**, 48.45; **Wellington**, 67.25; **Stirling**, 33.20; **Lancaster**, 83.25. He stated he had flown ten sorties (70 hours 15 minutes).

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CASEY, F/O Weston Peter (J23466) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 10 February 1915 in Ottawa; educated at St. Patrick's School and Glebe Collegiate; home there (banker; served two years in Canadian Army); enlisted there 15 April 1942 and posted that date to No.5 Manning Depot. To No.31 OTU (guard duty), 5 June 1942. To No.3 ITS, Victoriaville, 31 July 1942; graduated and promoted LAC, 26 September 1942); to No.1 BGS, Jarvis, Ontario, 10 October 1942; to No.2AOS, St. Jean, Quebec, 27 December 1942; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.4 AOS, 5 May 1943 (Anson aircraft, 27 hours). To No.12 OTU, 1 June 1943 (Wellington III, 67.50). Promoted Flying Officer, 5 August 1943. To No.1665 Conversion Unit, 19 August 1943 (Stirling I, 41.50). To No.90 Squadron, 20 September 1943 (Stirling III, 113.05). To No.138 Squadron, 22 March 1944 (Stirlings and Halifax. 205.20). To RCAF Overseas Headquarters, 15 November 1944. Repatriated 23 November 1944. To No.3 Training Command, 4 January 1945; promoted Flight Lieutenant, 5 February 1945; to Rockcliffe, 7 March 1945; to Trenton, 1 October 1945. Served in postwar RCAF (20188) with rank of Flight Lieutenant (1 October 1946) and Squadron Leader (1 January 1953). To No.426 Squadron, Dorval, 15 May 1947. To Station Toronto, 23

August 1947. To No.1 Radio and Communications School, Clinton, 13 September 1947. To Air Armament School, Trenton, 25 May 1948. To No.121 Communications Flight, Vancouver, 19 September 1948. To Sea Island, 6 March 1951. To Reserve Officers School, Kingston, 2 May 1951. To Reserve Officers Flight, University of British Columbia, 19 August 1951. To Reserve Officers School, Kingston 5 May 1952. To Reserve Officers Flight, University of British Columbia, 7 August 1952. To Station Aylmer, 25 April 1953. To Training Command Headquarters (Administrative Unit), 14 September 1953. To Station Claresholm, 18 August 1956. To AFHQ, 16 August 1958. Retired 8 August 1962. Award presented 5 March 1949. Died in Ottawa, 16 October 1992. RCAF photo PL-28870 (ex UK-9964 dated 27 April 1944) 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 2/8881 has recommendation dated 15 September 1944 when he had flown 33 sorties (208 hours 20 minutes), 23 September 1943 to 7 September 1944. The sortie list is reasonably detailed to 20 February 1944; thereafter dates and time are given but not objectives.

23 September 1943 - Mannheim (7.10)
 7 October 1943 - GARDENING (3.25)
 18 November 1943 - Mannheim (7.05)
 19 November 1943 - Leverkusen (4.45)
 22 November 1943 - Berlin (2.45), DCNO ?
 1 December 1943 - GARDENING (8.30)
 22 December 1943 - GARDENING (2.45)
 13 January 1944 - Cherbourg (4.35)
 30 January 1944 - GARDENING (9.05)
 11 February 1944 - GARDENING, Biscay (6.50)
 19 February 1944 - GARDENING, Kiel (7.00)
 20 February 1944 - GARDENING, East Frisians (4.15)

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31 March 1944 - (9.45)
 5 April 1944 - (7.10)
 9 April 1944 - (3.55)
 10 April 1944 - (8.10)
 21 April 1944 - (6.50)
 24 April 1944 - (7.55)
 27 April 1944 - (7.05)
 28 April 1944 - (7.20)
 30 April 1944 - (7.40)
 1 May 1944 - (7.00)
 5 May 1944 - (6.00)
 6 May 1944 - (6.45)
 9 May 1944 - (6.35)
 28 May 1944 - (4.25)
 1 June 1944 - (6.10)

8 June 1944 - (7.25)

11 August 1944 - (5.20)

28 August 1944 - (7.10)

31 August 1944 - (5.40)

5 September 1944 - (5.55)

7 September 1944 - (5.55)

Flying Officer Casey has completed 21 operations with this squadron and a further twelve bombing and mining operations with another squadron. During the period he has been with this squadron he has shown willingness and enthusiasm to operate under all conditions.

He has at all times shown great skill and determination to complete his missions, and his keenness to obtain the best possible results has to a great extent assured the success of the operation undertaken. He has shown fortitude and courage of a high order during his operations which is exemplary and commendable.

Notes:

On repatriation form dated 31 October 1944 he stated he had flown 34 sorties, the last on 28 September 1944.

Application for Operational Wing dated 8 January 1945 claimed 34 sorties (217 hours), 20 September 1943 to 30 October 1944.

Training: Interviewed 4 April 1942 by F/L T. Pashby. "Impressive candidate, physically. Alert and responsive. Should do well as observer.

Attended No.3 ITS, 3 August to 25 September 1942. Courses in Mathematics (128/150), Armament (34/50), Signals (129/150), Navigation (99/150), Airmanship, Theory of Flight, Engines (92/100), Drill (95/100), Law and Discipline (89/100), Meteorology (35/50), Aircraft Recognition (90/100) and Signals (44/50). Placed 65th in a class of 126. "Good appearance and well disciplined. Cooperative and reliable. Good aircrew material."

Attended No.1 BGS, 12 October to 8 December 1942. Bombing in Anson aircraft (16.15 day, 9.30 night), gunnery in Bolingbroke (7.15 day). Spent 5.40 in Turret Manipulation. In high level exercises dropped 29 bombs by day and 25 by night; at low level dropped 18 bombs by day. Fired 1,220 rounds in gunnery tests. Examined in bombing, written (178/250), bombing, oral (184/250), Gunnery, written (65/100), Gunnery, oral (61/100), Aircraft Recognition (36/50), and Signals (35/50). Placed ninth in a class of 17. Rated average in bombing and gunnery.

Attended No.9 AOS, 28 December 1942 to 5 February 1943. Anson I aircraft - 20 hours by day, 14.50 by night. Graded in Navigation air work (86/100), Photography, air (79/100), Bombing, air work (84/100). Elements of Navigation (44/50), Signals, practical (75/750), Photography

(47/50), Reconnaissance (45/50), and Aircraft Recognition (64/75). Was first in a class of 26.

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CASSABOON, Sergeant Herbert Donald (R64513) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 2 November 1916. Home in Tiverton, Digby County, Nova Scotia. Educated at Halifax and St.John Vocational School, learning the trade of machinist. Commercial fisherman from 1931 to 1936. Enlisted Moncton, 20 April 1940 as Apprentice Armourer. To No.118 (Coastal Artillery Cooperation) Squadron, 21 September 1940; to No.1 Coastal Artillery Cooperation Detachment, 27 September 1940; qualified as Armourer and promoted Leading Aircraftman, 1 January 1941; to No.118 Squadron, 7 January 1941; promoted Corporal, 1 November 1941; to "Y" Depot, Halifax, 13 February 1942; to RAF overseas, 12 March 1942. Posted to No.404 Squadron, 18 April 1942; promoted Sergeant, 1 July 1942; to No.407 Squadron, 24 April 1943. Transferred to No.8407 Servicing Echelon, 24 November 1943. Returned to No.404 Squadron, 28 January 1944. To Station Bircham Newton, 18 June 1945. Repatriated 2 August 1945; released 20 October 1945. Became a fisherman. Protection Officer with Department of Fisheries, 1954 until retirement. Died 9 October 1998 at Digby, Nova Scotia.

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CASSELS, FS Stewart Charles (R186671) - **Distinguished Flying Medal** - 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 3 May 1924 in Singapore; home in Glasgow, Scotland (salesman); enlisted Winnipeg, 17 August 1942. Trained at No.4 ITS (graduated 20 March 1943) and No.2 AOS (graduated 6 August 1943). Released 11 February 1946. Rejoined RCAF, 13 April 1951 (130569), serving until 20 October 1969. Service included No.1 Air Division. Award presented 6 September 1947. No citation other than that he has "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 22 September 1944 when he had flown 33 sorties (157 hours 50 minutes), 6 June to 17 September 1944.

This airman has completed thirty-three sorties over enemy territory. The coolness displayed by him in his duties as navigator has, to a large extent, been responsible for the very successful outcome of many sorties. Throughout all his operations he has proved himself to possess a fine fighting spirit and a strong desire to engage the enemy.

For his inspiring example, his fine record of achievement and devotion to duty, Flight Sergeant Cassels is strongly recommended for the award of the Distinguished Flying Medal.

The sortie list was as follows:

6 June 1944 - Coutances (5.20)
9 June 1944 - Le Mans (5.40)
14 June 1944 - St. Pol (4.15)
16 June 1944 - Uterkrade Holton (4.30)
17 June 1944 - Oisemont (4.10)
24 June 1944 - Barnieres (4.00)
27 June 1944 - Foret d' Eamy (3.55)
6 July 1944 - Conquereaux (4.20)
7 July 1944 - Caen (4.15, day)
12 July 1944 - Thiverney (2.15, duty not carried out)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen (4.10)
20 July 1944 - Sernes (3.30)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.15)
3 August 1944 - Foret de Nieppe (4.05, day)
4 August 1944 - Bois de Cassent (4.40, day)
5 August 1944 - St. Leu d'Esserent (4.50, day)
7 August 1944 - La Hogue (5.15, day)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Mont Richard (5.35, day)
14 August 1944 - Bons Tassilly (4.25, day)
25 August 1944 - Brest (5.30)
27 August 1944 - Mimoceque (3.45)
28 August 1944 - Brest (3.30, day)
31 August 1944 - Ile de Cezebre (4.50, day)
6 September 1944 - Emden (4.05, day)
9 September 1944 - Le Havre (4.35, day)
10 September 1944 - Le Havre (4.15, day)
11 September 1944 - Castrop Rauxel (5.05, day)
12 September 1944 - Osnabruck (4.35, day)
15 September 1944 - Kiel (5.55)
17 September 1944 - Boulogne (3.45)

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CASSFORD, FS Charles Robert (R50093) - **British Empire Medal** - No.4 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Boston, Massachusetts, 17 December 1904. Educated at Kingsway East

School, Burnaby, 1910-1918, Duke of Connaught High School, New Westminster, 1918-1920, and King Edward High School, Vancouver, 1920-1921. Also took night courses in electrical engineering and business administration at Boston University, 1925-1926. Salesman, truck driver and mechanic before the war in Vancouver, Boston and Oxford (Nova Scotia). Enlisted in Halifax, 6 November 1939 as Aero Engine Mechanic. To No.10 (BR) Squadron, 16 January 1940; promoted AC1, 29 February 1940; promoted LAC, 29 March 1940; promoted Corporal, 15 December 1940; promoted Sergeant, 1 October 1941; to No.119 (BR) Squadron, 17 January 1942; to No.4 Repair Depot, 5 February 1942; promoted Flight Sergeant, 1 September 1942; to No.21 Sub-Repair Depot, Moncton, 22 June 1945; to No.13 EFTS, 15 July 1945; to No.8 Release Centre, Vancouver, 26 September 1945; released 1 October 1945. Award presented 21 February 1948. The listing of his Temporary Duty movements at No.4 Repair Depot show a man in almost constant motion, travelling to and from such places as Tracadie, Dartmouth, Scoudouc, Debert, Amherst, Port Elgin, and Pennfield Ridge. Ancestry.com identifies Charles Robert Cassford as being deceased 23 January 1986.

This non-commissioned officer has displayed keen devotion to duty as non-commissioned officer in charge of Aircraft Mobile Salvage and Repair Parties, working under most adverse conditions. In addition he has been instrumental in solving many road transportation problems by his tireless efforts in back road surveys and sound judgement generally.

Assessment: "This NCO has had a great deal of experience on salvage work of all types of aircraft. In this type of work he is outstanding in his ability." (S/L H.W. Howe, No.21 Sub-Repair Depot, 19 July 1945).

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CASSOR, F/O Tim (J19667) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 7 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. American citizen of Roumanian parentage. Born 30 March 1919 in St.Louis, Missouri; but apparently educated in Roumania, 1925 to 1935. He gave his home as St. Louis where he was a wire weaver. National Guard experience, 1939-1940. Had attempted to join U.S. Army Air Corps but lacked educational qualifications (two years of college). Enlisted Ottawa, 12 September 1941. To No.1 Manning Depot, Toronto, 2 September 1941. Posted to No.6 ITS, Toronto, 10 October 1941; graduated 6 December 1941 and promoted LAC. To No.20 EFTS, Oshawa, 7 December 1941; course completed 13 February 1942 but not posted to No.16 SFTS, Hagersville until 28 February 1942; graduated 19 June 1942 and promoted Sergeant. To No.9 AOS, St. Jean, Quebec, 6 July 1942; to No.1 CNS, 13 July 1942; promoted Flight Sergeant, 19 November 1942; promoted WO2, 19 June 1943. To "Y" Depot, Halifax, 25 September 1943; embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943 when posted to No.3 Personnel Reception Centre, Bournemouth. To No.19 OTU, 16 November 1943. Commissioned 16 January 1944. To No.41 Base, 25 January 1944. Attached to No.5 Group Battle School, 22 January to 10 March 1944. Attached to No.1663 Conversion Unit, 10 March to 15 April 1944. To No.158 Squadron, 15 April 1944. To No.1669

Conversion Unit, 21 October 1944. To No.1663 Conversion Unit, 12 March 1945. To No.8 Aircrew Holding Unit, 13 July 1945; to No.1659 Conversion Unit, 17 July 1945. Repatriated 13 August 1945; to No.5 Release Centre, Winnipeg, 22 August 1945; released 4 October 1945. Died in Missouri, 26 December 1997. Award presented 24 June 1949. NOTE: DHist award card gives Christian names as "Teftime William" but microfilmed pay record says "Tim".

This officer has completed a large number of sorties involving attacks on various targets in Germany and enemy occupied territory. He is a highly skilled pilot and an efficient captain. He has set a fine example of keenness and his determination to make every sortie a success has been most commendable.

Notes: Assessed 24 October 1944 - "A very efficient captain of aircraft who is also a satisfying officer." (W/C P. Dobson). On 27 October 1944, G/C A.V. Sawyer added, "A keen operational pilot with a strong personality, and a reliable officer."

Application for Operational Wing dated 7 October 1944 stated he had flown 40 sorties (172 hours five minutes), 30 April to 27 September 1944.

Assessed at No.1653 Conversion Unit, 17 July 1945 when he had flown 1,400 hours (200 in past six months). "A hard and willing enough worker but lacked the necessary drive and initiative to raise himself above the average standard." (S/L R.F. Lown). To this was added, "A bit of a rough diamond, rather untidy in appearance, but nevertheless a good worker and reliable." (W/C R.J. Hardy).

Tested as a Flying Instructor at North Luffenham, July 1945. By then he had flown 1,260 hours (800 by day, 460 by night) of which 150 were instructing (115 day, 35 night). Flying ability rated high average, ability to impart knowledge average, knowledge of sequence below average and technical knowledge below average. "This instructor handled the aircraft quite well and possessed a pleasant instructional manner but he was handicapped by the lack of an instructor's course. His knowledge of sequence and his pattern were very inadequate and there was very little reasoning behind his demonstrations. His knowledge of the aircraft, principles of flight and technical subjects was extremely poor and if he is to obtain a category serious application to these points is necessary." (F/L A.E. Pinson).

Repatriation form dated 3 August 1945 stated he had flown 40 sorties (175 operational hours), the last on 27 September 1944. He had also flown 235 non-operational hours. Types flown overseas were Whitley (23 hours), Halifax II, III and V (254) and Lancaster (145).

Baggage stolen at Release Centre with the loss of his logbook.

Training: Interviewed in Ottawa, 1 September 1941 by F/O J.H. Firstbrook - "Pleasant, quiet type. Foreign American. Well thought of by Medical Board. Should do well.

Attended No.6 ITS, 10 October to 5 December 1941. Courses in Mathematics (75/150),

Armament, practical and oral (35/50), Law and Discipline (509/100), Navigation (106/200), Anti-Gas (29/50), Signals (143/150), Armament, practical and oral (42/50), Aircraft Recognition (67/100), Drill (70/100), Navigation (106/200) and General Studies (64/100). Placed 91st in a class of 104. "Good service spirit; steady, deliberate type; clean cut and efficient appearance."

Attended No.20 EFTS, 8 December 1941 to 13 February 1942. Tiger Moth aircraft - 34.15 dual, 29.50 solo. Was 10.35 on instruments and logged 10.50 in Link. "Good student, tries hard. General flying good. Instrument flying is good. Slight tendency to over-control. Acrobatics good." Ground courses in Airmanship (112/200), Airframes (52/100), Engines (51/100), Signals (90/100), Theory of Flight (55/100), Air Navigation (112/200) and Armament, oral (131/200). Placed 75th in a class of 77. "Considerable natural flying ability but often does not exercise good airmanship."

Attended No.16 SFTS, 2 March to 19 June 1942. Anson aircraft - 51.15 day dual, 79.10 day solo, 5.55 night dual, 9.10 night solo. Was 25.20 on instruments; logged 25.05 in Link (68 percent in Link). "Slow progress due to lack of knowledge of English." Ground courses in Airmanship and Maintenance (146/200), Armament, written (58/100), Armament, practical (70.5/100), Navigation and Meteorology (119/200), Signals, written (35/50) and Signals, practical (80/100). Placed 33rd in a class of 35. "Below average but tries hard - experiences some difficulty with language."

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CASTELLAN, F/L Peter (J20719) - **Mention in Despatches** - No.409 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 in Toronto, 3 January 1918. Served in Toronto Irish Regiment (Militia), 1 August 1940 until he joined the air force. Enlisted in RCAF, Toronto, 13 January 1942. At No.1 Manning Depot, Toronto, 29 January to 28 February 1942; at Station Trenton, 1 March to 23 May 1942. To No.6 ITS, Toronto, 23 May 1942; graduated and promoted LAC, 17 July 1942; posted next day to No.1 AOS; graduated and commissioned 6 November 1942. To "Y" Depot, Halifax, 20 November 1942; to RAF overseas, 10 December 1942. Disembarked in United Kingdom, 18 December 1942; attached to various units in No.50 Group until 1 June 1943 when posted to No.62 OTU; to No.54 OTU, 13 July 1943; to No.409 Squadron, 12 October 1943, serving with that unit until 25 March 1945; attached to units ferrying aircraft between Britain and North Africa until repatriated 2 August 1945; released 21 September 1945. He reported that he had flown 75 sorties (220 operational hours) and that in addition he had flown 360 non-operational hours overseas. Flying time was divided between Beaufighters (230 hours) and Mosquitos (350 hours). He reported that he had participated in the destruction of one enemy aircraft and probable destruction of another. RCAF photo PL-41189 (ex UK-17943 dated 5 January 1945) shows him looking at a photo of his girl friend.

As of November 2012 he was living in Hawkstone, near Orillia, Ontario. The following was published in the **Packet and Times** under the byline of Kristen Smith:

Peter Castellan was vacationing with friends in northern Ontario when Canada declared war on Germany on Sept. 10, 1939.

“Three of us went down the next day,” said the 95-year-old Hawkestone resident.

At the time, he had a good job working for Cassidy’s Unlimited in Toronto, the biggest chinaware importer in North America, as an assistant department manager.

Castellan, who was 21 at the time, said joining the army was a natural thing for a young man to do at that time.

Eager to get overseas and frustrated with what appeared to be a non-active militia, Castellan volunteered for the Royal Canadian Air Force. He’d caught wind there were opportunities for tail-gunners.

Unfortunately, his depth perception wasn’t up to par. It was six months before he heard of a friend joining the air force and thought it time to give it another go.

He said the officer pulled his file and asked where he had been. Castellan reported for duty two weeks later. That was near the end of 1941.

Following months of intense training as a navigator, Castellan was allocated to the bomber squad.

“Close to 45% of the people on the bomber squad, they didn’t make it,” he said.

Stationed in Bournemouth, England, he recalls the charm a young, uniformed man had on the local ladies.

“We had a lot of fun,” Castellan said, adding the spirits were unmatched by those back home.

“I didn’t want to become an alcoholic,” he said, and that’s what he told the senior officers when asked why he volunteered as a navigator for the two-man crews aboard an intruder.

Castellan was trained in navigational radar and he teamed up with Toronto pilot Bob Fullerton, who was about five years his junior.

The pair were posted to the 409 Night Hawk squadron.

“We went through the whole war together,” said Castellán.

He and Fullerton spent about a year and a half flying de Havilland Mosquito fighters, which were made from plywood and powered by two Rolls Royce Merlin engines. Castellán noted some of the plane’s parts were made in Orillia.

“We did the job we were supposed to do; we had to shoot down enemy aircraft that were trying to bomb out our troops,” said Castellán.

Castellán said he wasn’t frightened — that’s not the right word — although he went on a number of “what we called dicey missions.” He and Fullerton had a couple of close calls. “I could think of many safer things to be doing,” he said.

Castellán was on leave in June of 1944 when he heard Winston Churchill say “Today, we have invaded the continent.”

“We were told to return to our squadron immediately,” Castellán recalled. He said they were directed to intercept German bombers.

While he recalls feeling sorry for the soldiers on the ground, Castellán said he was later told those on the ground felt the same as those in the sky.

After D-Day, the 409 Night Fighters were the first to operate out of France.

Castellán and Fullerton left the fighter command in about March of 1945 to join Ferry Command in bringing new Mosquitoes to Africa.

“I managed to come through it and here I am a veteran of the Second World War,” said Castellán.

After the Second World War, he spent some time in the bush logging.

“It gave me my health back,” said Castellán, who had trouble sleeping when he got home to Toronto.

He attributes his sleep troubles to flying the night skies.

The Night Hawks’ motto was: “Midnight is our noon.”

Castellán lives in Hawkestone with his wife, Peggy-Joanne. The couple, who have been married for 63 years, joined Packet & Times reporter Kristen Smith at the eighth annual Take a Vet to Dinner at the Mariposa Inn and Conference Centre Saturday.

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CATHREA, F/O Howard West (J89617) - **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 19 July 1918 in Swift Current, Saskatchewan; home in Meadow Lake, Saskatchewan (store clerk); enlisted Vancouver, 5 August 1942. To No.3 Manning Deppt, 30 November 1942. To No.4 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.5 BGS until 16 April 1943; graduated 11 July 1943 when posted to No.1 ANS; graduated 20 August 1943 when promoted Sergeant. To "Y" Depot, Halifax, 3 September 1943; to United Kingdom, 12 September 1943; commissioned 16 September 1944. Repatriated 8 June 1945; released 26 September 1945. Award sent by registered mail 27 April 1950. Died in Drayton Valley, Alberta, 30 August 2000 as per **Legion Magazine** of March 2001. Photo PL-42150 (ex UK-18986 dated 22 February 1945) has the following caption: "With their starboard outer engine gone and one member of their crew wounded, P/O H.W. Cathrea, air bomber, Meadow Lake, Saskatchewan, left, and F/O M.S. Laidlaw, navigator, Saskatoon, went on to bomb their German target. They are shown here testing oxygen equipment before setting out on another trip." 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 34 sorties (183 hours), 25 August 1944 to 18 April 1945.

25 August 1944 - Russelsheim (8.30)
23 October 1944 - Essen (4.25)
28 October 1944 - Cologne (4.00)
30 October 1944 - Cologne (5.00)
9 November 1944 - Wanne Eickel (3.50)
16 November 1944 - Julich (3.20)
18 November 1944 - Wanne Eickel (4.25)
21 November 1944 - Castrop Rauxel (4.15)
27 November 1944 - Neuss (4.10)
29 November 1944 - Duisburg (4.00)
2 December 1944 - Hagen (5.40)
5 January 1945 - Royan (5.10)
7 January 1945 - Munich (7.00)
14 January 1945 - Merseburg (6.30)
16 January 1945 - Zeitz (6.40)
3 February 1945 - Bottrop (4.35)
14 February 1945 - Chemnitz (7.05)
23 February 1945 - Essen (3.45)
27 February 1945 - Mainz (4.35)
1 March 1945 - Mannheim (5.00)

5 March 1945 - Chemnitz (7.20)
7 March 1945 - Dessau (8.00)
8 March 1945 - Hamburg (5.50)
11 March 1945 - Essen (4.10)
12 March 1945 - Dortmund (4.20)
15 March 1945 - Misburg (6.35)
19 March 1945 - Witten (5.10)
22 March 1945 - Hildesheim (4.40)
4 April 1945 - Leuna (6.35)
8 April 1945 - Hamburg (4.50)
9 April 1945 - Kiel (5.05)
14 April 1945 - Potsdam (7.40)
17 April 1945 - Schwandorf (6.45)
18 April 1945 - Heligoland

Pilot Officer Cathrea is an experienced and capable Air Bomber, having participated in attacks on such heavily defended areas as Kiel, Chemnitz, Merseburg and Berlin. His keenness, fine spirit and courage have made him stand out as a very fine example to this squadron. Pilot Officer Cathrea, as a member of a very successful crew, has almost completed one tour of operations.

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CATTINY, WO (now P/O) George (R154038/J19902) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 7 May 1916 in Damascus, Syria; educated in Lachine, 1924-1936; home in Lachine, Quebec (shoe salesman and clerk); enlisted Montreal 2 February 1942 when posted to No.2 Manning Depot; to No.3 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 when posted to No.1 BGS; graduated 25 September 1942 and posted next day to No.9 AOS; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, Halifax, 20 November 1942; to RAF overseas, 10 December 1942. Disembarked in Britain, 18 December 1942. To No.10 (Observer) AFU, 2 March 1943. To No.30 OTU, 15 April 1943. Promoted Flight Sergeant, 6 May 1943. To No.1656 Conversion Unit, 15 July 1943. To No.12 Squadron, 5 September 1943. To No.625 Squadron, 13 October 1943. Promoted WO2, 6 November 1943. Commissioned 26 January 1944. To No.1667 Conversion Unit, 6 April 1944. Promoted Flying Officer, 26 July 1944. Repatriated 1 May 1945; to No.2 Release Centre, 15 May 1945; released 15 June 1945 in Lachine. Died in Montreal, 22 March 1968. Award presented 25 February 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 2/9149 has recommendation for a Distinguished Flying Medal (he was still a Flight Sergeant) dated 9 February 1944 when he had completed 22 sorties (152 hours), 5 July 1943 to 15 February 1944 as follows:

5 July 1943 - Paris
22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
1 October 1943 - Hagen
2 October 1943 - Munich
7 October 1943 - Stuttgart
8 October 1943 - Hanover
20 October 1943 - Leipzig
22 October 1943 - Kassel
10 November 1943 - Modene
18 November 1943 - Berlin
16 December 1943 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin

Flight Sergeant Cattiny, a Canadian, has completed 22 sorties and 152 hours operational flying. As Bomb Aimer he has delivered bombs accurately and repeatedly upon the most heavily defended German targets, including Berlin (seven times), Mannheim, Stuttgart and Stettin.

An extremely able crew member with a high sense of duty and a most aggressive spirit, the Non-Commissioned Officer by his constant good work has done much to keep up the high morale of his crew. His calmness and cheerfulness under fire are praiseworthy.

He has had a most eventful operational career, having had at least one severe crash and his aircraft hit by flak on several occasions. Nevertheless, his spirit has remained undaunted, and he is as keen at present to continue operating as anyone.

The cool and steady manner in which this Non-Commissioned Officer conducts himself in the air and on the ground does him the highest credit. He inspires confidence in all around him and is a most valuable asset to an operational unit. I strongly recommend him for the award of the Distinguished Flying Medal.

Notes: Repatriation form dated 2 February 1945 stated he had flown 186 operational hours and

156 hours 50 minutes non-operational (27 sorties, the last on 1 March 1943). Types on which he had flown were Anson (24.55), Botha (4.00), Wellington (85.40), Lancaster (245.55), Halifax (13.05) and Blenheim (9.15).

Application for Operational Wing dated 19 February 1945 stated he had flown 26 sorties (186 operational hours), September 1943 to February 1944.

Assessment at No.1667 Conversion Unit, 3 September 1944 - "A good average officer and instructor possessing a fair knowledge of general service rather outside his instructor sphere of work. Fit for promotion to the rank of Flying Officer."

Assessment at No.1667 Conversion Unit, 5 February 1945 - "A satisfactory officer and a cheerful, willing worker." All of his work was on ground; he had not flown at the unit.

Training: Interviewed 13 November 1941 by F/O J.R.O. Gibeault - "The Superintendent of the High School which applicant attended praises his pupil very highly. Possesses good ability undoubtedly. A person of good habits, trustworthy, intelligent. Speaks English and French fluently and Arabic fairly. Should do well as aircrew."

Course at No.3 ITS was 8 June to 31 July 1942. Courses in Mathematics (101/150), Armament (34/50), Signals (75/150), Navigation (119/150), Airmanship, Theory of Flight and Engines (83/100), Drill 95/100), Law and Discipline (80/100), Meteorology (35/50), Aircraft Recognition (51/100) and Anti-Gas (45/50). Placed 84th in a class of 90.

Course at No.1 BGS was 3 August to 25 September 1942. Gunnery flying on Battle (6.55) and Bolingbroke (5.30), all by night. Also three hours ten minutes on "turret manipulation". Bombing in Anson (25.15 day, 3.55 night. Scored 4.2 percent hits in Beam Test, 9.00 percent hits in Beam Relative Speed Test and 2.1 percent hits in Under Tail test. Considered "above average" in Gunnery. Dropped 40 bombs high level by day, 13 bombs high level by night, 22 bombs low level by day. Rated "fair" in bombing. Examined in Bombing, written (164/250), Bombing, oral (185/250), Proficiency as Air Bomber (292/400), Gunnery, written (53/100), Gunnery, oral (76/100), Proficiency as Air Gunner (151/200), Aircraft Recognition (39/50), and Signals (40/50). Placed 20th in a class of 36.

Course at No.9 AOS was 28 September to 6 November 1942. Anson aircraft (27.35 by day, 8.20 by night). Examined in Navigation air work (66/100), Photography air work (68/100), Bombing air work (65/100), Elements of Navigation (32/50), Signals, practical (75/75), Photography (26/50), Reconnaissance (43/50) and Aircraft Recognition (42/75). Placed 18th in a class of 24. "Good all around Air Bomber" and "Interesting airman. Will be an asset to operational crew."

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CATTLEY, F/L Robert Ellis Dieusaide (C7055) - **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 27 January 1903. Home in Fredericton, New Brunswick; enlisted in Halifax, 8 August 1941 as Link Trainer Officer. Promoted Flight Lieutenant, 1 July 1942. At Station Dartmouth initially; to Eastern Air Command Headquarters, 5 December 1943; to No.1 Instrument Flying School, 24 August 1943; to Eastern Air Command Headquarters, 18 November 1944; to Release Centre, 22 August 1945; retired 24 August 1945. Rejoined as an Administrative Officer in RCAF Reserve, 30 May 1950 in Fredericton; awarded Queen's Coronation Medal, 23 October 1953, while at University of New Brunswick (Squadron Leader); retired 1 October 1959. Died in Toronto, 1991.

This officer, in his capacity of Command Link Trainer Officer, has shown outstanding ability, ingenuity and initiative in improving the calibre of Link Trainer instruction and in developing new devices for use in Link sections. He has been responsible for bringing the Link sections in this Command to a very high level of efficiency.

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CAVANAUGH, P/O Lewis Marmaduke (J9066) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 23 February 1943 as per **London Gazette** dated 19 March 1943 and AFRO 757/43 dated 30 April 1943. Born in Medicine Hat, Alberta, 13 March 1916; home in Calgary; enlisted Edmonton 13 November 1940. To No.1A Manning Depot, 9 December 1940. To "H", 2 January 1941; to No.3 ITS, 4 April 1941; graduated and promoted LAC, 29 April 1941; posted that day to No.1 Manning Depot; to No.3 WS, 7 June 1941; to No.8 BGS, 25 October 1941; graduated and promoted Sergeant, 24 November 1941; subsequently commissioned with effect from that date; to "Y" Depot, 25 November 1941; to RAF overseas, 26 December 1941. Promoted Flying Officer, 1 October 1942. Repatriated 2 July 1943. To Western Air Command, 9 August 1943; to No.1 ITS, 11 November 1943; to No.2 ASF, 10 March 1944. Award presented 31 May 1944. Promoted Flight Lieutenant, 4 August 1944. To No.3 SFTS, 14 August 1944. To No.7 BGS, 1 April 1945; to "Y" Depot, 27 April 1945; to RAF overseas, 8 May 1945. Repatriated 9 July 1945. Released 20 August 1945. Died in Calgary, 12 April 1968.

As wireless operator this officer has participated in many sorties involving attacks on various and heavily defended targets in Germany and more recently against targets in Tunisia. On one occasion he was a member of an aircraft crew detailed to undertake a minelaying mission. During the operation, whilst leaving the target area, the aircraft was subjected to intense anti-aircraft fire and the captain was hit in the leg. Pilot Officer Cavanaugh immediately went to his aid, and by observing the enemy's fire from the ground defences, was able to direct his captain to take successful evading action. He then rendered first aid to his wounded comrade. Pilot Officer Cavanaugh's promptitude and coolness contributed materially to the safe return of the aircraft.

NOTE: Public Record Office Air 2/4951 has original recommendation drafted by his Commanding Officer on 29 January 1943 when he had flown 410 hours (226 in previous six months) and 30 sorties (176 operational hours).

Pilot Officer Cavanaugh is a Canadian who joined the squadron in July 1942, since when he has completed 30 operational sorties.

This officer has participated as Wireless Operator in raids against Essen, Hamburg Bremen and other heavily defended targets in Germany both by night a day and also against targets in Tunisia. He has at all times shown a calm courage under fire that has materially helped his captain and crew to complete their task successfully.

One night, Pilot Officer Cavanaugh was the wireless operator of an aircraft detailed for mine laying operations. When leaving the target area, the aircraft was engaged at a low height by intense fire from the ground defences, the captain of his aircraft receiving a hit in his leg while at the same time serious damage was caused to the hydraulic system of the aircraft. Pilot Officer Cavanaugh went to his captain's aid and his observation of fire from the ground enabled him to direct the captain in taking successful evasive action to avoid further damage. Once the opposition from the ground defences ceased this officer rendered first aid to his captain's wound, thus playing a large part in the successful return of the aircraft to base, after completing a sortie that had been trying in the extreme.

Returning from operations on his last sortie, this officer was forced to abandon his aircraft by parachute and landed in friendly territory.

I consider that this officer's determination, coolness and constant cheerfulness when conditions are adverse well merit recognition by the award of the Distinguished Flying Cross.

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CAWKER, S/L Charles Mitchell (C22925) - **Commended for Valuable Services** - No.1 CFS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Bowmanville, Ontario, 13 November 1918. Educated there, 1921-1934. Private pilot and professional musician before the war; instructing at Patterson and Hill, Weston where he flew 579 hours 45 minutes. Last job before war was Assistant Manager, Household Finance (1938 onwards). Home in Oshawa; enlisted in Toronto, 17 December 1940. To Central Flying School, 11 February 1941. Promoted Sergeant, 10 March 1941. Granted Leave Without Pay, apparently to instruct as a civilian at No.20 EFTS. Brought back on strength of RCAF as Warrant Officer, 10 March 1942; commissioned 1 December 1942. Promoted Flying Officer, 1

March 1943. Promoted Flight Lieutenant, 1 September 1943. To No.1 Central Flying School, 19 November 1944. Promoted Squadron Leader, 1 December 1944. To AFHQ, 11 February 1945. To No.4 Release Centre, 4 December 1945; retired 5 December 1945, settling in Belleville, Ontario. Stock broker immediately after the war. Died in Orillia, Ontario, 1 January 1987 as per Royal Canadian Legion "Last post" website and **Legion Magazine** of April 1987. No citation in AFRO or biographical file; DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation for an AFC dated 31 January 1945, at which time he had flown 2,560 hours 55 minutes, of which 2,373 hours 30 minutes were as instructor, 181 hours 30 minutes in past six months:

This officer is an exceptional pilot and instructor. Since being employed at Central Flying School he has spared no effort to further the cause of flying training and has performed his duties with a diligence and aggressiveness far above the normal requirements.

CAWKER, S/L Charles Mitchell (C22925) - **Air Force Cross** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. As of award had flown 2,752 hours, including 2,494 as instructor, 297 in past six months.

This officer has been active in flying training since March 1941, during which time has been employed at No.20 Elementary Flying Training School, on the training staff of No.1 Air Command, on the staff of Central Flying School, and is presently on the staff of the Directorate of Air Training at Royal Canadian Air Force Headquarters. During his tour at No.20 Elementary Flying Training School, this officer organized a very effective "Gen Club". This project was so successful that similar clubs were subsequently set up at all of the pilot training units across Canada. By his resourcefulness, devotion to duty and energetic efforts to improve the general knowledge and all round efficiency of flying training, he has been of great value to the service.

The recommendation had been raised 20 July 1945 by G/C G.P. Dunlop as follows:

Squadron Leader Cawker has been active in flying training since March 1941, a period of four years and four months. During this time has been employed at No.20 Elementary Flying Training School, on the training staff of No.1 Air Command, on the staff at Central Flying School, and is presently on the staff of the Directorate of Air Training at Air Force Headquarters. During his tour at No.20 Elementary Flying Training School, this officer organized a very effective "Gen Club". This project was so successful that similar clubs were subsequently set up at all of the pilot training units across Canada. Squadron Leader Cawker's resourcefulness and energetic efforts to improve the general knowledge and all round efficiency of pilots has been of great value to the Service. It is therefore recommended that Squadron Leader Cawker be awarded the Air Force Cross.

This was endorsed, 21 July 1945 by A/V/M Albert de Niverville and cleared the RCAF Honours in War Committee on 20 November 1945.

Assessments: Flying Instructor Course, 14 February to 7 March 1941. Flew 13.45 dual, 10/25 solo. "This student is very keen to learn, flying smooth and patter good. Will make good instructor.." (F/O J. Lougheed). Took no ground subjects. Examined on Finch I, 7 March 1941. Described as follows - Sequence (Very Good), Voice (Very Good), Manner (Pleasant), Ability to Impart Knowledge (Average), Ability as Pilot (Average), and generally, "With experience will be an above average instructor." (F/L M. Lipton). Graded Class II (Temporary).

Examined by F/O W.J. Wood, 4 July 1941 on a Finch aircraft. Described as follows - Sequence (Excellent), Voice (Clear), Manner (Interesting and Convincing), Ability to Impart Knowledge (Above Average), Ability as Pilot (High Average), and generally, "This candidate instructs in a most convincing and interesting manner and displays high average ability as a pilot/" Rated Class II (Permanent).

"In this officer are combined experience, ability and a keen sense of responsibility that makes him unusually well fitted for his work. His efficiency has at all times been of the highest order and his appointment of the rank of Acting Flight Lieutenant is definitely recommended." (F/L W.V. Whittaker, 16 June 1943). To this is added, "This officer is recommended for accelerated promotion to Acting Flight Lieutenant. He is filling an Establishment Vacancy for that rank on the strength of this unit. He has above average ability; is very keen and proficient in the discharge of all duties." (S/L C.H. Carscadden).

Tested in a Moth, 20 October 1943 by a S/L Pulsiver; he had flown 1,955 hours instructing at No.20 EFTS. Described as follows - Sequence (Complete), Voice (Clear), Manner (Confident), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average on type), and generally, "Above average instructor - although inclined to be over-confident." Rated "A-2 Elementary".

Tested 16 November 1944 on Crane and Anson. By then he had flown 141.00 single engine dual, 2,193.00 single engine solo, 18.00 twin engine dual, 52.00 twin engine solo. "This officer is a high quality, above average instructor in all respects on both twin and single engine aircraft. He is hard working, sincere and conscientious in his work. He has a thorough knowledge of briefing and sequence presentation. Voice and manner are highly instructive. Needs a little practice on full panel instruments. (S/L S.B. Estes). Also described as follows - Sequence (Exceptional), Voice (Clear), Manner (Pleasant), Ability to Impart Knowledge (Exceptional), Ability as Pilot (Smooth, Efficient, Capable), and generally, "A pilot whose flying skill, instructional ability and personality make him worthy of the highest category." (F/L G.A. Lee). Rated "A-1".

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CAWLEY, F/L Hugh Rose (C10839) - **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. Home in Saskatoon; enlisted there 3 April 1942 and posted to No.1 Manning Depot; commissioned on enlistment. To Aero Engineering School, 24 April 1942; to No.2 Training Command, 3 October 1942; promoted Flying Officer that date. To No.4 SFTS, 5 October 1942. To "Y" Depot, 27 March 1943; to RAF overseas, 31 May 1943. Promoted Flight Lieutenant, 18 January 1944. Repatriated 8 July 1945. To No.8 Repair Depot, 20 July 1945. To No.6 Release Centre, 17 September 1945; retired 24 September 1945. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an MBE dated 20 July 1944; supported as such to level of No.61 Base Headquarters but evidently downgraded at a higher level.

This Engineering Officer, the Officer Commanding, Repair and Inspection Squadron, No.1664 Conversion Unit, has been outstanding in his devotion to duty. He is a hard working and conscientious officer, who by his own efforts and personal example has increased the standard of serviceability and also developed a fine spirit of **esprit de corps** in the airmen under his command. He has worked very long hours and personally supervised airmen under training to encourage and improve their knowledge of their trade. He has contributed in a major degree to the continued efficiency obtained by the unit. For this reason he is strongly recommended for the above award.

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CAWSEY, F/O Edwin Hamlin (J85439) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 13 September 1916 in Regina; home in Moose Jaw (e-Regina Rifles); enlisted Regina 5 September 1941. Granted Leave Without Pay until 3 November 1941 when posted to No.3 Manning Depot. To Calgary, 21 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 3 July 1942; to No.5 EFTS, 15 August 1942; graduated 9 October 1942 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Commissioned 8 March 1944. Repatriated 23 March 1945; retired 26 May 1945. Died at Emerald Park, Saskatchewan, 16 September 2000. 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." Public Records Office Air 2/9039 has recommendation dated 20 October 1944 when he had flown 35 sorties (171 hours 20 minutes), 19 February to 14 September 1944. All sorties from 5 July 1944 were with Pathfinder Force.

19 February 1944 - Leipzig (7.35)
15 March 1944 - Stuttgart (7.35)
18 March 1944 - Frankfurt (5.30)

22 March 1944 - Frankfurt (5.55)
10 April 1944 - Laon (4.40)
22 April 1944 - Dusseldorf (4.15)
24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.10)
27 April 1944 - Friedrichshaven (8.00)
1 May 1944 - Chambly (3.45)
19 May 1944 - Le Mans (4.45)
21 May 1944 - Duisburg (4.20)
24 May 1944 - Aachen (4.20)
28 May 1944 - Angers (7.30)
31 May 1944 - Trappes (4.45)
2 June 1944 - Wissant (2.05)
5 June 1944 - Oistreham (3.15)
7 July 1944 - Coquereaux (3.15)
6 July 1944 - Caen (3.25)
7 July 1944 - Nucourt (3.30)
10 July 1944 - Vaires (3.30)
12 July 1944 - Cagny (3.00)
18 July 1944 - Noyelle en Chaussee (2.55)
22 July 1944 - L'isle d'Adam (3.15)
3 August 1944 - Paullac (7.50)
5 August 1944 - Blaye (7.50)
7 August 1944 - Caen (3.10)
9 August 1944 - Foret de Mormal (2.40)
12 August 1944 - Bordeaux (6.10)
16 August 1944 - Stettin (8.15)
29 August 1944 - Stettin (9.10)
6 September 1944 - Emden (3.55)
11 September 1944 - Kamen (3.40)
14 September 1944 - Kiel (5.30)

This officer has completed 35 operational sorties of which 18 have been made with Pathfinder Force in this squadron, one being as a marker. Flying Officer Cawsey has always shown a quiet determination to press home his attack against the enemy, no matter how difficult the circumstances. He has always displayed exceptional qualities of leadership and coolness and his complete disregard for personal safety has set a fine example to his crew.

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CEMBROWSKI, F/O Johan (J85843) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated

27 April 1945. Born 12 November 1923 in Marquette, Manitoba; home in Selkirk, Manitoba (flour worker); enlisted in Winnipeg, 6 March 1942. Granted Leave Without Pay until 1 April 1942 when posted to No.2 Manning Depot. Training delayed due to hospitalization for scarlet fever. To No.2 ITS, 15 August 1942; promoted LAC on 9 October 1942 but not posted to No.19 EFTS until 6 November 1942; to No.13 SFTS, 9 January 1943; graduated and promoted Sergeant on 30 April 1943). To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Disembarked in United Kingdom, 4 June 1943. Taken on strength of No.3 PRC, 5 June 1943. To No.20 (Pilots) AFU, 6 July 1943. To No.20 OTU, 12 October 1943. Promoted Flight Sergeant, 30 October 1943. To No.41 Base, 15 February 1944. Attached to No.4 Group Battle School, 15 February to 4 March 1944. Attached to No.1658 Conversion Unit, 14 March to 6 May 1944. Commissioned 10 April 1944. To No.10 Squadron, 6 May 1944. Promoted Flying Officer, 10 October 1944. Repatriated 27 November 1944. To No.2 Air Command, 12 January 1945. To No.1 CNS, 18 January 1945. To Release Centre, 15 September 1945. Released 11 October 1945. Award presented 11 June 1949. Died in Selkirk, Manitoba, 11 June 1984 as per **Legion Magazine** of September 1984.

Flying Officer Cembrowski has participated in numerous sorties against many of the enemy's most heavily defended targets. He has at all times displayed outstanding ability and courage and pressed home his attacks with determination. On two occasions in June 1944, whilst attacking targets in enemy occupied territory, his aircraft has been attacked by hostile fighters but his fine airmanship on both occasions frustrated the attackers and resulted in the destruction of one Focke Wulf 190.

Notes: Assessed 21 November 1944 on posting from squadron, at which time he was credited with 630 flying hours (165.15 on operations), 38 sorties, the last of which was 24 October 1944.

His form on repatriation (21 November 1944) confirmed 38 sorties (165 hours 15 minutes) 207 hours 55 minutes in training overseas, 20 hours on miscellaneous duty with squadron (total 393.25 overseas). At the AFU and BAT Flight he had flown Oxfords (75.05); at No.20 OTU, Wellingtons (90.20), Conversion to Halifaxes (42.30) and with No.10 Squadron, 165.15.

Application for operational wing (8 January 1945) stated his first sortie was 1 June 1944 and last was 24 October 1944.

Assessment dated 2 December 1944 described him as "A most pleasant type of officer and an exceedingly good captain who has completed a satisfactory tour of operations."

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CERAT, P/O Joseph Andre Yvon Wilfred (J85404) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 23 March 1923 in Montreal; home there; enlisted Montreal 26 August 1941 and posted to No.5A Manning Depot. To No.4 Manning Depot, 8

October 1941. To No.5 Manning Depot, 15 December 1941. To No.1 WS, 25 April 1942; to Trenton, 25 June 1942; to No.5 Manning Depot, 16 July 1942; to No.1 Manning Depot, 21 August 1942; to No.9 BGS, 24 October 1942; promoted LAC, 5 December 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 13 March 1944. Promoted Flying Officer, 13 September 1944. Repatriated 9 November 1944. To No.9 BGS, 13 December 1944. To "Y" Depot, 6 April 1945. To Britain, 13 April 1945. Repatriated again, 13 August 1945. Retired 2 October 1945. In F/L Keane's crew. Photo PL-31955 (ex UK-14209 dated 24 August 1944) shows P/O J.A. Cerat (Montreal, mid-upper gunner, tour just completed) at interrogation after raid on Kiel; P/O H.P. Aiton (Hartland, New Brunswick) at centre; P/O W.F. Costello (St.John's, Newfoundland) at right. Photo PL-34153 is a portrait. Award 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". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 24 July 1944 when he had flown 33 sorties (185 hours five minutes), 2 September 1943 to 18 July 1944 (described as 117 "points"). Notable sorties were 2 October 1943 (Baltic minelaying, seven hours 40 minutes, severe icing and electrical storms) and 9 June 1944 (Le Mans, six hours 15 minutes, moderate flak, attacked by Bf.110).

This officer has completed a tour consisting of thirty-three operations of which over one-third have been to heavily defended German targets. On numerous occasions this officer has flown as a spare gunner with new crews. He has always displayed the highest degree of courage and his dogged determination and outstanding devotion to duty are an example and inspiration to all crews on the squadron.

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CHABOT, F/L Stanislas Georges Emile (C88573) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 28 January 1915 in Montreal; home in St.Lambert, Quebec (clerk); enlisted Montreal, 7 July 1942. Granted Leave Without Pay until 27 July 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 4 September 1942. To No.3 ITS, 7 November 1942; graduated and promoted LAC, 23 January 1943. To No.11 EFTS, 6 February 1943; to No.8 SFTS, 1 May 1943; to Rockcliffe, 7 August 1943; graded as pilot and promoted Sergeant, 13 October 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 5 August 1944. Promoted Flying Officer, 5 February 1945. Repatriated 14 May 1945. Retired 11 July 1945. Award presented in Montreal, 25 November 1949.

This officer has been engaged on operational flying since October 1944. On one occasion he was detailed for an attack against Oberhausen. While flying over the North Sea trouble developed in the port and starboard inner engines of his aircraft. Undaunted he flew on and pressed home a determined attack. While

over the target a heavy barrage was encountered and his aircraft was severely damaged. The main oxygen line was ripped, most of the navigational equipment was rendered useless and the bomb doors so damaged that they could not be closed for the return journey. Despite these difficulties, Flight Lieutenant Chabot flew the crippled bomber safely back and accomplished a masterly landing. Flight Lieutenant Chabot has always displayed fortitude, efficiency and dogged determination in completing his missions, frequently in extreme navigational difficulties.

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CHADBURN, S/L Lloyd Vernon (J2976) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 2 September 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 21 August 1919 in Montreal; home in Aurora, Ontario. Enlisted in Toronto, 16 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 when posted to Border Cities Aero Club (Windsor); to No.2 SFTS, 4 August 1940. Wings and commissioned, 18 November 1940. To RAF overseas, 30 November 1940. Promoted Flight Lieutenant, 25 September 1941. Promoted Squadron Leader, 18 November 1943. Promoted Wing Commander, 5 February 1944. Killed in action (collided with another Spitfire), 13 June 1944. Photo PL-21657 is a portrait. Credited with the following victories: **20 November 1941**, one E-Boat destroyed off Dutch coast (No.19 Squadron); **19 August 1942**, one Ju.88 probably destroyed and one Ju.88 damaged (No.416 Squadron); **31 May 1943**, one FW.190 damaged; **13 June 1943**, one FW.190 damaged (No.402 Squadron) plus one FW.190 probably destroyed (credited to squadron as a whole); **27 June 1943**, one FW.190 probably destroyed (No.416 Squadron); **14 July 1943**, one Bf.109 probably destroyed; **18 July 1943**, one Bf.109 destroyed (shared with F/L J.A. Rae); **27 July 1943**, one Bf.109 probably destroyed (Digby Wing); **2 August 1943**, one Bf.109 destroyed (shared with two others, No.416 Squadron); **4 September 1943**, one FW.190 destroyed alone plus one Bf.109 destroyed in company with three others and one Bf.109 damaged (shared with one other); **22 September 1943**; two FW.190s damaged; **24 September 1943**, one FW.190 destroyed (shared with one other) plus one FW.190 probably destroyed (shared with two others, No.402 Squadron); **27 September 1943**, one Bf.109 destroyed plus one FW.190 probably destroyed plus one Bf.109 damaged (this last shared with another pilot); **3 October 1943**, one Bf.109 destroyed (Digby Wing); **3 November 1943**, two Bf.109s destroyed (Digby Wing). See H.A. Halliday, **The Tumbling Sky**, for a chapter on him. See photo PL-15840 (ex UK-3716 dated 20 April 1943) with S/L Lloyd Chadburn visiting No.416 Squadron; beyond Chadburn is G/C H.A. Fenton, DSO, DFC (station commander), S/L D.H. Boulton, and W/C J.E. Johnson. To Chadburn's left, back to camera, is F/L Phil Archer, DFC, wing gunnery officer; PL-15841 (ex UK-3717 dated 20 April 1943, dinner in the airmen's mess, S/L Phil Archer, S/L Lloyd Chadburn, G/C H.A. Fenton, DSO, DFC, and S/L F.H. Boulton.

This officer has led his squadron with great skill. During combined operations at Dieppe on 19th August the squadron destroyed three enemy aircraft, probably destroyed one, and damaged seven others without loss to themselves. This achievement reflects greatest credit on this officer's excellent leadership and he

has inspired confidence in those under his command. He has personally destroyed one enemy E-Boat, probably destroyed a Junkers 88 and damaged other enemy ships and aircraft.

CHADBURN, W/C Lloyd Vernon (J2976) - **Distinguished Service Order** - Station Digby - Award effective 21 August 1943 as per **London Gazette** dated 7 September 1943 and AFRO 2322/43 dated 12 November 1943.

Wing Commander Chadburn has led formations on very many sorties during which sixteen enemy aircraft have been destroyed, six of them by this officer. In addition three E-Boats have been successfully attacked. Wing Commander Chadburn has displayed exceptional leadership and great skill, while his fine fighting spirit have set a most inspiring example.

NOTE: Public Record Office Air 2/4995 has recommendation drafted by G/C E.A. McNab, Officer Commanding, Station Digby, 5 August 1943.

Since returning for his second tour of fighter operations this officer has completed 39 sweeps and since June 11th has led the 12 Group Wing as Wing Commander Flying on 30 offensive operations, three shipping strikes and six Jim Crows. Under his leadership the wing has destroyed 16 enemy aircraft, damaged eight others, damaged two "E" Boats and probably destroyed a third. He, personally, has destroyed six of these, damaged two, attacked an "E" Boat Category E and an armed trawler, Category C. His able leadership is demonstrated by the fact that during these operations not one pilot has been lost through enemy action, resulting in the complete confidence of all pilots. He is most aggressive in seeking out the enemy and on one occasion received a complimentary signal from the USA Air Officer Commanding-in-Chief, Bomber Command for effective cover and the saving of at least one Fortress. I strongly recommend him for the award of the Distinguished Service Order.

On 11 August 1943 A/V/M Sir Roderic Hill, Air Officer Commanding, No.12 Group, endorsed the recommendation as follows:

Wing Commander Chadburn has shown exceptional courage and power of leadership. I strongly endorse the Station Commander's remarks on this officer's handling of his Wing, and recommend him for the Distinguished Service Order.

On 20 August 1943 the award was approved by Air Marshal Sir Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Fighter Command.

CHADBURN, W/C Lloyd Vernon, DSO, DFC (J2976) - **Bar to Distinguished Service Order** - "Attached RAF" (Digby Wing) - Award effective 30 December 1943 as per **London Gazette** dated 14 January 1944 and AFRO 410/44 dated 25 February 1944.

This officer has displayed outstanding leadership, great tactical skill and courage. Since being awarded the Distinguished Service Order he has led his formation in a large number of sorties during which twenty-three enemy aircraft have been destroyed and many others damaged. Wing Commander Chadburn shot down six of this total himself. Much of the great success achieved during the period can be attributed to this officer's sterling qualities.

CHADBURN, W/C Lloyd Vernon, DSO, DFC (J2976) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947 The following citation is from **Gone is the Angel: The Biography of Another Unsung Canadian Hero: Wing Commander Lloyd Chadburn, DSO and Bar, DFC** by Robert Forbes (Oshawa, 151 Air Cadet Squadron, 1997). External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the same text which appears to be for both his French decorations:

Wing Commander Chadburn was one of the most remarkable among the pilots of the Canadian Air Force. He shot down fourteen enemy planes over France and Western Europe during his two and a half operational tours. He was killed in a collision with another aircraft while patrolling along the cliffs of Normandy and has been buried in Benouville.

CHADBURN, W/C Lloyd Vernon, DSO, DFC (J2976) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947 The following citation is from **Gone is the Angel: The Biography of Another Unsung Canadian Hero: Wing Commander Lloyd Chadburn, DSO and Bar, DFC** by Robert Forbes (Oshawa, 151 Air Cadet Squadron, 1997). It is not clear where this citation was found:

Wing Commander Chadburn was one of the most remarkable among the pilots of the Canadian Air Force. He shot down fourteen enemy planes over France and Western Europe during his two and a half operational tours. He was killed in a collision with another aircraft while patrolling along the cliffs of Normandy and has been buried in Benouville.

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CHADWICK, F/L Ronald Wilfred (J9665) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born 22 February 1923 in Winnipeg; enlisted there 15 March 1941; trained at No.4 ITS, Edmonton (graduated 19 August 1941), No.8 EFTS, Vancouver (graduated 8 October 1941) and No.3 SFTS, Calgary (3 January 1942; commissioned); to "Y" Depot, Halifax, 4 January 1942; to RAF Trainees Pool, 24 January 1942; posted to No.14 (Pilot) Advanced Flying Unit, 27 April 1942; to No.7 PRC, 22 June 1942; to No.1 (Coastal) Operational Training Unit, 18 August 1942; promoted Flying Officer, 1 October 1942; to No.86 Squadron, 15 October 1942; promoted Flight Lieutenant, 2 January 1944; to

No.111 Operational Training Unit, Nassau, 5 August 1944; to Canada, 7 June 1945; released 26 July 1945. Joined Trans-Canada Airlines. Retired from Air Canada in 1978 as a Senior Captain. Died in Kelowna, 19 January 2001. The award is evidently connected to the destruction of the German blockade runner, **Alsterufer**, 27 December 1943; see entry for F/L A.G. Brown.

RCAF Press Release No. 3542 dated December 30, 1943 read:

Flight Lieutenant William Young Martin of Toronto, Ontario, made one of the first attacks on the German blockage runner sunk in the approaches to the Bay of Biscay on December 27th by aircraft of Coastal Command.

Planes from two R.C.A.F. Sunderland squadrons were among the first to take off on the attacks after their flying boats, normally engaged in the war against U-Boats, had replaced their depth charges with bombs.

Flight Lieutenant Martin made two bombing runs over the enemy ship, through fairly heavy flak, before releasing his bombs. One four-pound shell from the enemy passed through a wing without exploding.

Flight Officer R.W. Chadwick, St. James, Manitoba, carried out two attacks after the enemy had been set on fire and abandoned by her crew.

When Chadwick arrived on the scene, the sky was filled with aircraft, he said later.

"In the evening, light Halifaxes, Liberators and other aircraft were sometimes silhouetted against the flames from the burning blockage runner, their fuselages alight with the reflection of the fire.

"Pilots seemed to be queuing up to bomb. I dropped two bombs on the ship. The German crew were at a safe distance in lifeboats by this time."

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CHAGNON, Corporal Joseph Marcel Leopold (R81947) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 6 February 1920. Home in Montreal; enlisted there 9 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot; to No.2 SFTS, 7 March 1941; to Technical Training School, 24 April 1941. Promoted AC1, date uncertain. To Embarkation Depot, 11 September 1941; to RAF overseas, 17 September 1941, arriving in UK 28 September 1941. Promoted LAC, 1 April 1942. Served in North Africa, 3 June to 26 October 1943. Repatriated 8 December 1944. To St. Hubert, 15 January 1945. To No.1 Air Command, 27 June 1945. Released 29 June 1945. Rejoined RCAF as Aero Engine Mechanic, 14 September 1948 to 3 July 1956. Recommended for MiD, 22 July 1944, when he was a Fitter IIE with No.9425 Servicing Echelon.

Recommendation noted his

...devotion to duty, dependability, leadership and the high calibre of his work. He consistently and willingly undertakes extra duties which carry far beyond normal working hours. Even under strain of long hours, this NCO remains efficient, cheerful and competent.

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CHALCRAFT, F/L William Robertson (J16556) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 19 March 1919 in Calgary; home there (clerk, ex-Royal Canadian Artillery); enlisted there 15 May 1941 and posted to No.2 Manning Depot. To No.1 ANS, 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 promoted Sergeant, 19 December 1941. To "E" (Trenton ?), 20 December 1941; to "H", 29 March 1942; to Mountain View, 23 April 1942. To "Y" Depot, 20 August 1942; to RAF overseas, 26 October 1942. Commissioned 6 January 1943. Promoted Flying Officer, 6 July 1943. Promoted Flight Lieutenant, 10 June 1944. Repatriated 13 June 1946. Retired 24 June 1946. Rejoined RCAF in Flying Control Branch, 14 October 1952 (217116). Died in Vancouver, 30 August 1980. Award presented by King George VI 29 June 1945. RCAF photo PL-32622 (ex UK-14337 dated 28 August 1944) is captioned as follows: "Flying Officer John Bernardi of Toronto, bombing interrogator with the Moose Squadron, gets the dope from Flying Officer Don Christian, bomb aimer from Victoria, on his return from hitting Nazi night fighter bases in the Lowlands. At the right is Flight Lieutenant Bill Chalcraft, pilot from Calgary, who was also on this RCAF Bomber Group sortie." RCAF photo PL-45849 (ex UK-24115 dated 8 August 1945) shows group of Calgary and district men on staff of Repatriation Depot, Torquay - F/L H.L. Stringer, F/L W.B. Gill, F/L W.R. Chalcraft, DFC, F/O A.A. Priest (Crossfield, Alberta), F/L G.L. Hodgkinson, F/L Theo Finn, F/L C.J. Kirk, and F/L M.P. Jordan. 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 D.C. Hagerman dated 17 January 1945 when he had flown 35 sorties (166 hours 10 minutes), 9 May to 25 September 1944.

Flight Lieutenant Chalcraft has taken part in 35 day and night attacks on the enemy. Many of these were in direct and indirect support of the Allied Ground Forces. He has invariably set an extremely high standard of crew captancy and has shown great determination to attack the enemy despite the stiffest opposition they could muster.

I consider the wholehearted devotion to duty and resolution shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

9 May 1944 - St. Valery (3.45, second pilot)
12 May 1944 - Louvain (4.25, second pilot)
22 May 1944 - Dortmund (5.05)
24 May 1944 - Aachen (5.25)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Mont Couple (3.35)
4 June 1944 - Calais (3.35)
5 June 1944 - Longues (3.30)
15 June 1944 - Boulogne (5.00, day)
16 June 1944 - Sterkrade (4.20)
21 June 1944 - St. Martin l'Hortier (5.10, day)
23 June 1944 - Bientques (5.20)
24 June 1944 - Bamieres (3.55)
27 June 1944 - Foret d'Eawy (4.05)
6 July 1944 - Siracourt (4.35, day)
12 July 1944 - Thiverny (4.20, day)
15 July 1944 - Bois des Jardins (4.30)
18 July 1944 - Caen (4.35, day)
20 July 1944 - L'Hey (4.00)
1 August 1944 - Acquet (4.30, day)
3 August 1944 - Bois de Casson (5.05)
4 August 1944 - Bois de Casson (4.55, day)
5 August 1944 - St. Leu d'Esserent (4.45, day)
8 August 1944 - Foret de Chantilly (5.25, day)
9 August 1944 - Acquet (4.10)
12 August 1944 - Brunswick (6.20)
14 August 1944 - Falaise (4.30)
15 August 1944 - Soesterburg (4.10, day)
18 August 1944 - Bremen (5.00)
6 September 1944 - Emden (3.45, day)
10 September 1944 - Le Havre (5.00)
12 September 1944 - Dortmund (4.45, day)
14 September 1944 - Wilhelmshaven (3.05, recalled)
15 September 1944 - Kiel (5.35)
date ? - Dombeg (5.00, day)
date ? - Calais (5.10)

The website "Lost Bombers" describes an incident in his career. Lancaster KB735, No.419 Squadron (VR-O), target Walcheren, 18 September 1944. This aircraft was delivered to No.419 Squadron on 20 May 1944. Known to have flown on operations against Caen (7/8 August 1944) and Stettin (16/17 August 1944), subsequently crashing on return from Walcheren at which time it had a total of 314 hours flying . Airborne 1534 hours from Middleton St.George to bomb gun emplacement near Domburg. Due to adverse weather conditions, the Mosquito target

marker aircraft were unable to identify the Aiming Point and the Master Bomber called off the attack. On return, the crew tried to land at East Moor airfield, but over-ran the runway and crashed at 2036. No injuries reported. Crew (mostly RCAF) were F/L W.R.Chalcraft (later awarded DFC), Sergeant J.R.Gunn (RAF), F/O J.E.Taylor (later awarded DFC), F/O C.D. Christian (later awarded DFC), P/O P.E.Bourassa (awarded DFC), Sergeant E.G.Legault and Flight Sergeant H.C.Annable (later awarded DFM).

In an earlier incident (27 April 1944) he was pilot of Halifax JD106 at No.1666 Heavy Conversion Unit, Wombledon when struck by Halifax JB859 while awaiting clearance to take off on a Bullseye exercise. His rear gunner, Sergeant Ward Thomas Falan, was killed.

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CHALMERS, S/L Alexander George (C3560) - **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. Home in Winnipeg; enlisted there 11 December 1940 in Accounts Branch. Promoted Flying Officer, 3 February 1941. To Sea Island, 1 June 1942. Promoted Flight Lieutenant, 1 September 1942. Promoted Squadron Leader, 1 September 1943. To Patricia Bay, 1 December 1943. Certificate and emblem sent to Station Patricia Bay, 29 June 1945. To AFHQ, 9 November 1945. Remained in postwar RCAF, retaining rank of Squadron Leader, until 27 November 1956. Died in Victoria, 17 March 1987.

Squadron Leader Chalmers has shown outstanding ability as senior accountant officer, Royal Canadian Air Force Station, Patricia Bay. In the face of acute shortage in staff he has cheerfully accepted new commitments, re-organizing his section in such a manner as to produce the utmost efficiency from an already overworked staff and at the same time maintained their confidence and co-operation. His own keenness and ability have set a high standard which his staff have followed willingly.

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CHALMERS, WO2 (now P/O) Roy Leon (Can 4191/C23676) - **Member, Order of the British Empire** - No.7 BGS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Biggar, Saskatchewan, 24 January 1915. Educated at Regina (1920-1923), Indian Head (1924-1930) and Yorkton, Saskatchewan (1931). Store clerk, photo finisher and elevator operator before the war. Member of Auxiliary Air Force, 8 August 1938 to 21 July 1939 (No.120 Squadron). Enlisted for Permanent Force in Regina, 22 July 1939 in Armourer trade and posted that date to Station Vancouver and No.6 (Torpedo Bomber) Squadron. Promoted AC1, 23 January 1940. To Trenton, 18 March 1940. Promoted LAC, 1 June 1940. To No.4 Repair Depot, 28 June 1940. To Trenton, 6 July 1940. Promoted Corporal, 16 September 1940. To Vancouver Air Station, 24 September 1940. To No.10 SFTS, 22 February 1941 (armament instructor). To No.7 BGS, 16 June 1941 (armament instructor), serving there to 22 February 1943. Promoted Sergeant, 1 October 1941. Promoted

Flight Sergeant, 1 April 1942. Promoted WO2, 1 January 1943. Commissioned 26 February 1943 with immediate promotion to Flying Officer. To No.1 Officer Training School, 3 March 1943. To AFHQ, 1 May 1943. To No.4 ITS, Edmonton, 30 December 1943. To No.24 EFTS, Abbotsford, 25 March 1944. To No.8 BGS, Lethbridge, 15 August 1944. To No.15 SFTS, Claresholm, 14 October 1944. Qualified for pilot badge. To "Y" Depot, Moncton, 6 April 1945 and thence to RCAF overseas. Posted to No.62 Base, 9 May 1945 and employed at Bomb Dump Clearance duties; to No.10 School of Technical Training, Kirkham, 24 May 1945 for Special Modern Turret course; repatriated 18 June 1945 and posted to Greenwood. To Torbay, 18 September 1945. To Western Air Command, Vancouver, 18 December 1945. Award presented 24 November 1946. To No.1 Air Command Headquarters, 12 December 1946. In postwar RCA, retaining rank of Flying Officer. To Trade Advancement Board, Trenton, 2 May 1947. Promoted Flight Lieutenant, 1 January 1949. To Suffield, 14 January 1949. Attended summer camps at Abbotsford and Gimli. Posted to Air Defence Command, St. Hubert, 9 June 1951. Survived crash of Expeditor HB118 which killed four others at St. Bruno, Quebec, 23 November 1951 (serious burns to almost 50 percent of his body, ankles broken and distorted). To Sea Island, 19 June 1952. Promoted Squadron Leader, 1 July 1954. Released 26 August 1955, settling at Crescent Beach, British Columbia. Died in Vancouver, 27 April 1977 as per British Columbia Vital Statistics.

This Warrant Officer, employed in the Ground Instruction School of this unit, has, in the execution of his duties, displayed skill and determination which are highly commendable. His keenness and diligence have been an inspiration to all and it is largely through his leadership and capabilities as an organizer that the training procedure has been raised to its present high state of efficiency. Through his abilities as Instructor, Warrant Officer Chalmers has been invaluable to this unit.

Recommendation raised 10 February 1943 by W/C H.E. Stewart, No.7 BGS who originally suggested a BEM. It was supported at No.2 Training Command Headquarters on 23 February 1943 and endorsed at AFHQ by Air Marshal L.S. Breadner on 6 March 1943.

Sample Evaluations and Comments: "Flying Officer Chalmers has made an outstanding contribution in organizing the Trade Advancement Board and, being a very aggressive individual continually seeks ways and means of improving the organization and the methods of trade examining. He is at times forceful and aggressive to the point of aggravation for which reason he does not command the fullest respect of the members of the Board." (F/L F.E. Songhurst, Station Trenton, 23 June 1948).

Following the crash of 23 November 1951, he spent many months recovering. On 23 October 1952, an officer (R.D.H. Ellis, rank not stated, Chief Armament Officer) wrote a long memo, of which the following are extracts:

In mid-September this year I visited him in Shaunessy Military Hospital in Vancouver, from where he was expecting to be discharged about 30 September. At the time of my visit he was still maintaining the cheerful attitude that has

been so evident throughout his period of convalescence. His determination to overcome all his physical disabilities and become independent of any assistance is truly inspiring.

During my visit he had two small personal triumphs which were important milestones to him. One was to wear uniform for the first time and the other was to walk, on crutches, into the mess unaided.

He has kept in touch with the armament activity of Sea Island, and in fact while still in hospital, was responsible for preparing a layout of the new Sea Island Station armoury and a plan for a new explosives storage area. He accompanied me by car and crutches on an inspection of the present explosives storage area.

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CHAMBERS, F/O Edward Sanford (J37817) - **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 14 March 1923 in Edmonton; family moved in 1924 to Vancouver. where Edward attended Vancouver Technical High School and became a stock clerk with the British Columbia Electric Company; enlisted Vancouver 16 September 1942. To No.3 Manning Depot, 21 September 1942. To Recruiting Centre again, 1 November 1942; to No.3 Repair Depot, 15 January 1943; to No.10 Repair Depot, 22 January 1943; to No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 but not posted until 1 May 1943 when he went to No.6 EFTS; ceased training and posted to No.3 Manning Depot, 2 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, Bournemouth, 15 November 1943. Promoted Flying Officer, 24 April 1944. Repatriated 28 February 1945. Retired 15 April 1945. Wartime service had apparently left him a "mental wreck" (obituary). He wrote an unpublished memoir, often complained of being unable to concentrate, and was frustrated by his inability to understand the psychological impact of his bombing operations. Of this he wrote, "The wear and tear cannot be estimated because it is clouded in a mystery when man's science and art cannot penetrate." Returned to British Columbia Electric after the war and served in militia (Irish Fusiliers of Canada). After retirement he obtained a BA in English from the University of British Columbia. Died in New Westminster, 30 October 2002. 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". Public Records Office Air 2/9070 has recommendation dated 8 February 1945 when he had flown 30 sorties (176 hours), 25 September 1944 to 28 January 1945. However, an obituary (**Globe and Mail**, date uncertain) stated that his first mission had been on 23 September 1944 (Dusseldorf) on which occasion his aircraft had been attacked by a fighter which was successfully evaded. He had just dropped the bombs from 19,000 feet. Of this event he wrote, "As I was about to switch on my mike to ask the pilot to close the bomb-bay doors, the rear gunner suddenly cried out, 'Corkscrew starboard.' The pilot, Paul Saunders [F/O P.D. Saunders, which see] dove the plane to the right. I was left floating in mid-air for a

few seconds, and the crashed down on the pads behind the bomb sight.” Various sources confirm that the date was 23 September (not 25th as shown on list), Neuss being adjacent to Dusseldorf.

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25 September 1944 - Neuss (but see note about date)
26 September 1944 - Calais
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
15 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Fort Frederick Hendrik
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
11 November 1944 - Dortmund
16 November 1944 - Düren
18 November 1944 - Wanne Eickel
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
6 December 1944 - Merseburg
12 December 1944 - Essen
15 December 1944 - Ludwigshafen
21 December 1944 - GARDENING
24 December 1944 - Cologne
25 December 1944 - Scholven Buer
26 December 1944 - München Gladbach
2 January 1945 - Nuremberg
5 January 1945 - Hanover
6 January 1945 - GARDENING
28 January 1945 - Stuttgart-Zuffenhausen

This Canadian air bomber has now completed a tour of 30 sorties since joining the squadron. He has taken part in attacks on a wide variety of targets both in Germany and in enemy occupied territory.

Throughout these sorties he has displayed a magnificent offensive spirit and has proved himself in every way a worthy member of a gallant crew. He has allowed nothing to deter him from his purpose and no matter whether subjected to heavy anti-aircraft gun fire or harassed by enemy fighters, he has never failed to bomb his target with consistent accuracy.

For his courage under fire, resolute determination and fine record of achievement he is recommended for the award of the Distinguished Flying Cross.

Note: The following is the text of the story by Tom Hawthorn (Vancouver) which appeared in the **Globe and Mail** of 19 December 2002:

HERO FLIER HAUNTED BY WAR MEMORY

Bomb Aimer never failed to hit his target, was awarded Distinguished Flying Cross

Ted Chambers, who has died, aged 79, was a bomb aimer whose patient tenacity won him the Distinguished Flying Cross. However, he was long haunted by his wartime experiences.

A flight officer assigned to No.166 Squadron of the Royal Air Force Bomber Command, it was said that Mr. Chambers never failed to bomb a target during 30 operations over Germany and occupied Europe. His accuracy on night time bombing raids was as good as many others in daytime.

“Throughout these sorties he has displayed a magnificent offensive spirit and has proved himself in every way a worthy member of a gallant crew, “ stated the recommendation for the medal. “He has allowed nothing to deter him from his purpose and no matter whether subjected to heavy anti-aircraft gun fire or harassed by enemy fighters, he has never failed to bomb his target with consistent accuracy.”

He bombed factories, refineries, steelworks, docklands, railway yards - and undoubtedly civilian homes. “I was as fearful and many others, but I went on raids and bombed cities”, he wrote in an unpublished memoir. “I was afraid of having to bail out, of being wounded or killed, but I stifled my fear and reported for the

briefing in my flying suit and helmet.”

The devotion to duty came at a heavy price. Mr. Chambers returned home “a mental wreck and only 21 years old,” according to a brother, Leonard Chambers.

After the war Mr. Chambers spent six weeks in a Vancouver hospital for what he described as “mental strain”. Throughout his working life he complained of an inability to concentrate, which today is recognized as a symptom of post-traumatic stress syndrome.

Mr. Chambers was frustrated by his inability to understand the psychological impact of his bombing operations. “The wear and tear cannot be estimated”, he wrote, “because it is clouded in a mystery that man’s science and art cannot penetrate.”

Edward Sandford Chambers was born in Edmonton in 1923. His father, a hospital orderly, moved the family to the working-class neighborhood of Cedar Cottage in Vancouver the following year. Mr Chambers joined the staff of the B.C. Electric Company as a stock clerk after graduating from Vancouver Technical High School. He won prizes for his marksmanship as a teenager but longed to become a pilot. He enlisted in Vancouver on September 16, 1942.

Mr. Chambers flew 30 missions from late September 1944 to January 1945. He spent a total of 176 hours in combat flight. His first operation was a bombing attack on Neuss, Germany, a dock and railway centre on the Rhine near Dusseldorf. On September 23, 1944, Mr. Chambers had just let his bombs go from 19,000 feet when his Lancaster was attacked by a German fighter.

“I was about to switch on my mike to ask the pilot to close the bomb doors, the rear gunner suddenly cried out , “Corkscrew starboard.”

“The pilot, Paul Saunders, dove the plane to the right,” Mr. Chambers recounted in his memoir. “I was left floating in mid-air for a few seconds, and then crashed down on the pads behind the bomb sight.” The manoeuvre worked, causing the fighter to miss, and the plane landed safely at base in Kirmington, Lancashire. Mr. Saunders, a flight officer, was awarded a Distinguished Flying Cross in April 1945, a month before Mr. Chambers.

Mr. Chambers took part in the heaviest bombing raid of the war. In the early hours of October 15, 1944 he was aboard a Lancaster that was one of 1,572 Allied sorties

flown as part of Operation Hurricane. The industrial city of Duisburg in the Ruhr, known for its coal mines and coke works, suffered heavy casualties as waves of bombers dropped 10,050 tons of bombs over a 24-hour period. He also took part in a Christmas Day bombing raid on an oil refinery at Scholven-Buer.

One of his strongest memories was a mid-air collision of two Allied planes that killed 14 crew members. "We were all angels of destruction, flying blindly to a plan of death, as much a menace to each other as to our foes." he wrote.

After the war Mr. Chambers returned to B.C. Electric (later named .C. Hydro), where he spent 37 years as a meter reader and bill collector. He also served as a captain in the Irish Fusiliers of Canada. After retirement he earned a bachelor of arts degree with a major in English at the University of British Columbia. Mr. Chambers spent the last four years of his life at the George Derby Centre in Burnaby, British Columbia and died of prostate cancer on October 30. He leaves brothers Leonard of Burnaby, John of Squamish, British Columbia and a sister, Helen Berge of Powell River, British Columbia. He never married.

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CHAMNEY, P/O (now F/O) Donald Harold (R98773, later J37332) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Watrous, Saskatchewan, 6 September 1918. Educated there (1926-1932) and Unity High School (1932-1936). Store manager and clerk in Saskatoon for six years. Served in 19th Alberta Dragoons, 15 July 1940 to enlistment in RCAF. Enlisted in Saskatoon, 23 April 1941. To No.2 Manning Depot, 9 June 1941. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.2 EFTS. Ceased training and posted elsewhere, 15 October 1941; to No.7 AOS, 21 November 1941; graduated 28 March 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 28 May 1942 when posted to No.1 ANS; graduated 3 July 1942. To "Y" Depot, 4 July 1942; to Eastern Air Command, 12 August 1942 and thence to No.11 (BR) Squadron, same date. Promoted Flight Sergeant, 25 November 1942; to Station Sydney, 16 May 1943. Promoted WO2, 23 May 1943. Commissioned 4 September 1943. To No.113 Squadron again, 19 June 1944. To Station Torbay, 11 August 1944. Promoted Flight Lieutenant, 1 February 1945. To Station Gaspe, 15 April 1945. To No.1 Personnel Transit Unit 14 May 1945 for conducting duties. Released 7 November 1945. Store manager in Provost, Alberta, 1946-1947; salesman for Mutual Life of Canada, 1947 to 1951. Rejoined RCAF, 29 June 1951 (41361); granted leave without pay until 1 August 1951 when he was to report to ANS Summerside for refresher navigation course. He almost immediately withdrew application; date of retirement uncertain. Died in Provost, Alberta, June 1993.

This navigator, throughout his operational duties in the North Atlantic, has at all

times set an example of efficiency and devotion to duty.

As per paragraph 3c of Command Instruction No.60, recommended 20 September 1943 for Air Force Medal as follows:

This Warrant Officer has completed 400 Operational flying hours from August 1942 to August 1943. During this time he has proven to be an exceptionally skilled navigator under any and all conditions. On September 4th, 1942 he was observer on a crew which sighted and "Probably Sunk" an enemy submarine. During this action he carried out his duties as navigator and photographer in a most commendable manner.

This was part of a submission for three immediate operational awards, the others being for J23790 F/O C.H. Haverstock (Air Force Cross) and J29649 P/O J. Haeber (Air Force Cross), neither of whom received any awards. On 26 October 1943 Air Commodore A.L. Morfee (EAC Headquarters) wrote to Commanding Officer, Station Sydney, saying in part, "It is the opinion of this Headquarters that there is not sufficient grounds for immediate awards to the marginally named personnel. This opinion is based on further investigation of this attack and the fact that the operational hours do not measure up to the requirements."

Notes: As of 22 February 1944 reported to have flown 433 hours 55 minutes on Hudsons and 262 hours 15 minutes on Venturas.

Application for Operational Wing dated 20 March 1944 listed the following sorties (Hudsons, 7 September 1942 to 25 May 1943, Venturas thereafter. This list does not include the flight of 4 September 1942 when he was involved in an attack on a U-boat:

7 September 1942 (6.00)
15 September 1942 (6.00)
15 September 1942 (6.00)
21 September 1942 (6.35)
24 September 1942 (4.30)
25 September 1942 (6.10)
26 September 1942 (6.40)
30 September 1942 (6.30)
2 October 1942 (5.35)
4 October 1942 (6.20)
7 October 1942 (6.10)
8 October 1942 (6.15)
12 October 1942 (3.05)

12 October 1942 (3.05)
13 October 1942 (6.15)
14 October 1942 (5.55)
16 October 1942 (6.05)
18 October 1942 (6.15)
21 October 1942 (6.55, sighted sub)
28 October 1942 (5.30)
29 October 1942 (6.40)
30 October 1942 (6.40)
2 November 1942 (6.00)
21 November 1942 (3.30)
22 November 1942 (4.00)
22 November 1942 (4.35)
23 November 1942 (4.35)
24 November 1942 (5.10)
26 November 1942 (5.25)
28 November 1942 (3.30)
29 November 1942 (3.15)
1 December 1942 (3.30)
5 December 1942 (3.05)
6 December 1942 (6.20)
7 December 1942 (4.00)
8 December 1942 (5.00)
9 December 1942 (4.00)
9 December 1942 (3.45)
10 December 1942 (4.10)
13 December 1942 (6.05)
2 January 1943 (4.05)
3 January 1943 (5.20)
7 January 1943 (1.45)
7 January 1943 (4.25)
8 January 1943 (6.15)
13 January 1943 (6.25)
15 January 1943 (2.50)
16 January 1943 (6.10)
27 January 1943 (3.55)
28 January 1943 (4.40)
30 January 1943 (3.05)
2 February 1943 (3.20)
3 February 1943 (6.00)

10 February 1943 (4.45)
13 February 1943 (3.50)
14 February 1943 (4.25)
15 February 1943 (5.10)
18 February 1943 (3.05)
19 February 1943 (6.15)
22 February 1943 (5.55)
24 February 1943 (4.05))
25 February 1943 (5.15)
26 February 1943 (6.10)
1 March 1943 (3.50)
2 March 1943 (6.10)
4 March 1943 (4.55)
8 March 1943 (3.45)
9 March 1943 (3.50)
10 March 1943 (5.00)
11 March 1943 (5.10)
13 March 1943 (5.10)
14 March 1943 (6.10)
15 March 1943 (4.00)
15 March 1943 (35 minutes)
18 March 1943 (6.00)
19 March 1943 (4.40)
21 March 1943 (5.15)
22 March 1943 (1.00)
22 March 1943 (6.20)
25 March 1943 (6.05)
26 March 1943 (4.00)
28 March 1943 (4.40)
29 March 1943 (3.40)
30 March 1943 (3.30)
6 April 1943 (4.15)
7 April 1943 (6.35)
8 April 1943 (6.05)
12 April 1943 (5.40)
25 May 1943 (4.30)
5 June 1943 (4.30)
7 June 1943 (6.25)
9 June 1943 (3.20)
11 June 1943 (4.35)

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12 June 1943 (4.20)
15 June 1943 (4.45)
19 June 1943 (2.25)
20 June 1943 (2.05)
22 June 1943 (6.35)
12 July 1943 (2.30)
13 July 1943 (1.25)
14 July 1943 (3.40)
19 July 1943 (1.35)
19 July 1943 (5.35)
20 July 1943 (5.30)
25 July 1943 (2.10)
8 November 1943 (5.15)
9 November 1943 (1.40)
15 November 1943 (5.00)

Training: Interviewed 28 January 1941 in Edmonton. "Keen young man. Educational standard not high but has good bearing and dress. Clean type and should make a good pilot."

Attended No.2 ITS, 8 August to 9 September 1941. Courses in Mathematics (78/100), Armament (79/100), Signals (98/100), Visual Link (65/100), Drill (80/100), Law and Discipline (53/60), Hygiene and Sanitation (31/40). Placed 67th in a class of 140. "A serious, dependable type of airman who applies himself well and has a good sense of responsibility. should make good as a pilot."

Attended No.2 EFTS, flew Tiger Moth (11.40 dual, 35 minutes solo). "He soloed satisfactorily but after this his flying deteriorated until he was not considered safe to solo. He was then given a progress check during which he was washed out. His ground work was below average and his conduct has been satisfactory. He is recommended as an Aor Observer and posted to Composite School, Trenton, Ontario, effective 15 October 1941."

Attended No.7 AOS, 22 December 1941 to 29 March 1942. Anson aircraft - 34.05 as first navigator by day, 30.51 as second navigator by day, 5.50 as first navigator by night, 6.20 as second navigator by night, 9.05 on bombing. Dropped 30 bombs. Rated 325/500 as Navigator and 66/100 as Bomb Aimer. Ground courses DR Plotting (105/150), D/R and D/F, WT, written (129/200). Compasses and Instruments (104/150), Signals (75/100), Bombing (73/100), Maps and Charts (71/100), Meteorology (63/100), Photography (88/100) and Reconnaissance (69/100). Placed 18th in a class of 21.. "Average practical navigator. Needs pushing and has not developed systematic habits. Knowledge of theory average.". Under "Armament" described as "Average in both theory and practical. Improving with practice."

Attended No.3 BGS, 11 April to 23 May 1942. Battle aircraft - 17.10 day bombing, 7.20 night bombing, 6.45 day gunnery. Dropped 55 bombs high level and 18 low level. Fired 400 rounds in Beam Test (two percent hits), 800 rounds in Beam Relative Speed Test (three percent hits), and 150 rounds in Under Tail Test (three percent hits). Rated average in bombing, below average in gunnery. Rated under following headings - Bombing, written (120/150), Bombing, practical (183/300), Proficiency as Bomb Aimer (109/150), Gunnery, written (54/100), Gunnery, practical (138/200) and Proficiency as Air Gunner (62/100). "Has improved considerably in knowledge and attitude with further instruction."

Attended No.1 ANS, 25 May to 3 July 1942. Anson aircraft - 11.05 as first navigator by day, 10.35 as second navigator by day, 8.55 as first navigator by night, 5.45 as second navigator by night. Rated 167/250 in Proficiency as Navigator. Courses in Astro Navigation Plotting (92/150) and Astro Navigation written (75/100). Placed 20th on a class of 25. Rated in Ground Work "Inaccuracy due largely to sloppiness is his weak point. Has shown some improvement." Rated in Air Work, "Was particularly poor at first but has improved meteorically."

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CHAMNEY, Sergeant Gordon Eifert (R105785) - **Mention in Despatches** - No.422 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Watrous, Saskatchewan, 7 February 1920. Home in Provost, Alberta. Served in 19th Alberta Dragoons (Militia), June 1940 to June 1941. Enlisted in RCAF in Edmonton, 3 June 1941. At No.2 Manning Depot, Brandon, 23 June to 1 September 1941; at No.12 SFTS, Brandon, 2-14 September 1941 when posted to No.2 WS, Calgary; posted on 29 February 1942 to No.8 BGS (graduated 30 March 1942 and promoted Sergeant). To "Y" Depot, Halifax, 1 April 1943; arrived in Britain 12 May 1942; to No.4 Signals School, Madley, 5 June 1942 (Proctor and Dominie aircraft, seven hours 55 minutes); to No.3 RDFS, 4 July 1942 (Botha aircraft, five hours 15 minutes); to No.4 (C) OTU, 18 August 1942 (Catalinas, 32 hours 45 minutes); to No.422 Squadron, 26 November 1942 (Sunderlands, 743 hours 15 minutes). Commissioned 15 May 1944. To No.4 (C) OTU, 30 June 1944 (Sunderlands, eight hours 35 minutes) ; to No.131 OTU, 26 September 1944. Embarked for Canada, 14 January 1945, arriving via Rockcliffe on 15 January 1945. To No.2 Air Command, Winnipeg, 26 January 1945; to No.7 Release Centre, Calgary, 25 March 1945; released 3 April 1945. Died in Provost, Alberta, 30 January 2005. Photo PL-26738 shows parcels of food from Canada being received by personnel of No.422 Squadron, all Wireless Operator/Air Gunners - WO1 D.S. Smith (Calgary), WO1 G.E. Chamney (Provost, Alberta) and WO1 J.D. Stafford (Calgary).

On 2 January 1945 he signed a form stating he had been engaged in 830 hours ten minutes flying overseas of which 571 hours 30 minutes had been on operations (43 sorties).

No.422 Squadron Progress Reports (cited on DHist award card) states this award was for a gallant effort to rescue from drowning the fellow member of the Sunderland crew following a crash on 19 December 1942. The aircraft (Sunderland W6029) was engaged in transit flight, delivering aircraft to No.210. On arrival at Firth of Lorne, Oban it landed in rough seas and broke in two on meeting third wave which witnesses testified was greater than average. Bow of aircraft forward of mainplane sank. Main plane floats and after portion of hull turned completely over and floated upside down for about three hours. Rescue launches were on the scene immediately. An inquiry concluded that casualties must have been killed or stunned by wreck or cold water as all personnel supported injured or unconscious comrades with life jackets, ropes, or their own swimming powers. Search for survivors or bodies continued all night. Fatalities were F/O James Kemp Potter (RCAF), Warrant Officer Harold Frank Burt-Gerrans (RCAF), LAC William A. Allan (RCAF). Injured were F/L John Thomas Reed (RCAF), P/O Harold A. Goggin (RCAF), Sergeant Herman B. Currie (RCAF), Sergeant G.E. Chamney (RCAF). Thirteen others aboard were non-RCAF.

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CHAMPION, LAC Cecil Frederick (R94955) - **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 2 March 1919 in Tamsford Saskatchewan. Home in Perdue, Saskatchewan (farmer and welder); enlisted Regina 16 April 1941 as Airframe Mechanic. Trained at No.1 Technical Training School, St. Thomas, Ontario, 7 June to 30 October 1941; to "Y" Depot, Halifax, 31 October 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 23 November 1941. To No.404 Squadron, 4 December 1941. To Station Tain, 10 April 1943. However, he continued to follow No.404 Squadron on its moves until 5 December 1944 when he was set to the Raptariation Depot at Warrington. Repatriated from overseas, 14 December 1944; to No.6 Release Centre, Regina, 25 January 1945; released 1 February 1945. No citation in AFRO. Shown in RCAF photo PL-28089 (ex UK-8978 dated 18 March 1944) of a single figure sitting in snow is captioned as follows: "LAC C.F. Champion of Pasqua, Saskatchewan, an air frame mechanic with the RCAF Buffalo squadron of Coastal Command. LAC Champion recently put out a fire in a burning Beaufighter single-handedly, thus saving the aircraft and probably saving several others parked near it."

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CHAMPION, Sergeant Lionel James (R197676) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born 26 February 1924 in Vancouver; home there; enlisted there 26 October 1942 and posted to No.3 Manning Depot. To No.8 BGS, 8 January 1943. To No.9 Pre-Aircrew Education Establishment, 4 April 1943. To Halifax, 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. Commissioned 12 August 1944. Repatriated 22 January 1945. Promoted Flying Officer, 22 February 1945. Retired 11 April 1945. Re-engaged as Aero Engine Mechanic (Leading Aircraftman), 12 June 1946; discharged 8 November 1946. Award sent by registered mail 24 February 1950. Photo PL-35133 is a wartime portrait. Photo PL-40441 (ex UK-17412 dated 11 December 1944 is captioned as follows: "This trio of Canadians have completed a tour of operations with an RAF Lancaster squadron and hope soon to be back in Canada. From left to right they are F/O A.B. Jones, rear gunner, Chatham, Ontario, P/O V.N. Matheson, rear gunner, Charlottetown, P.E.I., and P/O L. 'Champ' Champion, DFM, also a rear gunner, Vancouver."

Sergeant Champion was rear gunner in an aircraft taking part in an attack on a target near Paris in daylight in August 1944. After the bombing run the aircraft was attacked by an enemy aircraft. In the fight the bomber sustained extensive damage. Although his turret was put out of action and he was unable to use his guns, Sergeant Champion displayed great coolness and resolution. In the face of repeated attacks he skilfully directed his pilot's combat manoeuvres until the attacker broke off the engagement. This airman displayed outstanding devotion to duty and his sterling work played a good part in the safe return of the aircraft.

Public Record Office Air 2/9160 has recommendation drafted 8 August 1944 when he had flown 20 sorties (106 hours 30 minutes).

Sergeant Champion was rear gunner in an aircraft taking part in an attack on a target near Paris on 6th August 1944 in daylight. Just after the bombing run the aircraft was attacked by an ME.109F, and although engaged, set one engine of the bomber on fire, seriously wounded the mid-upper gunner, and put both mid-upper and rear turrets out of action. When the bomber was proceeding on three engines, and with extensive other damage, the enemy fighter made repeated and continuous attacks from all directions over a period of some 35 or 40 minutes, during which the bomber could return fire only from the front turret.

Throughout this time, although the situation under these circumstances must have seemed hopeless to him, Sergeant Champion remained in his damaged turret and directed his pilot with such good effect that the enemy, having failed to vitally damage the aircraft, broke off the engagement. It was largely due to this outstanding example of devotion to duty and disregard of personal safety that the aircraft was enabled to return safely to this country.

Sergeant Champion is strongly recommended for the immediate award of the

Distinguished Flying Medal.

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CHAMPION, FS William Harold Russel (R193070) - **Distinguished Flying Medal** - No.44 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 25 July 1924; home in London, Ontario; enlisted there 23 September 1942 and posted to No.1 Manning Depot. To No.5 SFTS, 23 November 1942. To No.9 Pre-Aircrew Education Unit, 21 February 1943. To Trenton, 20 March 1943. Promoted LAC and posted to No.3 BGS, 1 May 1943; graduated 11 June 1943 when promoted Sergeant. To "Y" Depot, 20 June 1943; to RAF overseas, 22 June 1943. Further trained at No.81 OTU, Waterbeach. Commissioned 13 December 1944. Promoted Flying Officer, 13 June 1945. Repatriated with No.431 Squadron, 23 June 1945. Assigned to Tiger Force training before VJ Day. Retired 7 September 1945. Award presented 15 April 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 2/9632 has recommendation dated 15 May 1944 when he had flown 27 sorties (181 hours five minutes); not all successful. No sortie sheet at hand (either not in file or not sent from PRO).

Sergeant Champion has now completed an operational tour of 26 successful sorties, most of which were against heavily defended German targets. He has in fact been to Berlin no less than seven times and Frankfurt three times.

A most efficient gunner, his confidence, enthusiasm and energy sustained throughout a trying tour have been an inspiration and example to crew comrades and also to his fellow gunners.

Public Record Office Air 50/186 has at least two Combat Reports for actions in which he was involved. The first was 4 December 1943 (Lancaster ED384, "V"), target Leipzig. Captain was P/O Chatterton, Champion was mid-upper gunner and tail gunner was a Sergeant Pratt. No claim made. Narrative as follows:

Whilst flying at 14,000 feet, course 276 (Magnetic), time 0610 hours, IAS 190 mph, position being 50 10" North 02 05" East, the mid-upper sighted an Me.109 on the starboard beam down, range 200 yards. The Lancaster corkscrewed to starboard, mid-upper opening fire with a two-second burst, no strikes being observed on enemy aircraft, who broke away to port quarter without returning fire. Enemy aircraft was not seen again. Enemy aircraft did not carry lights and no other unusual phenomena was seen during or after combat. Weather: Moon, first quarter, northern lights none, 10/10 cloud below, visibility was very good.

Fired 80 rounds.

The second report was for 18/19 March 1944 (Lancaster ED578 ? - the serial is indistinct - letter "Y"), target Frankfurt. Captain was P/O Chatterton, Champion was mid-upper gunner and tail gunner was a Sergeant Shaw. Damaged claim made. Narrative as follows:

Whilst flying at 21,000 feet, course 190 Magnetic, time 2212 ½, IAS 165 mph, position 50 08" North 08 41" East, the mid-upper gunner sighted single-engined unidentified enemy aircraft on the course, port quarter down, range approximately 1,000 yards, flying towards own aircraft. The Lancaster commenced to corkscrew to port and the enemy aircraft was lost to sight from the mid-upper gunner. The rear gunner then sighted the enemy aircraft still on the port quarter, climbing towards own aircraft, range now approximately 800 yards. The rear gunner opened fire with a three second burst, no strikes being observed. The enemy aircraft did not return fire and broke away at approximately 600 yards to the starboard quarter down and was lost to sight. Visibility was good with small amounts of cloud below, no moon, numerous searchlights were in the vicinity but the Lancaster was not coned; no fighter flares or unusual phenomena was observed during the engagement. The enemy aircraft did not carry lights, type and disposition of armament not known. No damage or casualties were suffered by Lancaster or crew due to this combat. Total rounds fired from mid-upper turret was 240, no stoppages. Monica III gave no indication that could define this aircraft from other contacts sighted on the screen.

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CHANCE, F/O David Godwin (J86499) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 31 August 1923 in Ottawa (obituary notice); home there (farmer); attended Ottawa Normal Model School and Lisgar Collegiate. Enlisted in Ottawa 24 April 1942. Granted Leave Without Pay, 31 May 1942. To No.14 SFTS (guard duty), 24 July 1942. To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.9 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.1 SFTS until 6 March 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 12 May 1944. Repatriated 7 February 1945. Retired 10 April 1945. Award presented 9 December 1947. Postwar he attended Queen's University (BA, 1949). Married Nancy Complin, 1950 and had three children (Christopher, Jennifer, Judith). Served as Secretary to the International Joint Commission (retired 1988). Died in Ottawa, 30 April 2008. 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 19 December 1944 when he had flown 29 sorties (158 hours 15 minutes), 4 July to 5 December 1944.

This officer has successfully completed nearly thirty sorties, many of which have been against the most heavily defended German targets including Dortmund, Duisburg, Essen, Dusseldorf and Bochum. In addition he has carried out a number of mine laying missions which demanded the highest skill and concentration. At all times Flying Officer Chance by his fine qualities of leadership, courage and devotion to duty has shown that he is capable of dealing successfully with any combination of circumstances. He is a gallant captain of a very capable crew and his leadership has demonstrated time and again that this rare quality has been in no small degree responsible for the success of the sorties.

The sortie list was as follows:

4 July 1944 - Villeneuve St. Georges (6.00)
9 July 1944 - Ardouval (3.45)
24 July 1944 - L'Hey (3.25)
30 July 1944 - Villers Bocage (3.45)
1 August 1944 - L'Hey (4.00)
14 August 1944 - Tassily (4.35)
15 August 1944 - Melsbrouck (4.10)
16 August 1944 - Kiel (5.10)
18 August 1944 - Connatre (5.05)
25 August 1944 - Brest (5.25)
27 August 1944 - Calais (4.00)
28 August 1944 - Bois de St. Remis (3.40)
12 September 1944 - Dortmund (6.20)
13 September 1944 - Gardening, Kiel Bay (6.25)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (5.35)
14 October 1944 - Duisburg (6.40)
15 October 1944 - Kattegat (6.15)
23 October 1944 - Essen (6.15)
1 November 1944 - Oberhausen (6.40)
2 November 1944 - Dusseldorf (5.00)
4 November 1944 - Bochum (4.50)
6 November 1944 - Gelsenkirchen (5.35)

16 November 1944 - Julich (5.10)
25 November 1944 - Kattegat (6.30)
27 November 1944 - Fredrichstadt (8.00)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (6.10)
5 December 1944 - Soest (6.20)

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CHANDLER, Sergeant Alfred James (R60718) - **Air Force Medal** - No.5 Squadron (Canada) - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 15 January 1921 in Southley, Saskatchewan. Educated in Alberta; home in Ribstone, Alberta where he was a farm labourer; enlisted Edmonton, 3 June 1940. To Rockcliffe, 24 June 1940. Graduated as Air Gunner from Station Rockcliffe, 3 August 1940 when promoted Leading Aircraftman. To No.5 (BR) Squadron, 15 August 1940. Promoted Sergeant, 3 September 1940. Promoted Flight Sergeant, 1 December 1941. Remustered to Navigator and posted to No.3 ITS, 9 May 1942. To No.8 AOS, 29 August 1942. Award presented 3 December 1942. Graduated as navigator and commissioned, 23 December 1942 (J26447). To Western Air Command, 1 January 1943. To No.149 Squadron, 5 January 1943. Missing, 26 October 1943 (No.149 Squadron, Ventura 2193). The wreckage was not found until 15 August 1948 near Cape Chacon, southeast end of Prince of Wales Island.

The outstanding air gunner of No.5 (BR) Squadron, Sergeant Chandler has completed 446 hours of flying, 363 of which were during 104 actual war flights. For the manner in which he has displayed never-failing courage and devotion, he is strongly recommended for the award of the Air Force Medal.

NOTE: Recommended 23 December 1941 by F/L J.H. Crossley of No.5 (BR) Squadron who wrote no citation but merely noted that Chandler had flown 363 hours 30 minutes on 104 "war flights" and that his total time as an Air Gunner was 446 hours 55 minutes. Also on 23 December 1941, the Commanding Officer of Station Dartmouth (W/C B.D. Hobbs) wrote:

From Squadron records and reports from his Officer Commanding, I consider this Non-Commissioned Officer worthy of recognition.

On 24 December 1941, the Air Officer Commanding, Eastern Air Command, wrote:

Outstanding Air Gunner of No.5 (BR) Squadron in devotion to duty on Coastal Operations - strongly recommended.

On 11 March 1942 Air Marshal Breader (Chief of the Air Staff) wrote:

This Non-Commissioned Officer has completed 446 hours of flying, 363 of which were during 104 actual war flights. He has displayed never-failing courage and devotion to duty and I strongly recommend him for the award of the Air Force Medal.

When commissioned he proved to be an excellent navigator. On 20 October 1943, W/C R.R. Dennis (Commanding Officer, No.149 Squadron) wrote of him:

A very conscientious, hard working officer fully deserving further promotion when establishments available.

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CHANT, G/C Sperrin Noah Fulton (C8668) - **Officer, Order of the British Empire** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 October 1896 at St.Thomas, Ontario as per RCAF Press Release reporting award. Educated there, University of Toronto (BA, MA), University of London and University of Chicago. Veteran of the Canadian Expeditionary Force, 1916-1918. From 1923 to enlistment he was professor in psychology, University of Toronto and was described as "an internationally known psychologist." Enlisted in Toronto, 10 November 1941 in Administrative Branch with rank of Wing Commander. With No,1 Training Command as of 8 January 1942 with attachment to RCAF Overseas Headquarters, 22 February to 24 April 1943. To AFHQ, 6 August 1943 (Directorate of Personnel Selection and Research). Promoted Group Captain, 1 January 1944. Seconded to Department of Pensions and National Health, 2 October 1944. Transferred to Reserve early in 1945 "to take up important duties in the Department of Veterans Affairs". Retired 9 May 1945. Joined staff of University of British Columbia. UBC Archives summary states, "He played a major role in the preparation of the Macdonald Report, a creative endeavour which changed forever the face of higher education in this province. In 1960, Dean Chant completed the onerous task of chairing the Royal Commission on Education. Although not without controversy, the Report was exhaustive, critical and constructive. It became a blueprint for public education and defined an organizational structure which has endured to this day. His retirement as Dean in 1964 simply brought new challenges and further responsibilities. Dean Chant played a leading role in the development of post-secondary education in British Columbia by chairing the Academic Board. It was largely a consequence of his diplomatic and planning skills that articulation within the system developed rationally and efficiently." Retired as Dean of Psychology, 1964. Died in Vancouver, 10 May 1987 as per British Columbia Vital Statistics. Award presented 29 June 1947.

Prior to being commissioned in the Royal Canadian Air Force, Group Captain

Chant was active in an advisory capacity and greatly assisted the service in developing methods of aircrew selection. During his service he has been responsible for developing psychological, aptitude and related technical tests to govern the selection and re-selection of aircrew and groundcrew personnel. His contribution to the war effort has been of the utmost value by increasing efficiency, in effecting large economies of time and money and in salvaging potential wastage of aircrew. Both the United States Army and the Royal Air Force have adopted many of these tests and practices. He has also developed the recent method of personnel assessment, upon the results of which the merit promotion system is based. In addition, he has developed the procedure for personnel counselling which will be used as a basis for assisting personnel to select the civilian occupation for which they are best suited upon demobilization. Throughout his career Group Captain Chant has displayed a particularly high degree of initiative and outstanding knowledge and interest in his work and has unstintingly assisted other staff officers with the benefit of his wide experience and knowledge.

There are several submissions for an OBE, starting with one initiated 24 February 1944 by A/V/M J.A. Sully. The final recommendation raised in AFHQ was as follows:

Prior to being commissioned in the Royal Canadian Air Force, Group Captain Chant, working in conjunction with the National Research Council, was active in an advisory capacity and greatly assisted the RCAF in developing methods of aircrew selection. During his service with the RCAF he has been responsible and instrumental in developing psychological, aptitude and related technical tests to govern the selection and re-selection of aircrew and groundcrew personnel. His contribution to the war effort in this respect has been of the utmost value to the RCAF by increasing efficiency, in effecting large economies of time and money and in salvaging potential wastage of aircrew. He has developed these processes so successfully that both the United States Army and the Royal Air Force have adopted many of our tests and practices. Concurrent with the above, he has also developed the present method of personnel assessment, upon the results of which the merit promotion system is based. In addition, he has developed and implemented a procedure for personnel counselling. These plans, which will be used as a basis for assisting personnel to select the civilian occupation or trade for which they are best suited, upon demobilization, are considered to be one of the most important developments by the RCAF. Throughout his career, Group Captain Chant has displayed a particularly high degree of initiative, an outstanding knowledge and interest in his work and unstintingly assisted other staff officers with the benefit of his wide experience and knowledge.

Note: The RCAF acted very quickly to get him into the force. On 29 October 1941, Air Commodore R.W. Ryan (DMS Air) wrote to Air Member for Personnel as follows:

1. Professor E.A. Bott, Head of the Psychology Department at the University of Toronto, who has been conducting scientific research on the selection of personnel, has recently been appointed to an important position with the RAF.
2. Professor S.N.F. Chant of the University of Toronto has been continuing the research started by Dr. Bott and has been acting in an advisory capacity and assisting DAFM in perfecting methods of aircrew selection. At the present time, he is conducting a two weeks course at the University of Toronto for twenty specially selected recruiting officers who, following this course, are to be posted to Recruiting Centres to supervise the administering of educational and mental alertness tests to be given to aircrew prior to enlistment.
3. As the importance of the work that professor Chant is doing is increasing daily it is recommended that he should be appointed to a commission in the RCAF. In order that he may devote his full time to this work and the continuation of the work started by Professor Bott, it is suggested that he should be posted to this Directorate on appointment on the understanding that he would be available for consultation by other Directorate and Divisions.
4. As you are aware, the Army has recently formed a Directorate of Personnel Selection and at the present time, they are combing the country for Psychologists and, unless we act quickly, all suitable personnel will be taken by them.
5. If Professor Chant was commissioned and attached to my Directorate, he could relieve Wing Commander Tice of a great deal of work that he is presently doing upon aircrew selection through the National Research Council. He would also be available to DAFM to complete the inauguration of aircrew selection tests and could act in an advisory capacity to AMT on training problems.
6. It is understood that the RAF is sending a Psychologist to Washington to study the latest developments in aircrew selection and training in the United States and it would seem most important that Professor Chant, if appointed to the RCAF, should maintain a close liaison with that officer and with Professor Bott, in order that the latest developments in either England or the United States may be available to us here.

His attachment to RCAF Overseas Headquarters in early 1943 gains further significance in light of some communications between that HQ and AFHQ in Ottawa. He appears to have gone over with S/L J.F. Coate. On 4 March 1943, Air Marshal Harold Edwards cabled Air Marshal Breadner (Ottawa) as follows:

I have interviewed Wing Commander S.N.F. Chant C8668 and Squadron Leader J.F. Coate C7103 and consider them excellent officers in every respect and highly suitable for employment overseas. I would be grateful if you would give consideration to their posting overseas since officers of their calibre are urgently needed here.

AFHQ was reluctant to part with Chant and Coate, and asked London just what work was envisaged for them. On 17 April 1943, Edwards cabled Breadner:

Further to my 0-115 dated March 4 soon as Chant has reported on his tour in this country I do hope you will post him overseas to take on duties of Re-Selection at Warrington as twenty-five percent of the personnel passing through this Depot could be re-selected without having to be returned to Canada.

On 12 May 1943, Edwards again communicated with Breadner:

We are trying to salvage as many personnel at Warrington as we can and put them back to productive work through Bournemouth. We need diversified opinion and what we want from Canada is an officer who is thoroughly capable of investigation and careful assessment.

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CHANT, F/L William Starr Kenneth (C7145) - **Mention in Despatches** - No.126 Wing (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 in Toronto, 19 March 1907. Home in Toronto (book keeper and accountant); enlisted and commissioned there 29 August 1941 (Equipment Branch). At No.1 Technical Training School, St. Thomas, 13 September to 3 November 1941; with No.116 (BR) Squadron, Dartmouth, 4-29 November 1941; at No.6 SFTS, Hagersille, 30 November 1941 to 30 November 1942 (promoted Flying Officer, 3 November 1941 and Flight Lieutenant, 15 July 1942). To "Y" Depot, Halifax, 1 December 1942. To RAF Pool Overseas, 29 December 1942. Arrived in Britain 14 January 1943. To Station Fairwood Common, 1 February 1943; to No.39 (RCAF) Wing, 3 June 1943; to No.127 Airfield, 9 July 1943; to No.126 Airfield, 9 July 1943. Proceeded to Normandy, 18 June 1944. Left Europe, 20 July 1945 and assigned to No.25 ACHU, 27 July 1945. Promoted Squadron Leader, 1 October 1945. To Station Topcliffe, 1

December 1945. Taken on strength of RCAF Overseas Headquarters from Topcliffe, 31 December 1945; repatriated to Canada, 4 January 1946. Released in Toronto, 7 February 1946 Certificate sent 20 August 1948. RCAF photo PL-32280 (ex UK-14903 dated 20 September 1944) shows F/O Gustav Bedard (Quebec City) and F/L Kent Chant (Toronto) on a half-track, Brussels. PL-32283 (ex UK-14906 dated 20 September 1944) is of F/L Kent Chant and Sergeant Frank Thompson (both of Toronto) drive past monument to Leopold I in Brussels. Photo PL-45249 (ex UK-22889 dated 28 July 1945) is captioned as follows: "F/L Ken Chant of Toronto is Senior Equipment Officer and last remaining 'original' of 126 RCAF Spitfire Wing. Joining the wing when it was formed in the summer of 1943 in England, he was the fourth officer to arrive at the new unit which was to become the highest scoring fighter wing in 2nd TAF. Ken saw the rest of the war out with 126, crossing to Normandy, then following the trail blazed by the armies far into northern Germany. Now 126 has become the RCAF Occupation Wing."

Although no specific recommendation can be found, the following assessment indicate why he was honoured:

Posted to this unit immediately on his arrival from Canada and consequently was inexperienced as regards English equipment and procedure. However, he showed interest and in time his knowledge and confidence was greatly improved. **(F/L P. Bishop, Fairwood Common, 29 May 1943)**

Has the ability to get results, despite red tape or physical obstacles. **(W/C K.L.B. Hodson, No.126 Wing, 18 August 1944)**

An outstandingly able officer in his present job. **(G/C G.R. McGregor, No.126 Wing, 29 October 1944)**

RCAF Press Release dated 16 July 1945 by F/L R.G. Anglin read as follows:

"Originals" have become almost as scarce as Boer War veterans on RCAF units on the continent, so many charter members have already been repatted home, and so complete has been the recent shuffle of personnel as wings prepared to disband.

The RCAF's 126 Spitfire Wing could still claim one genuine "old boy" till this week, when F/L Ken Chant of Toronto (348 Spadina Road), senior equipment officer, was posted to the Advance Canadian Holding Unit for TAF repats in England.

Ken Chant came overseas in June 1943, after serving at Dartmouth. His first job in the U.K. was at a RAF station in South Wales, then, he held a liaison post with the 1st Canadian Army, under the Army Cooperation Command. Here, he found himself working with RCAF squadrons for the first time, and when the Co-op Command was abolished as 2nd TAF was formed, he was posted to the newly created 126 RCAF Wing.

“There were only three other officers on deck when I arrived at Redhill,” Ken recalls “and I made the fourth man to arrive on the wing”. The other three have long since been posted elsewhere, and F/L Chant has seen many others come and go while he kept the squadrons supplied with all the vital equipment needed, through D-Day and all along the long trek north into Holland, and finally Germany.

He was commissioned just a year and eight months ago, but it’s Squadron Leader Jim Galbraith now, as the former 126 Fighter Wing adjutant becomes “squadron leader admin” with the Canadian Reconnaissance Wing in Germany.

Swift promotion is something admin officers with squadrons in the field seldom can do more than dream of, but S/L Galbraith had a backlog of experience before he ever reached commissioned rank, dating back to when he joined the permanent force as a clerk admin in July 1939. He served first at Trenton, Ontario, which is his home town, later at 12 EFTS, Goderich, Ontario, and 1 Manning Depot, Toronto, before coming overseas in August 1942.

Posted to the RCAF Personnel Reception centre as a Warrant Officer, he was commissioned as a Flying Officer a year later and shortly after that was posted to 126 Wing at Biggin Hill, famous English fighter base, in February 1944.

The 126 Wing adjutant “drove” a jeep across the channel when the invasion came, mounted on the top deck of an LCT. “We waited off shore from 6 o’clock the evening of the 16th to 1 a.m. June 17, and then the skipper ran the LCT right up on the beach to give us a perfectly dry landing that made all our waterproofing unnecessary,” Galbraith recalls.

Everything went smoothly but for one bad moment. “Our jeep was the last vehicle off. All those on the main deck rolled off first, then, those up top were lowered on the lift. Just as it came our turn the lift jammed. It looked as if we would be shipped back to England – but the crew got the lift fixed and off we

went," he said.

"I wouldn't have missed a minute of it," is Galbraith's reaction, now that the war's all over, and he's still sold on the RCAF life. A volunteer for either the Pacific or the occupation, he's afraid he's lost out on getting to the eastern war, but is quite happy at the prospect of remaining in Europe a while longer.

A postwar Caterpillar ticket goes on the claim sheet of F/L Edward Gardner of Windsor (1509 Windermere Avenue), Ontario, Spit pilot with the RCAF Grizzly Bear squadron (411), part of the occupation wing in Germany. Gardner did ops with two squadrons before VE day, shot down a Hun, and managed to dodge all trouble except for one or two flak holes in his kite after strafing do's. The other day, leading a section on a practise flight over Hamburg, his Merlin engine began to get the shakes at 16,000 feet. The motor finally cut out and began to throw white smoke.

"I had plenty of altitude and thought at first I could make it back to the field at Utersen, but I could feel the heat building up in the cockpit and decided I'd better get out," reported Gardner.

Some people say parachute jumping is fun, but you won't find Gardner on the list. His foot grazed the tail of the kite as he bailed out; then on landing he tried to swing out of a tree that waited with open arms but got caught in the branches and pitched head first through the tree to the ground – missing a spike fence by inches. Despite the rough-and-thumble ending, however, he was unhurt, and hitch-hiked back to the airfield half an hour later.

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CHAPMAN, Cecil George William, W/C (C.1009, Royal Canadian Air Force) - No.162 (Bomber Reconnaissance) Squadron, Royal Canadian Air Force - **Distinguished Service Order** - awarded as per **London Gazette** dated 11 July 1944 and AFRO 2052/44 dated 22 September 1944. Born 17 August 1918 in Hillsborough, Nova Scotia. Home in Fredericton, New Brunswick. Educated at University of New Brunswick. Enlisted in Fredericton, 5 June 1939 as Provisional Pilot Officer. Trained at Calgary Flying Club; awarded wings 30 October 1939. As of late 1941 he was with No.5 (B) Squadron; promoted Flight Lieutenant as of 15 March 1941. To Eastern Air Command Headquarters, 14 September 1942. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 December 1942. To No.162 (BR) Squadron, 31 August 1943. Assumed command of that unit, 3 September 1943. Proceeded with that unit to Iceland, December 1943 and January 1944. Relinquished command, 4 September 1944. Staff officer anti- submarine

operations, Coastal Command Headquarters, Northwood, England, 1944-1945. Repatriated to Canada, 30 July 1945. Remained in postwar RCAF, first as secretary to Post-War Planning Committee, AFHQ (1945-1956). Attended RCAF Staff College, Toronto (1947). Commanded No.426 (Transport) Squadron, 1 March 1947 to 17 February 1949 (while there he graduated from RCAF School of Service Management). Subsequently posted to Directing Staff, RAF Staff College, Bracknell, England. Returned to Canada, December 1953 and assigned to AFHQ (Director of Air Operations and then Director of Operational Requirements, 1953-1957). Promoted Group Captain, 1 January 1952. Commanded RCAF Station Greenwood, September 1957 to August 1959. To be Chief Staff Officer and Assistant Air Attache, Canadian Joint Staff, Washington, August 1957. Named to command Station Penhold, Alberta, 1959, serving to 1960, when detached to command United Nations air units in the Congo, 1960-1961 (Acting Air Commodore while so employed). Returned to Station Penhold, 1961. In June 1963 appointed to be Air Attache, Stockholm, Sweden with duties in Finland as well. DSO presented 25 February 1949. Died in Ottawa, 8 April 2014.

This officer has completed a large number of sorties and has displayed a high degree of skill, courage and devotion to duty, qualities which were well in evidence on a recent occasion when he successfully attacked a U-Boat. In the fight his aircraft was struck by anti-aircraft fire and extensively damaged. Height was rapidly lost but Wing Commander Chapman skilfully brought the aircraft down on the sea. The crew got safely aboard the dinghy and, some four hours later, were rescued. During the time spent in the dinghy, Wing Commander Chapman set a fine example which greatly inspired his comrades in a trying period. He has invariably displayed high qualities of leadership and tenacity.

NOTE: Public Record Office Air 2/9157 has recommendation for a DFC drafted 16 June 1944 by the Officer Commanding, Station Wick, noting that he had flown 50 sorties (500 operational hours). The incident described involved aircraft T/162 and the position was 62 45' North, 02 01' West. Subsequent evaluation concluded the enemy vessel had been **U-715** (sunk).

Wing Commander Chapman carried out a successful attack on a U-boat in the North Atlantic on the 13th June 1944. The U-boat was sighted at periscope depth three miles distant; an immediate attack was pressed home and the U-boat was straddled with depth charges. The U-boat surfaced, continued slowly under way, then stopped and began to settle by the bow. Survivors took to the water. The conning tower then re-appeared and unexpectedly the ack-ack guns were manned. While the aircraft was making a run in to take photographs it was struck by ack-ack fire. The port engine was put out of action and the hull of the aircraft was badly holed; height was lost rapidly.

A successful forced alighting was carried out under difficult sea conditions. The crew took to the one serviceable dinghy and after four hours all but one survivor were able to transfer to a lifeboat which had been dropped by an Air/Sea Rescue aircraft.

During the time spent in dinghy and lifeboat, Wing Commander Chapman sustained the morale of the survivors and carried out all possible action to facilitate survival of crew. Unfortunately two of the survivors, after having been picked up by an Air/Sea Rescue launch, died as a result of exposure.

Wing Commander Chapman has displayed keenness and enthusiasm in the discharge of his duties as Commanding Officer of an RCAF General Reconnaissance squadron and his record of devotion to duty, which has been marked at this stage by the successful attack on, and sinking of a U-boat, merits recognition by the award of the Distinguished Flying Cross.

On 18 June 1944 the Air Officer Commanding, No.18 Group, endorsed the recommendation but suggested that it be upgraded to a DSO. This was approved by the Air Officer Commanding-in-Chief, Coastal Command, on 19 June 1944.

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CHAPMAN, FS Frederic Roy (R58570) - **British Empire Medal** - No.5 Radio School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 October 1910 in Minitonas, Manitoba. Home in Kamloops, British Columbia. Enlisted in Vancouver, 28 August 1940 as Wireless Operator. To No.2 WS, 16 September 1940. Promoted AC1, 28 November 1940. Promoted Acting Corporal, 15 December 1940. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 August 1943. Posted to No.5 Radio School, 24 April 1944. To Release Centre, 23 September 1945; released 26 September 1945. Award presented 21 February 1948. Appointed Freeman of the City of Kamloops, April 1973 on nomination of the town of Valleyview. Died in Kamloops, 10 February 1994.

This non-commissioned officer has achieved an extremely high level of instruction on new and advanced types of Radio Communication Equipment. On his own initiative and largely in his own time, he acquired the necessary knowledge, and formulated an excellent instructional program. His staff, inspired by his outstanding example and trained in his techniques and methods, has proved exceptionally capable. Flight Sergeant Chapman's precis, well written and informative, is an authoritative work in this field.

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CHAPMAN, Corporal Gilbert Warren (R50060) - **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. Born in Halifax, 24 October 1910. Home in Hilden, Nova Scotia; educated there. Farm hand, 1926-1930; highway labourer, 1931-1934; CNR track work, 1934-1936; self-employed as a mechanic, 1936 to enlistment. Enlisted in Halifax, 21 October 1939 as Aero Engine Mechanic. To Air Armament School, Trenton, 25 November 1939. Promoted AC1, 29 February 1940. To No.2 Training Command, 21 November 1940 for service with No.1 ANS, Rivers. To No.8 Repair Depot, Winnipeg, 25 November 1940. Promoted LAC, 20 January 1941. To No.4 SFTS, Saskatoon, 6 March 1941. Promoted Corporal, 1 May 1942. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. To No.415 Squadron, 31 January 1942. To No.8415 Servicing Echelon, 6 September 1943. To No.432 Squadron, 31 October 1943. To No.62 Base, 12 August 1944. Attached to Rolls Royce Limited, 8-21 January 1945. Repatriated 23 April 1945. To Moncton, 8 May 1945. To Release Centre, 18 June 1945; released 23 June 1945. Died in Hilden, Nova Scotia, 1994. RCAF photo PL-32012 (ex UK-14252 dated 24 August 1944) shows Corporal G.W. Chapman (Truro, overseas three years) and Flight Sergeant Gordon Snape (Guelph, fitter, overseas 18 months) examining a Halifax that had been heavily damaged on raid to Brunswick (cannon shells in both wings, ailerons, main spar and bomb-bay) and crash landed with a blown tire. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 October 1944 when he had served 27 months in Canada, 32 months overseas. Fitter IIE.

As a supervisor of Fitters in a Flight this airman has set an excellent example to all in contact with him. He never hesitates to carry out and complete a job under the most trying circumstances. He willingly co-operates with the other tradesmen working with him on the aircraft to keep them flying. Duty he places before any other consideration.

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CHAPMAN, LAC Harry Horace Herbert (RR176968) - **British Empire Medal** - Station Prince Rupert - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 August 1921. Home in Truro, Nova Scotia; enlisted in Halifax, 14 September 1942. To No.5 Manning Depot, 8 December 1942. Classified as "General Duties", 25 January 1943. To No.10 AOS, 29 January 1943. Promoted AC1, 25 April 1943. To Halifax, 14 July 1943. Promoted LAC, 25 July 1943. Reverted to AC1, 22 November 1943 when reclassified as "Seaman". Promoted LAC again, date not certain. Reverted to AC1, 22 February 1944. To Eastern Air Command Marine Squadron, 13 August 1944. Promoted LAC, 1 November 1944. To Western Air Command Marine Squadron, 18 November 1944. To Station Prince

Rupert, 5 December 1944. To No.26 Radio Unit, 18 February 1945. To Prince Rupert, 16 June 1945. To Western Air Command Marine Squadron, 15 September 1945. To Release Centre, 1 November 1945; released 5 November 1945. Attended Nova Scotia Agricultural College and McGill University; federal public servant for 25 years. Flew his own airplane, built a boat, and farmed until age 85. Died in Ottawa, 29 September 2012. Obituary noted that he had never spoken of his gallantry decoration. Award sent by registered mail. The DHist file gives two slightly varying citations, both given below:

Leading Aircraftman Chapman was one of the crewmen of a rowboat which capsized in a rough sea off Langara Island. After reaching the comparative safety of the upturned boat and straddling it, this airman saw an officer struggling in the water some distance away. With complete disregard for his own safety, he immediately dove into the water and succeeded in pulling the officer to shore. Although the officer was drowned in this accident, the courage and resolution shown by Leading Aircraftman Chapman earned the highest praise from those present. He displayed devotion to duty of a high order.

(other version)

On 23rd March 1945, LAC Chapman was one of the crewmen of a rowboat which capsized in a rough sea off Langara Island. After reaching the comparative safety of the upturned boat and straddling it, this airman saw F/L A. Newman struggling in the water some distance away. With complete disregard for his own safety, he immediately dove into the water and succeeded in pulling F/L Newman to shore. F/L Newman was drowned in this accident, but the courage and resolution shown by LAC Chapman earned the highest praise from those present, and the fact of this heroism was included in the findings of the Court of Inquiry.

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CHAPMAN, F/L Jack (C18980) - **Mention in Despatches** - No.419 Repair and Salvage Unit (AFRO give "Overseas" only as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 9 February 1905 in Preston, England. Educated in England where he took army cadet training (1918-1921); apprentice with Auto Carriers (London, 1921-1923); mechanic rising to foreman with B. Ellingham's Garage (London, 1924-1927). Moved to Canada in 1927 and established home in Toronto where he ran Chapman's Garage from 1932 to 1939. Engine fitter with De Havilland (Canada), 29 July to 10 October 1940. Enlisted in Toronto, 10 October 1940 as Aero Engine Mechanic. On strength of Station Trenton, 6 December 1940 to 11 January 1943 (promoted AC1 on 10 January 1941; promoted Leading Aircraftmen, 10 April 1941; promoted Corporal 1 May 1942). To "Y" Depot,

Halifax, 12 January 1943; to RAF Overseas Pool, 25 January 1943. Disembarked in Britain, 4 February 1943. To No.41 Squadron, 16 February 1943. To No.8 School of Technical Training, 18 August 1943. To Officer School, Cosford, 20 October 1943. Commissioned 9 December 1943 in Equipment (Motor Transport) Branch. To No.83 Group, 15 December 1943; to No.126 Airfield, 16 December 1943. To No.419 Repair and Salvage Unit, 4 February 1944. Promoted Flying Officer, 9 June 1944. Embarked from Britain, 19 June 1944, arriving in France 29 June 1944. Promoted Flight Lieutenant, 24 July 1944. To No.126 Wing Headquarters, 28 August 1945. To No.84 Group Headquarters, 1 February 1946. Repatriated via Lachine, 13 June 1946. Released 31 July 1946. Certificate sent to Vancouver, 20 August 1948. Died in South Burnaby, British Columbia, 7 May 1984 as per **Legion Magazine** of November 1984. There is nothing to indicate precisely why he was recommended for this award, but an evaluation dated 14 May 1945 (No.419 Repair and Salvage Unit) read:

An officer of good judgement, self-disciplined with plenty of initiative, well versed in the mechanical side of the trade.

On 20 August 1945 (still with No.419 RSU) he was assessed thus:

This officer is keen, controlled in action, very efficient as an officer and tradesman.

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CHAPMAN, WO2 John Randall (R85522) - **Distinguished Flying Cross** - No.97 Squadron (deceased) - Award effective 9 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 31 March 1922 in Toronto; home in St.Thomas, Ontario (stock clerk, delivery driver); enlisted Toronto 11 December 1940 for General Duties; classified as Clerk, 28 August 1941. At No. Manning Depot, Toronto, 11 December 1940 to 31 December 1940; at No.1A Manning Depot, Picton, 1 January 1941 to 20 January 1941; at No.4 BGS, Final, 21 January 1941 to 11 July 1942; at No.1 GRS, Summerside, 12 July to 24 October 1942. Remustered for aircrew, and posted to No.9 BGS, Mont Joli, 25 October 1942; qualified as Air Gunner, 22 January 1943; posted to "Y" Depot, Halifax, 6 February 1943. Disembarked in Britain, 17 March 1943; to No.81 OTU, 30 March 1943; to No.1656 Conversion Unit, 15 June 1943. Promoted Flight Sergeant, 22 July 1943. Posted to No.97 Squadron, 23 July 1943. Promoted WO2, 22 January 1944. Killed in action 10/11 May 1944 (Lancaster JB708); wife in St.Thomas, Ontario. He was reported to have flown 38 missions. Award presented to next-of-kin, 10 December 1947.

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

Public Record Office Air 50/200 has a series of Combat Reports for engagements in which he was involved. These (with appropriate narrative excerpts from Combat Reports) were as follows: **18 October 1943** - Lancaster C/97, JB117; target Hanover. Action at 18,000 feet over target area, 2025 hours; 6/10 cloud with good visibility; no moon and no searchlights. Ranges were 25-300 yards. Chapman described as a Sergeant. His fellow gunner was a Flight Sergeant Wright.

Lancaster "C" over target at 18,000 feet on bombing run. Rear Gunner [Wright] reported Me.109 on port quarter up. Instructed pilot to corkscrew to port and the rear gunner opened fire with a short burst. The fighter positioned himself dead astern and evasive action was continued. The fighter was then lost to sight.

20/21 October 1943 (1) - Lancaster C/97, JB117; target Leipzig. Action at 20,000 feet, 1945 hours, position 53 53" North 07 40" East; 10/10 cloud below at 16,000 feet; visibility good; no searchlights and no moon but many fighter flares; airspeed 215 mph true. Wright was again rear gunner and Chapman mid-upper. Other crew identified as Flight Sergeants Roberts, Davis and Peek, F/O Jones and Sergeant Harvey.

Lancaster "C" outward bound to target (Leipzig) at position as above and on course. Rear Gunner [Wright] reported FW.190 on starboard quarter at same height, range 300 yards. No evasive action taken at the time and the enemy aircraft positioned himself dead astern. Instructions were given to pilot to

corkscrew to starboard and rear and mid-upper gunners opened fire; hits were seen to enter the enemy aircraft. The fighter then opened fire with cannon and machine gun. The fighter was next seen diving down to port and was lost to sight when going through cloud.

Damage to own aircraft - not known as two more combats were encountered on same trip.

Claim - enemy aircraft as possible.

20/21 October 1943 (2) - general details as above; position 52° 30" North, 12° 00" East, time 2032 hours, course 146° True 151° Magnetic; height 21,000 feet; 10/10 cloud at 15,000 feet; visibility good; no searchlights or moon and a few fighter flares. Airspeed 215 mph.

Lancaster "C" outward bound at height and on course as above. Rear gunner reported fighter dead astern at a range of 75 yards, having dived from cloud cover above. Immediate evasive action was taken and both gunners opened fire. The aircraft was identified as a Ju.88 and returned fire with cannon and machine gun, breaking away to starboard and was not seen again. No claim made.

20/21 October 1943 (3) - general details as above; position 51° 50" North, 12° 38" East; time 2058 hours, course 200° True 203° Magnetic; height 19,500 feet; 10/10 cloud at 17,000 feet; visibility good; no searchlights or moon and no fighter flares. Airspeed 210 mph.

Lancaster "C" outward bound at height and on course as above. Rear gunner reported Ju.88 following another Lancaster on starboard quarters up at a range of 200 yards. Rear and mid-upper gunners opened fire and evasive action was taken. Hits were observed to enter enemy aircraft. Enemy aircraft opened fire and broke away to starboard, not being seen again. No claim made.

21 January 1944 - Lancaster C/97, JB683, target Berlin. Action at 17,500 feet, 1944 hours, position Berlin (target area); airspeed 160 knots. Wright was again rear gunner and Chapman mid-upper. Other crew identified as P/O Roberts (captain), F/O Weston (navigator), FS Harvey (WOP), FS Davis (Flight Engineer), F/L Jones (air bomber).

Lancaster "C" was returning from target with 10/10 cloud below with good visibility above and no moon. Searchlight activity below but these were shining on base of cloud. Rear gunner and mid-upper gunner reported an Me.110 on port quarters down at 200 yards range. Enemy aircraft was on a parallel course. Instructions were given to captain and Lancaster started corkscrew to port.

Enemy aircraft broke away to port and attacked and shot down another aircraft. Enemy aircraft then turned to starboard to attack Lancaster "C" from 350 yards mid above. Lancaster "C" then corkscrewed to port and both gunners opened fire, but no claim is made. Enemy aircraft then broke away to starboard. No damage to aircraft or crew. Number of rounds fired - 400 rounds. No stoppages.

Circumstances of Death: Killed on Lancaster JB708, which had been delivered to No.97 Squadron from No.83 Squadron on 14 December 1943. It took part in the following key operations with No.97 Squadron: Berlin 23/24 December 1943 (as OF-R); Berlin 29/30 December 1943 (OF-R); Berlin 1/2 January 1944 (OF-R); Berlin 2/3 January 1944 (OF-R); Brunswick 14/15 January 1944 (OF-R); Berlin 27/28 January 1944 (OF-R); Berlin 30/31 January 1944; Berlin 15/16 February 1944 (OF-R); Schweinfurt 24/25 February 1944 (OF-R); Stuttgart 15/16 March 1944 (OF-R); Berlin 24/25 March 1944 (F-R) Schweinfurt 26/27 April 1944 (as OF-J); Lille 10/11 May 1944 (OF-J). When lost this aircraft had a total of 138 hours. JB708 was one of two No.97 Squadron Lancasters lost on this operation (the other was ND813). Airborne 2201 10 May 1944 from Coningsby to bomb rail facilities. Exploded in mid-air, showering debris over Vendeville in the southern outskirts of Lille. All casualties are buried in Lesquin Communal Cemetery. Crew were F/L J.B. Smith, DFC (RNZAF), Sergeant A.R.Rowlands, F/L A.W.Weston, F/L L.C.Jones, DFC, P/O D.E.D.Harvey, DFM (not gazetted until 21 December 1945); WO2 J.R Chapman, DFC, RCAF; F/O S.G.C.Sherman.

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CHAPMAN, S/L Tom Herbert (J11763) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 20 March 1917 in Toronto; home there; enlisted there 20 July 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC on 30 September 1940); to No.6 EFTS, 6 October 1940; to No.1 SFTS, 26 November 1940; graduated and promoted Sergeant, 17 February 1941. Posted that date to Trenton. To No.1 SFTS, 29 April 1941. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 17 February 1942. Commissioned 14 May 1942. To Trenton again, 1 July 1942 (Flying Instructor School). Promoted Flying Officer, 15 November 1942. To Embarkation Depot, 31 July 1943. To United Kingdom, 13 September 1943. Disembarked in Britain, 19 September 1943. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 September 1943. To No.15 (Pilots) Advanced Flying Unit, 2 November 1943. Attached to No.15 Beam Approach School, 11 November to 18 November 1943. Temporary Duty with No.50 Group Pool, 4 January to 18 January 1944. Attached to Station Castle Combes, 21-22 February 1944. Posted to No.23 Operational Training Unit, 29 February 1944. Posted to No.22 Operational Training Unit, 5 or 15 March 1944. Promoted Flight Lieutenant, 15 May 1944. Promoted Squadron Leader, date uncertain. Posted to No.61 Base, 8 June 1944. Attached to Dalton Battle School, 8 June to 16

June 1944 (learning station defence, escape and evasion technique). Attached to No.1666 Conversion Unit, 16 June to 19 July 1944. Posted to No.415 Squadron, 19 July 1944. Attached to Station Ingham, 21 August 1944. Attached to Station Hemswell, 22 to 25 August 1944. Posted to No.425 Squadron, 20 November 1944 (from No.415). Posted to No.6 Group Headquarters, 19 February 1945. Posted to Yarmouth, Nova Scotia, 22 July 1945 (repatriation by air). To No.4 Release Centre, 4 September 1945. Retired 12 September 1945. Award presented by King George VI 29 June 1945. Repatriated 22 July 1945. Released 12 September 1945. Died in a boating accident, 15 June 1959 at Trout Lake, Ontario; buried in North Bay, Ontario (information supplied 19 September 2011 by his son, Victor Chapman). 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.1731 (PAC RG.24 Vol.20608) had recommendation dated 15 December 1944 when he had completed 28 sorties (140 hours 40 minutes):

On August 5th, 1944, Squadron Leader Chapman was detailed to bomb St.Leu d'Eseran in daylight. When approximately five minutes from the target, a persistent stream of predicted flak bursts exploded all around his aircraft, severely damaging it to the extent that on return, it was classified as Category AC. The main spars were severed, the tail assembly shot up, No.5 Petrol Tank holed and the aircraft as a whole completely riddled.

In spite of such trying circumstances, this officer with cool determination and superb airmanship pressed home a most successful attack and returned safely to base without any injury to his crew.

Squadron Leader Chapman has participated on raids over highly defended targets such as Essen, Kiel, Cologne and Dusseldorf. This officer's remarkable efficiency as a pilot, his undaunted courage and exceptional leadership is worthy of high praise. He has shown outstanding devotion to duty at all times...

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CHAPMAN, W/C William Georges, DSM, DFM (C1332) - **Mention in Despatches** - No.3 Repair Depot - 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 Bournemouth, England, 10 April 1895. Educated in British public and technical schools, 1905 to 1914. Chief Petty Officer, Royal Navy, 1913 to 1916; Royal Naval Air Service, 1916-1919 (Chief Mechanic, engine and aircraft overhauls). Awarded DSM (apparently for non-air work) and DFM (**London Gazette** dated 21 September 1918). Described by G.O. Johnson (11 August 1921) as having been a Warrant Officer, First Class in No.228 Squadron. A rather confusing document (hand written) says he was

enlisted as a Gunner in London, August 1914 with rank of Able Seaman; in Belgium, September and October 1914 as an "L.B. Gunner", Leading Seamen, with 16 men under his command ("Mention in Despatches"), returning to England until February 1915; to Egypt about February 1915 and thence to Galipoli ("field engineer" with 50 men under command and rank of Petty Officer, "Mention in Despatches"); to France in 1916 with up to 200 men under command (DCM); to Yarmouth, 1916 to 1919 (Chief Petty Officer, chief mechanic, 20-160 men under command, awarded DFM). Attended Alleyn's College, 1919-1921 (mathematics and machine drawing). Employed by Canadian Air Board, 1921; reported for duty to Dartmouth, 26 March 1921 (mechanical foreman); mechanic on F.3 G-CYDJ on flight from Halifax to Ottawa (9-17 June 1921), with CAF at Dartmouth, 17-27 August 1921 during "combined manoeuvres", engineer in an F.3 taking part); engaged in repair of Avro G-CYAK at Castleford, 26 September to 5 October 1921. To Camp Borden, November 1921 to inspect radiators. Resigned 12 December 1921, having ear problems when flying in F.3 boats. in automobile business, 1922-1924. Served with Ontario Provincial Air Service, 1924 to 1929 (senior mechanic); Sky View Lines, 1929-1930 (in charge of aircraft; company liquidated), Dominion Air Transport, 1930 (company liquidated), Canadian Airways (1930 to 1932 (in charge of maintenance and overhaul until cancellation of mail contract), and Ontario Provincial Air Service (1933 to enlistment, plant supervisor). Enlisted at Regina, 8 November 1939 in Engineer Branch. To be Flying Officer, 15 September 1940. Promoted Squadron Leader, 1 December 1940. Posted from Trenton to No.1 Training Command, 19 November 1941. Posted to No.6 Repair Depot, Trenton, 19 December 1941, To No.3 Repair Depot, same date. Promoted Wing Commander, 1 June 1942, Promoted Group Captain, 1 May 1943. To Release Centre, 8 October 1945; released 9 October 1945.

Wing Commander Chapman, DSM, DFM, commands an Aircraft Repair Depot and a Reception and Disposal Centre for Australian and New Zealand Air Force personnel. His technical knowledge and outstanding ability to organize have been reflected in the quality and volume of the work produced by his Depot.

This was based on a recommendation raised 25 February 1943 by G/C J.G. Grant, SAESO, Western Air Command Headquarters; wording as above.

Notes: Report of Inspector General following inspection of No.3 Repair Depot, Jericho Beach, 25 June 1943:

The Commanding Officer, Group Captain Chapman, is a good technical officer and station commander. His problems in operating a rapidly expanding Depot and the Australian-New Zealand Pool, as well as the West Coast RCAF Pool, have been numerous, but he has dealt with them satisfactorily. He operates a Station efficiently and tactfully and gets work done. Within the organization framework laid down by AFHQ the Repair Organization is good, and is improving with the

availability of new accommodation, The administration of the Station is good and is recovering from a succession of unsatisfactory Administrative Officers. The discipline of the Station is satisfactory.

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CHAPPELL, F/O Clifford Daniel Robert (J4693) - **Mention in Despatches** - No.37 Squadron Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Windsor, Ontario, 21 November 1920. Home there (store clerk); enlisted there, 1 July 1940. To No.1 ITS, 27 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.3 AOS; graduated 8 December 1940 and posted next day to No.2 BGS; graduated 19 January 1941, promoted Sergeant and posted to No.1 CNS; graduated and commissioned 26 February 1941. To Station Debert, 12 March 1941. Embarked from Canada, 4 April 1941, arriving in Britain 19 April 1941. To No.23 OTU, 26 April 1941; to No.103 Squadron, 22 June 1941 (ten sorties); to No.458 Squadron, 13 September 1941 (eleven sorties). Promoted Flying Officer, 25 February 1942. Proceeded by air from England to Middle East, 5 March 1942 (arriving in Middle East, 6 April 1942). By sea to England, but returned to Middle East by air (30 June to 5 July 1942). To No.37 Squadron, effective 1 July 1942 but reporting 10 July 1942 (ten sorties; reported POW, 30/31 July 1942; total operational time had been 210 hours). Promoted Flight Lieutenant, 25 March 1943. Escaped on 12 September 1943 and reported "safe in UK", 23 October 1943. Repatriated via Rockcliffe, 4 December 1943. He sought to have pilot training but had developed sinus problems in North Africa which persisted. To No.4 AOS, London, Ontario, 21 March 1944. To No.1 Training Command Headquarters, 18 December 1944; to Station Rockcliffe, 19 December 1944 for services with No.7 (Photo) Wing; to No.4 Release Centre, Toronto, 25 April 1945; released 2 May 1945. Died 20 May 1989.

His becoming a POW commenced 29/30 July 1942 when Tobruk was being attacked; Wellington developed engine trouble and pilot crash-landed about 30 miles south of Tobruk. Crew evaded capture until 16 August 1942 when taken by Italians in Quattrra Depression. Transferred by air to Bari, 24 September 1942. From Bari to Sulmona, 5 March 1943. He escaped his camp on 12 September 1943 and proceeded south to Allied lines, then to Tunis and Algiers to Gibraltar. For full MI.9 report, see Mention in Despatches entry for F/O C.E.L. Hare (RCAF).

In applying for Operational Wings (13 September 1944) he listed his sorties as follows:

No.103 Squadron (Wellington Ic)

10 July 1941 - Boulogne (3.50)
14 July 1941 - Bremen (1.30)
2 July 1941 - Hamburg (6.50)
5 July 1941 - Frankfurt (7.30)
14 July 1941 - Hanover (7.40)
17 July 1941 - Duisberg (5.50)
19 July 1941 - Kiel (7.30)
22 July 1941 - Mannheim (7.40)
31 August 1941 - Essen (5.50)

10 September 1941 - Turin (9.00)
30 September 1941 - Brest (15 minutes, obviously aborted)

No.258 Squadron (Wellington IV)

20 October 1941 - Emden (4.25)
29 October 1941 - Brest (6.20)
7 November 1941 - Mannheim (6.30)
16 November 1941 - target not named (2.30)
27 December 1941 - Dusseldorf (5.50)
8 January 1942 - Brest (5.50)
5 March 1942 - transit, Portreath to Gibraltar (7.50)
6 March 1942 - Gibraltar to Malta (8.30)
30 March 1942 - Malta to Cairo (7.55)
6 July 1942 - Gibraltar to Kastarest (not explained how returned to Gibraltar)
8 July 1942 - Gibraltar to unstated destination (14.15)

No.37 Squadron (Wellington Ic)

16 July 1942 - Tobruk (8.00)
20 July 1942 - Motor transport and tanks (3.15)
22 July 1942 - Mototr transport and tanks (3.30)
23 July 1942 - Tobruk (8.15)
25 July 1942 - Camp concentrations (5.15)
26 July 1942 - Tobruk (7.00)
28 July 1942 - Tobruk (7.10)
29 July 1942 - Tobruk (forced landing in desert)

Training: Interviewed 4 June 1940 - "Very young but bright, keen and intelligent. Not much apparent social background but better than education. If trained as Observer might attain commissioned rank." Noted that his hobby was model airplane building; he had taken a correspondence course (1939-1940) in aeronautics.

Course at No.1 ITS was 22 July to 17 August 1940. Courses in Mathematics (93/100), Armament, practical and oral (94/100), Drill (85/100), Law and Discipline (95/100). Placed tenth in a class of 126. "This man should make a very good observer. Cool and keen."

Course at No.1 AOS was 16 September to 9 December 1940. Anson aircraft (26.45 as first navigator by day, 19.20 as second navigator by day, 3.50 as second navigator by night). "Above average in the air. Practical navigation very good." Ground courses in DR Plotting (138/150), DR

written (117/150), Compasses and Instruments (129/150), DF/WT (86/100), Signals (48/50), Maps and Charts (81/100), Meteorology (82/100), Photography (88/100), Reconnaissance (74/100). "Apparently does not have to work hard to get results." Placed first in a class of 44. Rated "Exceptional". F/L A.S. Miryless wrote "Should make an excellent observer and officer."

Course att No.1 ANS was 21 January to 15 February 1941. Flew 3.00 as first navigator (day), 13.05 as second navigator (day), 4.50 as first navigator (night), 13.40 as second navigator (night). "A reliable and competent Air Navigator." Ground courses in Astro Navigation, Plotting (133/150) and Astro Navigation, Written (86/100). Placed fifth in a class of 39. "This man is an excellent student with a thorough knowledge of navigational subjects."

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CHAPPELL, Sergeant Edward William (R58024 and C89144) - **Distinguished Flying Medal** - No.405 Squadron - Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 23 May 1921 in Vancouver; home there; enlisted there 12 June 1940 as Airframe Mechanic; to Technical Training School, St. Thomas, 24 July 1940; promoted AC1, 30 November 1940; to No.7 SFTS, 4 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 June 1941. To Prince Rupert Detachment, 13 December 1941. Promoted Sergeant, 1 January 1943; to RAF overseas, 2 February 1943. Remustered to Flight Engineer, 14 August 1943. Commissioned 7 August 1944. Promoted Flying Officer, 7 February 1945. Repatriated 28 February 1945. To Western Air Command, 12 March 1945. To No.5 OTU, 17 April 1945. To Release Centre, 8 October 1945. Retired 12 October 1945. Died 21 June 1982. Award presented 1 July 1947. No citation other than "completed...numerous operations against the enemy in the course of which they have invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Officer Air 2/9026 has recommendation dated 23 July 1944 when he had flown 48 sorties (236 hours 55 minutes), 23 September 1943 to 29 June 1944.

23 August 1943 - Darmstadt (5.30)
1 October 1943 - Hagen (4.55)
2 October 1943 - Munich (7.25)
18 October 1943 - Hanover (5.10)
20 October 1943 - Leipzig (6.30)
22 October 1943 - Frankfurt (5.45)
3 November 1943 - Cologne (4.05)
11 November 1943 - Mannheim (5.10)
12 November 1943 - Ludwigshaven (5.45)
2 December 1943 - Berlin (5.50)
4 December 1943 - Leipzig (6.30)
16 December 1943 - Berlin (6.50)
20 December 1943 - Frankfurt (4.45)
24 December 1943 - Berlin (7.05)
29 December 1943 - Berlin (6.15)
2 January 1944 - Berlin (6.40)
3 January 1944 - Berlin (6.10)
6 January 1944 - Stettin (8.30)
20 January 1944 - Berlin (7.00)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (6.55)
28 January 1944 - Berlin (7.40)
30 January 1944 - Berlin (6.05)
15 February 1944 - Frankfurt (7.05)
19 February 1944 - Leipzig (6.25)
20 February 1944 - Stuttgart (5.50)
24 February 1944 - Schweinfurt (6.40)
14 March 1944 - Stuttgart (6.20)
18 March 1944 - Frankfurt (4.35)
24 March 1944 - Berlin (6.25)
30 March 1944 - Nuremburg (6.10)
3 May 1944 - Montdidier (2.55)
6 May 1944 - Nantes Gassicourt (2.45)
10 May 1944 - Ghent (2.20)
11 May 1944 - Boulogne (2.20)
19 May 1944 - Mont Couple (1.45)
22 May 1944 - Le Mans (3.40)
27 May 1944 - Rennes (3.40)
10 June 1944 - Versailles (3.50)
12 June 1944 - Amiens (2.35)

14 June 1944 - Cambrai (2.50)
15 June 1944 - Lens (2.15)
16 June 1944 - Sterkrade (3.40)
17 June 1944 - Oisemont-au-Bois (2.35)
21 June 1944 - Oisemont-au-Bois (2.15, day)
24 June 1944 - Bonnetot (2.10, day)
28 June 1944 - Wizerne (1.35)
29 June 1944 - Metz (5.15)

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This Non-Commissioned Officer is a keen and efficient Flight Engineer who has now completed two tours of operations. The fine fighting spirit displayed by Sergeant Chappell, together with his unselfish devotion to duty and dogged determination to complete the most difficult tasks has been an inspiration to all members of the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Medal.

For a Combat Report from his career (27/28 January 1944) see entry for Lawrence Leroy MacKinnon.

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CHAPUT, F/O Joseph George Aime (J85376) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 10 September 1923 in Letellier, Manitoba; home in St.Adolphe, Manitoba (labourer); enlisted in Winnipeg, 11 September 1941. To No.2 Manning Depot, 22 October 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 BGS, 17 January 1942; graduated and promoted Sergeant, 21 February 1942. Posted that date to "Y" Depot. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 5 January 1943. Promoted WO2, 5 July 1943. Commissioned 15 August 1943. Promoted Flying Officer, 15 December 1944. Repatriated 31 March 1945. Retired 15 May 1945. RCAF photo PL-42318 (ex UK-19054 dated 2 March 1945) shows him on completion of second tour and states he had accounted for an Me.109 on first tour; veteran of a half-tour with Alouettes, half tour with Lion squadron, and second tour with Moose and Ghost squadrons. Award presented 11 June 1949. Died in Ajax, Ontario, 7 May 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. 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 21 March 1945 when he had flown 19 sorties (119 hours 15 minutes) on a second tour, 4 October 1944 to 2 February 1945 - although 17 sorties were in No.419 Squadron (4 October 1944 to 2 January 1945) and only two were with No.428 (7 January and 2 February 1945).

Throughout his two tours of operations this officer has shown a high degree of courage and determination with a fine disregard of personal safety. His obvious ability and coolness under all circumstances have proved an inspiration to his crew and rendered him of invaluable help to his pilot. By his great loyalty and devotion to duty he has contributed to a major degree to the operational efficiency of the unit.

The sortie list (second tour only) was as follows:

With No. 419 Squadron:

4 October 1944 - Bergen (6.25)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.15)
15 October 1944 - Wilhelmshaven (5.25)
19 October 1944 - Stuttgart (7.10)
30 October 1944 - Cologne (6.55)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.10)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.25)
5 December 1944 - Soest (6.50)
21 December 1944 - Cologne (6.55)
28 December 1944 - Opladen (6.00)
30 December 1944 - Cologne (6.35)
2 January 1945 - Nuremberg (8.40)

With No.428 Squadron

7 January 1945 - Munich (8.25)
2 February 1945 - Wiesbaden (7.15)

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CHARBONNEAU, F/O Joseph Delphis Maurice Rene (J97585) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 5 December 1922 in Montreal; home there (contractor); enlisted Montreal, 24 January 1941 and posted to No.4 Manning Depot. To Trenton, 23 June 1941. To No.4 WS, 30 August 1941, To Trenton again, 8 October 1941. To No.9 BGS, 13 December 1941; to No.6 BGS, 15 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted WO2, 2 March 1943. Commissioned 21 April 1944. Promoted Flying Officer, 21 October 1944. Repatriated by air, 12 June 1945. Retired 30 November 1945. Entitled to Africa Star. Presented with DFC, 25 November 1949. Photo PL-48241 shows him after investiture.

This officer has participated in operations in the Middle East and over Germany. In March 1945, during an attack against Pforseim, his aircraft was engaged by

an enemy fighter. Flying Officer Charbonneau skilfully manipulated his guns and destroyed the enemy. On another occasion in March 1945, when returning from an attack on Hagen, his aircraft was shot down. This officer received injuries to his head and legs due to the aircraft catching fire and exploding before he was able to make his exit. Undeterred by this trying experience, Flying Officer Charbonneau resumed operational flying on recovery with undiminished enthusiasm.

NOTE: DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 30 May 1945 when he had completed 50 sorties (366 hours), all as rear gunner and all but two sorties at night: sortie list and original recommendation follows. Some parts very blurred (second or third carbon copy). First tour on Halifax bombers; second tour on Lancasters:

13 February 1943 - illegible, Crete (4.20)
14 February 1943 - illegible, Crete (7.00)
13 March 1943 - Naples (9.30)
18 March 1943 - Naples (6.30, recalled)
21 March 1943 - Naples (8.50)
1 April 1943 - Messina (6.45)
4 April 1943 - Palermo (7.35)
12 April 1943 - Messina (8.15)
17 April 1943 - Catania (6.15)
24 April 1943 - Naples (9.40)
4 May 1943 - regato (6.15)
9 May 1943 - Palermo (5.50)
20 May 1943 - Messina (2.00)
27 May 1943 - Augusta (6.55)
31 May 1943 - Augusta (7.25)
7 June 1943 - Messina (7.00)
10 June 1943 - Reggio ? (6.45)
13 June 1943 - Catania (7.10)
3 July 1943 - Catania (7.05)
12 July 1943 - Ving Valentia ? (7.40)
15 July 1943 - Crotons ? (7.25)
5 August 1943 - San Giovanni ? (7.30)
11 August 1943 - San Giovanni ? (7.40)
19 August 1943 - Crotons ? (7.20)
21 August 1943 - Crotons ? (6.35)
27 August 1943 - Crotons ? (7.40)
12 September 1943 - Grottaglie ? (8.20)

14 September 1943 - Pofera ? (8.20)
15 September 1943 - Pofera ? (8.50)
17 September 1943 - Foggia (8.50)
23 September 1943 - Maritas ? Greece ? (7.10)
25 September 1943 - Kalamari ?, Greece (6.30)
27 September 1943 - Larissa, Greece (8.25)
2 October 1943 - Calaso ? Greece ? (8.00)
5 October 1943 - Marita, Greece ? (7.50)
17 October 1943 - Marita, Greece ? (7.30)
19 October 1943 - Marita, Greece ? (7.50)
19 October 1943 - Marita, Greece ? (7.55) - one date must be wrong
26 October 1943 - Heraklion ? Greece (5.30)
28 October 1943 - Heraklion ? Greece (6.05)

Second Tour

4 February 1945 - Bonn (6.50)
7 February 1945 - Goch (6.40)
13 February 1945 - Emmerich ? (10.55)
14 February 1945 - Chemnitz (9.20)
2 March 1945 - Pforshiem (9.20)
7 March 1945 - illegible (9.15)
11 March 1945 - illegible (6.45, day attack)
12 March 1945 - Dortmund ? (6.50, day attack)
14 March 1945 - Sweibrucken (7.05)
15 March 1945 - Hagen (3.50, aircraft shot down; he baled out, burnt; three others killed).

This officer has completed 50 operational sorties, 40 of which were in the Middle East area and ten over Germany.

The aircraft in which this officer has flown as rear gunner has been attacked by enemy aircraft on several occasions. On one particular sortie to Pforshiem on 2nd March 1945, the aircraft was attacked by a Junkers 88, but due to this officer's skilful and cool manipulation of his guns, the enemy aircraft was destroyed (confirmed), thereby undoubtedly saving the lives of his crew and aircraft.

On another occasion when returning from an attack on Hagen on 15 March 1945, his aircraft was shot down and he himself received severe burns to his head and legs, due to aircraft catching fire and exploding before he could make

his exit. He eventually returned to his unit and by his great keenness to return to operations set a magnificent example of outstanding courage and devotion to duty to the squadron in general.

I consider that Flying Officer Charbonneau by his personal record of skill, outstanding courage and grim determination fully merits the Immediate award of the Distinguished Flying Cross.

Note: "Lost Bombers" website give the following on his last mission. Lancaster KB870 (VR-K) of No.419 Squadron, 15/16 March 1945, target Hagen. This aircraft was delivered to No.419 Squadron in February 1945. It was shot down by a night-fighter on its first operation and was one of two No.419 Squadron Lancasters lost on this operation; the other was KB814. Airborne a 1638 hours, 15 March 1945 from Middleton St.george. shot down, over allied-held territory. The four survivors were treated at a U.S. Military Hospital before being flown back to the United Kingdom. Crew consisted of F/O E.B. Carleton, DFM, RCAF, who had flown his first tour with No.427 Squadron (killed), F/L M.W.McLaughlin, RCAF (injured), Flight Sergeant W.W.Lightfoot, RCAF (injured), F/O H.L.Garriock, RCAF (killed), F/O B.V.Saunders, RCAF (injured), Warrant Officer A. Sutherland, RCAF (killed), F/O E.B.Carleton, DFM, RCAF (killed), P/O J.M.Charbonneau, RCAF (injured).

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CHARDE, F/O William Crawford (J11328) - **Commended for Valuable Services** - No.13 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 6 September 1920 in Orillia, Ontario. Attended University of Toronto for one year (Engineering). Also a store clerk, 1939-1940. Enlisted in Toronto, 6 August 1941 and immediately posted to No.4A Manning Depot, St. Hubert. To No.3 ITS, Victoriaville, 2 September 1941 (graduated 7 October 1941 and promoted LAC); to No.22 EFTS, Ancienne Lorette (Quebec), 26 October 1941; to No.9 SFTS, Summerside, 20 December 1941 (graduated and commissioned 24 April 1942). To Central Flying School, Trenton, 24 May 1942. To No.13 SFTS, St.Hubert, 16 July 1942. To No.1 Flying Instructor School, Trenton, 15 August 1943. To No.31 OTU, Debert, 30 June 1940 (redesignated No.7 OTU, 1 July 1944). To "Y" Depot, Lachine, 16 August 1944. Embarked from Canada, 29 August 1944. Disembarked in Britain, 5 September 1944. To No.60 OTU, 3 October 1944. To No.2 Group Service Unit, 21 December 1944. To No.418 Squadron, 21 January 1945. Killed in action, 9 February 1945 with No.418 Squadron (Mosquito HR151); buried in Germany.

Flying Officer Charde as a flying instructor and Flight Commander during the past year has shown exceptional flying and organizing ability. His untiring efforts, outstanding work and unflinching devotion to duty have served as an inspiration to

all with whom he comes in contact.

Recommended for an Air Force Cross, 19 July 1942 by W/C A.B. Searle (Officer Commanding, Training Wing, No.13 SFTS), who wrote:

Flying Officer Charde received his Flying Badge on 24th March 1942 and commenced flying instruction duties at this unit on 15th July 1942. He is presently employed as Flight Commander. He has completed 807 hours flying instruction, total flying time 1,090 hours. He has shown exceptional ability and application to his work, both as flying instructor and as Flight Commander. In this capacity Flying Officer Charde has shown outstanding organizing ability. He works wholeheartedly for the Service, and inspires all personnel with whom he comes in contact with his untiring efforts.

This was endorsed on 20 July 1943 by W/C M.C. Dubuc (Commanding Officer, No.13 SFTS):

On the basis of outstanding work and unfailing devotion to duty, this award is strongly recommended.

On 16 August 1943 A/V/M de Niverville concurred. However, on 24 September 1943, the Chief of the Air Staff downgraded the award without explanation to the King's Commendation for Valuable Services in the Air.

Assessments during his training career were invariably favourable as the following examples show:

A very reliable and hard working flying instructor (F/L A. Michaud, 30 January 1943).

This officer is keenly interested in his work and has carried out his duties as a flying instructor and officer in a commendable manner. It is definitely recommended that this officer should be retained in the service. (F/L W.R. Brown, Officer Commanding, No.1 Squadron, No.13 SFTS).

By April 1944 he appeared to be losing interest in his work and was keen to be posted overseas. This explains his posting to a Canadian Mosquito OTU where he again shone as a pupil before going overseas.

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CHAREST, A/C Joseph Edouard Allye (C1825) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Hull, Quebec, 6 October 1891. Educated at Classical College, L'Assumption, 1905-1913, then to Laval University to study Theology and Canon Law. Ordained about 1922. Entered RCAF in Toronto, 23 March 1940 as Honorary Wing Commander, and rose to Director of Chaplain Services (RC); promoted Honorary Group Captain, 1 January 1943 and Honorary Air Commodore, 1 May 1944. Retired 7 March 1946. Award presented 8 April 1948. Awarded Queen's Coronation Medal, 26 October 1953 for services with the RCAF Association. RCAF photo PL-40072 (ex UK-16444 dated 10 November 1944) taken as he distributes communion at a tent serving as a chapel in Holland. PL-40112 (ex UK-16957 dated 28 November 1944) shows visit by Cardinal Villeneuve to Canadian forces in Italy, Air Commodore Charest, and W/C Noel Walsh (Montreal) who commands the District Headquarters. Photo PL-40113 (ex UK-16958 dated 28 November 1944) shows visit of Cardinal Villeneuve to an Airman's Mess in Italy; with Flight Sergeant J. Wrightson (Calgary); in the background are Air Commodore J.E.A. Charest, G/C W.V. McCarthy, and S/L H. Smeaton (formerly of Loyola College, now chaplain in Italy).

This officer was appointed to the Chaplain Services early in the war and rendered excellent service as Command Chaplain (RC), No.1 Training Command till early in 1940 [?], at which time he became Deputy Director of Chaplain Services (RC). Early in 1944 he was given the heavy responsibility of becoming Director of Chaplain Services (RC). Throughout his career he has given ample evidence of exceptional administrative ability in the performance of his duties and in meeting many difficult situations he has displayed tact, industry and good judgement. With his spirit of tolerance and broadness of vision he has been particularly successful in promoting a better understanding and deeper feeling of fellowship between English and French speaking officers and men.

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CHARLEBOIS, WO2 Albert Joseph Phillippe (Can 2481) - **Member, Order of the British Empire** - Station Rockcliffe - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Ottawa, 31 July 1918. Home in Ottawa; attended Technical School, 1931-1936 (Machine Shop, Mechanic; graduated with Diploma). Member of Cameron Highlanders of Ottawa (Militia), 11 June 1934 to 20 June 1938. Enlisted in Ottawa 27 June 1938 as Aero Engine Mechanic and posted that date to Camp Borden. Promoted LAC, 1 July 1939. To No.2 Army Cooperation Squadron, Saint John, New Brunswick, 1 September 1939. To No.118 (Coastal Artillery) Squadron, 28 October 1939. Promoted Corporal, 1 February 1940. Attended Bristol and Wright Engine Course, Montreal, 19 February to 8 March 1940 and placed fourth in a class of 26. To No.1 (Coastal Artillery Cooperation) Detachment, 27 September 1940.

Promoted Sergeant, 1 December 1940. To No.9 SFTS, Summerside, 23 January 1941. Promoted Flight Sergeant, 1 October 1941. To Station Rockcliffe, 23 October 1941. Promoted WO2, 1 February 1943. Re-engaged with RCAF, 1 October 1946 as Airframe Technician in rank of Sergeant. Posted as of 14 November 1946 from Test and Development Establishment, Rockcliffe to Experimental and Proving Establishment, Rockcliffe. Proceeded to De Havilland Aircraft, Toronto, for course in ground crew training with Vampire aircraft, 12-28 May 1947. To Station St. Hubert for service with No.410 Squadron, 21 February 1949. To establishment of Station St. Hubert, 27 September 1949. Promoted Flight Sergeant, 1 April 1950. Returned to strength of No.410 Squadron, 1 April 1951. To Station Bagotville, 28 August 1951. To No.413 (All Weather) Squadron, Bagotville, 1 September 1951. Proceeded with No.413 Squadron to Germany, February 1953. Promoted WO2, 1 April 1953. Struck off strength of No.413 Squadron, 24 February 1954 on transfer to Canada. Taken on strength of No.10 Technical Support Unit, Calgary, 25 February 1954. Promoted WO1, 1 April 1957. To Canadian Joint Air Training Centre, Rivers, 31 August 1960. Retired from Regular Force, 30 June 1961. Taken on strength of Auxiliary, 19 November 1961 with No.442 Squadron. Attended summer camps at Camp Vernon (29 June to 6 July 1963) and Station Comox (7-13 July 1963). Retired from Auxiliary, 31 March 1964. Award presented 9 December 1947. Retired 31 March 1964. Died in Richmond, British Columbia, 14 March 1965 as per **The Legionary** of May 1965.

This Warrant Officer has conscientiously applied himself to his duties as Master Mechanic. He has never hesitated to render any service, no matter how trying the circumstances, which would advance the work of his unit or benefit the service generally. His work and leadership have always been of a high order, and under all circumstances his conduct and attitude to his duties have been an outstanding example to all.

Note on recommendation: The above award was the result of a recommendation dated 1 August 1945 by W/C J.A. MacLean, Test and Development Establishment, in words practically identical to the above. MacLean notes that Charlebois had been recommended twice before.

Assessments (Selected): As early as January 1940 he was described as "Very keen and conscientious in his work" while with No.118 (CAC) Squadron.

On 21 October 1941 he was described as "Supervisor in Maintenance and Flight work generally" at No.9 SFTS; W/C E.G. Fullerton wrote, "This NCO is a capable and hard-working tradesman with plenty of initiative."

On 31 December 1941, W/C T.R. Loudon (OC, Test and Development Establishment) was terse but favourable - "This NCO is efficient and reliable - Has a good knowledge of engines."

“Very qualified tradesman. Has a pleasant personality and gets along well with airmen under him.” (F/O W.D. Prince, St. Hubert, 12 May 1950).

“This airman is neat in appearance and is keen and conscientious in his work. He has had the J-47 overhaul course and has been working on F-86 aircraft for six months. He has a sound basic knowledge of his trade and gets the most out of the men working under him. He engaged in station activities and is in charge of the St. Hubert Cub Pack. With a course in administration he would be good commission material.” (S/L L.A. Hall, 21 May 1951)

“An outstanding Senior NCO who has done an exceptional job as AM Superintendent of this Unit. This NCO is a highly skilled tradesman, and possesses excellent qualifications of leadership. He is a keen and willing worker who is liked by both his superiors and the airmen who work for him. His keenness is infectious and is reflected throughout the entire unit. This NCO has assumed the position and responsibilities of the Engineering Officer of the squadron and has done an admirable job. Highest recommendation for promotion.” (S/L J.D. Lindsay, Station Bagotville, 22 November 1951.)

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CHARLEBOIS, F/O Joseph Bernard Remi (J43194) - **Commended for Valuable Services** - No.1 OTU - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 13 September 1919. Home in Montreal;; enlisted there 22 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.22 EFTS until 25 October 1941; graduated 19 December 1941 when posted to No.9 SFTS. Graduated and promoted Sergeant, 24 April 1942. To No.9 BGS, 8 May 1942. To No.1 OTU, 10 August 1942. Promoted Flight Sergeant, 24 October 1942. Promoted WO2, 24 April 1943. Promoted WO1, 24 October 1943. Commissioned 23 December 1943. Promoted Flying Officer, 23 June 1944. To No.1 Naval Air Gunner School, 28 October 1944. To No.7 OTU, 6 February 1945. To Debert, 21 July 1945. Retired 30 August 1945.

Since coming to this unit, over twenty-two months ago, this officer has displayed considerable zeal and has carried out his duties most efficiently. Through his efforts he has to a great extent raised the standard of air firing at this unit.

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CHARLEBOIS, F/O Joseph Henri Hercule (J29782) - **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 in St. Telesphore, Quebec, 26 May 1911; home in Cornwall, Ontario (butter maker, farmer and truck driver); enlisted in Montreal, 15 October 1940 and

posted to No.4A Manning Depot. To No.22 EFTS (guard), 23 June 1941. To No.4 WS, 29 August 1941; promoted LAC, 1 October 1941; to No.9 BGS, 11 April 1942; graduated and promoted Sergeant, 25 May 1942. To No.9 AOS, 17 June 1942. Promoted Flight Sergeant, 25 November 1942. Commissioned 27 May 1943. To No.31 OTU, 28 May 1943. To "Y" Depot, 6 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. Promoted Flying Officer, 27 November 1943. To Bishop's Court, 18 January 1944 (No.7 Observer AFU). To No.22 OTU, 22 February 1944. To No.61 Base, 12 May 1944. Attached to No.1666 CU, 12 May to 7 June 1944. To No.433 Squadron, 7 June 1944. Repatriated 8 December 1944. To No.16 SFTS, 15 January 1945. To No.9 AOS, 13 February 1945. Retired 1 May 1945. Rootsweb.ancestry.com lists him as being born 26 May 1911 in St. Telesphore, Quebec, and dying in Cornwall, 6 December 1965. 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." Award presented 7 August 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.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had flown 33 sorties (161 hours 55 minutes), 16 June to 14 October 1944.

This officer, the Wireless Operator of the crew captained by Flying Officer J.D.R. Nixon, has now completed his first tour of operations comprised of thirty-three 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. Flying Officer Charlebois 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 (identical to that of F/O Walter P. Speak) was as follows:

16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemonte en Neville (4.40)
21 June 1944 - Oisemonte (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 (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)

Notes: Repatriation Form dated 24 November 1944 stated he had flown 33 sorties (161.25 operational hours) plus 162.45 non-operational hours.

Training: Interviewed 9 October 1940 in Montreal by F/O Louis P. Gelin. "Average type, fair education. Speaks French and English. Suggest No.4 Manning Depot. Good manners.

Course at No.4 WS was 27 October 1941 to 10 April 1942. Flew three hours 25 minutes in Flying Classroom as First Operator, no time in Flying Classroom on Listening Watch and five hours 25 minutes in two-seater aircraft as sole operator. Ground courses in Theory (39/50), Morse, buzzer and lamp (209/250), Procedure (140/200), Signals Organization (124/150), Armament (55/100), Drill and PT (33/50). Placed 101st in a class of 119.

Course at No.9 BGS was 27 April to 25 May 1942. Flew seven hours 25 minutes in Fairey Battle aircraft. Fired 450 rounds on ground, 200 rounds air-to-ground and 1,400 rounds air-to-air. Scored four percent hits in Beam Test, 1.7 percent hits on Beam Relative Speed Test and 3.2 percent hits on Under Tail Test. Scored 70 percent on written test, 67 percent on practical and oral test and rated 145/250 on "Ability as Firer." Placed 27th in a class of 37. "Language difficulty - very sincere - good wireless operator."

Course at No.7 Observer AFU was 19 January to 22 February 1944. Flew in Anson aircraft with T1155 and T1154 radios (30 hours ten minutes). Received 42 messages in the air and transmitted 19. Did 79 H/F and D/F Bearings and six H/F and D/F Homings. Made 22 D/F Loop Bearings and eight inspections. Made eleven M/F and D/F Fixes. "Air operating fairly good. Very keen and hard worker." Attained 22 words per minute, sending and receiving, in Morse, eight words per minute in Aldis lamp. Air Tests in W/T Set Manipulation (195/300), D/F Loop Manipulation (130/200), Air Operating Procedure (280/400) and Log Keeping (65/100). Ground tests in Knowledge and Maintenance of W/T and R/T Equipment (140/200), W/T Set Manipulation (130/200), Fault Finding (120/200), W/T Procedure (140/200), W/T Organization (130/200).

Course at No.22 OTU was 22 February to 30 April 1944. Flew in Wellington III and X aircraft equipped with Marconi G.P. - 44 hours ten minutes by day and 46 hours 45 minutes by night. Attained Morse speed of 20 words per minute, Aldis lamp speed of eight words per minute. Did 23 daily inspections. Graded 140/200 in Airborne Fault Finding. Graded 625/1,000 in Air Operating. Ground tests in Knowledge and Maintenance of W/T and R/T Equipment (165/300), W/T Organization and Procedure (156/200), Special Equipment (132/200), Log Keeping (50/100). "An average operator, keen, conscientious, and a hard worker, with a fairly good knowledge of his subjects."

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CHARLEY, F/O Walter Alan (J24697) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 23 July 1917 in Melbourne, Australia; home in Le Crescent, Minnisota (but described as British subject); served with a light horse unit two years; enlisted in Windsor, Ontario, 25 May 1942. To No.3 Manning Depot, 23 June 1942. To No.15 SFTS (guard), 1 August 1942. To Station Calgary, 6 August 1942. To No.4 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.2 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. Promoted Flight Lieutenant, 12 December 1944. Repatriated 23 March 1945. Retired 26 May 1945. Believed to have died in Wisconsin, 1976. Presented with both DFC and Bar, 31 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 Officer Air 2/8831 has recommendation dated 20 November 1944 when he had flown 38 sorties (180 hours 22 minutes), 26 April to 11 November 1944.

www.bombercommandmuseumarchives.ca

26 April 1944 - Essen (5.45)
6 May 1944 - Brest (4.55)
8 May 1944 - Morality (4.25)
9 May 1944 - St.Valerie (4.30)
15 May 1944 - Kattegatt (5.55)
19 May 1944 - Le Clippon (3.00)
21 May 1944 - Heligoland (4.35)
22 May 1944 - Le Mans (5.05)
27 May 1944 - Le Havre (3.55)
28 May 1944 - Le Havre (3.55)
2 June 1944 - Dunkirk (3.25)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Conole sur Neirpau (5.35)
10 June 1944 - Versailles (5.30)
13 June 1944 - Cambrai (4.30)
15 July 1944 - Nucourt (3.44)
19 July 1944 - Rollez (3.00)
22 July 1944 - Acquet (2.38), DNCO (no sortie)
23 July 1944 - Kiel (5.13)
25 August 1944 - Russelsheim (6.59)
24 July 1944 - Stuttgart (7.04)
27 July 1944 - Boissons (3.30)
28 July 1944 - Hamburg (4.53)
30 July 1944 - Battle area (3.33)
3 August 1944 - L'ile Adam (2.56)
4 August 1944 - St.Maximim (2.56)
5 August 1944 - Bordeaux (7.37)
7 August 1944 - TOTALIZE (2.32)
8 August 1944 - Lucheux (2.48)
26 August 1944 - Kiel (5.30)
29 August 1944 - Stettin (5.23), DNCO
12 August 1944 - Frankfurt (5.59)
14 October 1944 - Duisburg (4.05)
15 October 1944 - Wilhelmshaven (4.08)
19 October 1944 - Stuttgart (5.13)
23 October 1944 - Essen (4.39)
25 October 1944 - Homburg (3.19)
30 October 1944 - Cologne (4.18)
2 November 1944 - Dusseldorf (4.08)
11 November 1944 - Dortmund (4.27)

Flying Officer Charley is an outstanding navigator who is now on his second tour of operations. He has participated in many raids against such heavily defended enemy areas as Stuttgart, Essen and Kiel. Throughout his long and varied operational career, he has displayed a keenness for operational duty and a high sense of responsibility which has been a decided factor in influencing not only the successes attained by his own crew, but in inspiring confidence in his other fellow comrades.

CHARLEY, F/L Walter Alan, DFC (J24697) - **Bar to 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.

Throughout two tours of operational duty this officer has shown himself to be an outstanding navigator by his cheerful courage and determination even in the most adverse circumstances. He has won the confidence and admiration of all members of his crew. Since the award of the Distinguished Flying Cross Flight Lieutenant Charley has continued to operate with undiminished zeal and devotion to duty.

For text of a Combat Report from 28 July 1944 see entry for F/L Thomas Ellison.

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CHARLTON, P/O Arthur William (J51817) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** dated 22 February 1946 and AFRO 183/46 dated 22 February 1946. Born 18 December 1918 in Cambridge, England. Raised in Qualicum Beach and Vancouver. Home in Vancouver; enlisted there 11 October 1938 as Airframe Mechanic. Promoted AC1, 17 October 1939. With No.120 (BR) Squadron as of 2 January 1940. Promoted LAC, 1 April 1940. Promoted Corporal, 1 October 1940. Promoted Sergeant, 15 February 1941. To No.8 Repair Depot, 4 May 1941. Promoted Flight Sergeant, 28 January 1942. To No.9 (BR) Squadron, 15 August 1942. To No.160 (BR) Squadron, 18 May 1943. Remustered to aircrew and posted to No.1 Manning Depot, 29 June 1944. To No.1 Flight Engineer School, 16 August 1944. To Technical Training School, 29 September 1944. To No.1 Flight Engineer School again, 30 December 1944. Commissioned 6 March 1945, To No.160 (BR) Squadron, 25 March 1945. To Moncton, 3 June 1945. To Halifax, 12 July 1945. Promoted Flying Officer, 6 September 1945. Retired 30 September 1945. Moved to Powell River, British Columbia in 1948. Commanded No.22 Air Cadet Squadron and was responsible for two "best in Canada" awards in the 1950s. He moved to Victoria in 1963 to join the provincial civil service. Became Chairman of British Columbia Purchasing Commission. Died in Victoria, 11 April 2008.

This officer is a most efficient and co-operative Flight Engineer who has

completed a large number of hazardous operational sorties over the North Atlantic. He has at all times shown great enthusiasm and devotion to duty which have contributed greatly to the high standard of morale at this unit.

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CHARLTON, F/L Richard Jeffrey (J9931) - **Commended for Valuable Services** - No.13 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 19 June 1913 in Quebec City. Employed three years with Legar and Charlton, Lachine (road construction), RCMP in Halifax for 18 months, 1936-37 (Coast Guard and Marine), Canadian Car and Foundry in Montreal for five months (mechanic), East Malartic Mines for two years (mining gold), Stradcona-Rouyn Mines in Rouyn for five months (mine superintendent) and again with East Malartic Mines, Norrie, Quebec, six months (Assistant Mill Superintendent). Enlisted in Ottawa, 19 May 1941. Trained at No.1 ITS (graduated 20 August 1941), No.10 EFTS (graduated 7 October 1941) and No.1 SFTS (graduated and commissioned 22 January 1942). Posted to Central Flying School, Trenton, 22 January 1942. Posted to No.13 SFTS, North Battleford, 2 May 1942. To Station Trenton, 8 April 1945 (to instruct) until 27 September 1945. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 July 1943. Awarded Honorary Belgian Wings, 16 March 1945. Released 29 September 1945. Certificate and emblems sent to No.1 CFS, 5 July 1945.

Recommended for Air Force Cross, 9 January 1944 by S.L M.G. Gagnon, Chief Instructor, No.13 SFTS. He was then employed as Examining Officer and had flown 1150 hours (163 hours in previous six months) of which 800 hours had been as instructor (163 hours in previous six months).

This officer has been instructing at this unit since April 1942 during which time he flew 800 hours. His splendid work as an officer and an instructor has been of the highest quality and his initiative in administration showed a great interest in the training of pilots.

This proceeded through No.3 Training Command and as of 25 January 1944 was supported by Air Commodore A. Raymond. An undated minute signed by A/C H.L. Campbell read, "Did not reach Priority List, Flying Instructors, February 1944".

Recommended for Commendation, 13 December 1944 by W/C H.A.C. Stratton. He had flown 1,265 hours 20 minutes (91 hours 50 minutes in previous six months) and instructional flying totalled 1,050 hours.

This officer has been with this unit for about 2 ½ years. He has carried out the

duties of flying instructor, Flight Commander, Examining Officer in a manner deserving of very high praise. He has set a fine example in efficiency and his devotion to duty is most commendable.

This was supported by A/V/M K.M. Guthrie on 14 February 1945 and duly by A/C H.L. Campbell at AFHQ.

Assessments of his work at No.13 SFTS include the following:

Very good all round type **(S/L L.D. Mongeau, 14 August 1942)**

A keen type of officer who has shown himself to be very competent as Officer Commanding, "H" Flight **(F/L W.R. Brown, 2 March 1943)**

This officer has filled the position of Flight Commander for four months and his excellent work warrants a promotion to Acting Flight Lieutenant effective 1st July 1943. **(S/L M. Gagnon, 24 June 1943)**

This officer has been appointed to command the Testing Flight at this unit. He is recommended for appointment to the rank of Acting Squadron Leader **(W/C H.A.C. Stratton, 23 December 1944)**

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CHARLWOOD, Sergeant Dennis William (R89818) - **Mention in Despatches** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in London, England, 31 January 1920. Bank teller before the war. Served in Lincoln and Welland Regiment, 14 August 1940 to 5 March 1941. Enlisted in RCAF at Hamilton, 10 April 1941 as Radio Mechanic. To RCAF Detachment, University of Toronto, 24 May 1941. Promoted LAC, 30 August 1941. To No.31 Radio School, Clinton, 16 September 1941, training there to 19 October 1941. Posted to "Y" Depot, Halifax. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 23 November 1941. To No. 2 Signal School, 17 December 1941; to No.44 Squadron, 23 December 1941. Reclassified as RDF (Radar) Mechanic, 21 May 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943; to No.619 Squadron, 19 April 1943; to No.207 Squadron, 26 October 1943, serving to 12 January 1944. Posted to North Africa, arriving 25 January 1944; to No.37 Squadron, 1 March 1944, serving with that unit to 3 November 1944. Returned to United Kingdom, 8 January 1945; posted to Canada, 22 February 1945; released 19 September 1945. Died in St.Catharines, Ontario, July 1986.

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CHARRON, FS Gerald Raoul (Can 2403) - **British Empire Medal** - No.12 (Communications) Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 1 July 1917 at Ottawa (RCAF press release reporting award); enlisted there 6 June 1938 as Aero Engine Mechanic. To Trenton, 8 April 1939. Promoted LAC, 1 November 1939. To Rockcliffe, 20 January 1940. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 October 1940. Promoted Flight Sergeant, 1 July 1941. Promoted WO2, 1 September 1944. To No.3 Release Centre, 23 October 1945. Retired 11 November 1945. Award presented 22 April 1944. Photo PL-24633 shows him with parents after investiture.

This non-commissioned officer has been employed as an Aero Engine Mechanic for a number of years and is now in charge of the Maintenance Section. Throughout his service career his sincere devotion to duty, untiring efforts and skill have set an excellent example to those working with him. His ability to direct and supervise has been largely responsible for the high standard of reliability of the equipment of his squadron which has been transporting important persons on minor and major continental trips for a considerable period without an accident. This record, to a great extent, is due to the thorough work of Flight Sergeant Charron.

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CHARTERS, FS Edward (Can 4111) - **British Empire Medal** - No.8 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 3 January 1913 in Medicine Hat, Alberta. Enlisted as Aero Engine Mechanic in Calgary, 4 May 1939. Promoted AC1 and posted to No.11 (BR) Squadron, 3 November 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 15 October 1940. To No.8 SFTS, 15 December 1940. Promoted Sergeant, 1 February 1941. Promoted Flight Sergeant, 1 March 1942. To Aero Engineer School, 28 March 1943. To No.5 Manning Depot, 28 June 1943. To Officer Training School, 23 June 1943. Commissioned 24 June 1943 (C28451). To No.10 Repair Depot, 9 August 1943. Promoted Flying Officer, 24 June 1944. Promoted Flight Lieutenant, 1 February 1945. To Halifax, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated, 18 November 1946. Reverted to WO2, 1 October 1946. To Station Winnipeg, 1 March 1947. To Rivers, 23 April 1947. To Winter Experimental Establishment, 20 June 1949. Commissioned again, 1 April 1951 with rank of Flying Officer. To No.408 Squadron, 10 June 1951. To No.412 Squadron, 30 September 1952. Promoted Flight Lieutenant, 1 July 1953. Died 31 May 1958. Award presented 31 May 1944.

This NCO, previously employed as aircrew, has to his credit 261 flying hours as navigator and approximately 100 hours as crewman. Flight Sergeant Charters is

now the Senior Aeronautical Mechanic of the Repair Squadron at this unit and has displayed an excellent knowledge of his trade. By his driving force, untiring efforts and cheerful manner he has been a splendid example and inspiration to those working with him, thereby being largely responsible for the record obtained by this unit in aircraft serviceability.

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CHARTERS, Flight Sergeant Robert Burns (R115419) - **Distinguished Flying Medal** - No.199 Squadron - Award effective 3 April 1943 as per **London Gazette** dated 16 April 1943 and AFRO 809/43 dated 7 May 1943. Born 9 May 1918 (birth date on MI.9 report) or 9 May 1923 (birthday cited in obituary which states he was born in Brampton); home in Richmond, Virginia or in Brampton, Ontario; enlisted in Toronto, 22 July 1941 and posted to No.1 Manning Depot. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 but not posted to No.4 AOS until 26 October 1941; to No.4 BGS, 31 January 1942; graduated and promoted Sergeant, 14 March 1942 when posted to No.2 ANS; graduated 13 April 1942 and posted next day to "Y" Depot. To RAF overseas, 30 April 1942. Further trained at No.19 OTU. Commissioned 20 August 1943. Promoted Flying Officer, 1 March 1944. Repatriated via Rockcliffe, 7 June 1944. To "Y" Depot again, 17 July 1944. Taken on strength of No.3 PRC, Bournemouth, 3 August 1944. To RAF overseas, Promoted Flight Lieutenant, 1 October 1944. Repatriated 9 July 1945. To Mountain View, 15 September 1945. To No.66 OTU, 22 November 1945. To Release Centre, 2 April 1946; retired 9 April 1946. Became a flagman with Armstrong Brothers Construction, rising through the ranks to be President and Chairman of Ambro Holdings; Director of Ontario Road Builders and the Canadian Construction Association. Died 26 July 2014 in Toronto. Award presented by King George VI 12 October 1943. Cited with Sergeant A.J.W.R. Coupar (RAF, also awarded DFM). Photo PL-19710 shows six Ontario personnel following investiture - Sergeant D.V. Smith (Toronto), P/O R.B. Charters (Brampton), P/O F.R. Zulauf (Milverton), P/O R. Dorland (Islington), F/L C.D. Perkins (Fonthill) and FS H.J. O'Connor (Napanee). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. RCAF photo PL-25023 (1) shows him.

One night in March 1943, Sergeant Coupar (RAF) and Flight Sergeant Charters were captain and navigator, respectively, of an aircraft detailed to attack Essen.

On the outward flight one engine of the bomber became overheated but Sergeant Coupar flew on to the target and bombed it. Shortly after crossing the Dutch coast on the return journey the aircraft was attacked by an enemy fighter, sustaining much damage. The wireless apparatus was rendered unserviceable and the inter-communication and hydraulic systems were put out of action causing the bomb doors to open and the undercarriage to hang in a downward position. In spite of this, Sergeant Coupar coolly and skilfully evaded the attacker and set course for base. During the remainder of the homeward flight, Flight Sergeant Charters, who had been wounded in the chest, displayed great fortitude, remaining at his post to continue his navigational duties. Sergeant Coupar eventually flew the damaged bomber to an airfield where he effected a successful crash landing. Both these airmen displayed great courage and skill in harassing circumstances.

CHARTERS, F/L Robert Burns, DFM (J18469) - **Croix de Guerre (France)** - No.171 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Later attained rank of Squadron Leader. Public Records Office document Air 2/9645 has citation.

This officer has taken a very active part as navigator in operations over France, both before and after D Day. On the 3rd March, 1944, after being shot down over France, he eluded the Germans, with the ready assistance of the French people, walked back to his own lines and finally reached England. After a very short rest he returned to his unit. Flight Lieutenant Charters' work, both in the air and on the ground, have been of the highest order and his courage and tenacity of purpose have been an inspiration to his captain and crew.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Charters' evasion. W.R. Chorley, **Royal Air Force Bomber Command Losses of the Second World War** (1944 volume) states that the aircraft on which he was shot down was Stirling EE957, EX-Q, of No.199 Squadron, which raises the question of why No.171 Squadron is associated with this award. Typographical error ?

Public Record Office WO 208/3319 has his MI.9 report (S/P.G.-1894) compiled from interview on 2 May 1944. It noted that he had left Gibraltar on 1 May 1944 and arrived at Whitchurch on 2 May 1944. Others in crew were F/L K.B. O'Connor (pilot, RNZAF, killed), F/O E.G. Brown (bomb aimer, killed), Sergeant Green (flight engineer), Flight Sergeant D.A. Chisholm (WOP, RNZAF, POW), P/O A.P. Chisholm (rear gunner, RNZAF, POW) and Sergeant L.E. Crick (mid-upper

gunner, killed).

I was a member of a crew of a Stirling Mark III which took off from Lakenheath (Suffolk) on 3 March 1944 about 1730 hours on a special mission. On the return flight we were attacked by a night fighter about 2330 hours, and were ordered to bale out.

I came down in a wood at France 1:250,000, Sheet 17, O 1275. I was suspended by my parachute in a tree about ten feet from the ground, but managed to get over to the trunk, release myself and scramble to the ground. While I was coming down I saw the explosion of the aircraft which, I heard later, crashed near Is-sur-Tille (O 0884). I left my parachute in the tree, and having hidden my mae west and harness in some bushes in the woods, I started walking southeast. When I reached the next woods I heard people moving about, so I changed my direction to northeast till I reached the Forest of Velours (O 17). I walked the west edge of this wood for some distance, and then crossed the frozen fields to the main Langres-Dijon road. I by-passed Orville (O 1689) and rejoined the main road. Shortly afterwards I reached a railway crossing where I received help in the early morning of 4 March. I was later put in touch with an organization, and the rest of my journey was arranged for me.

Errol W. Martyn, in Volume 2 of **For Your Tomorrow** (Christchurch, 1999) elaborates by saying that the SOE mission was code named FONTAINE FRANCAIS (supply dropping). His account of the shoot-down differs from that of Charters but has some interesting extra details:

Stirling III EE957/Q took off at 2050, attacked by a night fighter at low altitude near the first drop zone, and again in the vicinity of the second, when the starboard wing was hit and set on fire. Four of the seven crew successfully baled out before EE957 crashed between Is-sur-Tille and Gemeaux, two villages located about 20 kilometres north-north-east of Dijon. The pilot and the RAF mid-upper gunner, who perished in the crash, are buried at Is-sur-Tille, while the air bomber rests at Gemeaux. The RCAF navigator successfully evaded capture, but his three surviving comrades were taken prisoner, including RNZAF wireless operator Flight Sergeant D.A. Chisholm and rear gunner Pilot Officer A.P. Chisholm. After landing, Donald Chisholm saw at least three night fighters circling in the area, suggesting that the operation had been betrayed and a trap set to shoot them down.

For the record, the website "Lost Bombers" describes the final sortie thus. Stirling EE957, No.199 Squadron (EX-Q) on SOE operations, 3/4 March 1944. This aircraft was initially

delivered to No.196 Squadron on 11 August 1943. To No.199 Squadron on 27 August 1943. Airborne at 2050 hours, 3 March 1944 from Lakenheath on Operation Fontaine Francaise and set course for France. Shot down by a Me110 in the general vicinity of the DZ. Due to low altitude, only four were able to bale out before the Stirling crashed between Gemeaux (Cote d'Or) and Is-sur-Tille, two small villages 20 km and 23 km respectively NNE of Dijon. Crew was F/L K.B.O'Connor, RNZAF (killed), Sergeant G.W.Green (POW), P/O R.B.Charters, DFM, RCAF (evaded), F/O E.G.Brown (killed), Flight Sergeant D.A.Chisholm, RNZAF (POW), Sergeant L.E.Crick (killed), P/O A.P.Chisholm, RNZAF (POW).

The following appeared in **Globe and Mail** of 5 September 2014 under headline BOMBER NAVIGATOR BOB CHARTERS RECEIVED TWO WAR MEDALS and byline of Tom Hawthorn.

The bomber dropped supplies for Resistance fighters in occupied France before being attacked from above. A Messerschmitt fighter raked the starboard wing and engine, setting both afire. The pilot ordered the crew to bail out into the night sky.

Bob Charters, the navigator aboard the Stirling bomber, followed the bomb aimer out the front escape hatch. The aircraft had been flying low to make the drop, so his parachute had barely opened before the navigator was crashing through tree branches.

He knew his first task was to hide his parachute, but he was unable to extricate it from the tree that broke his fall. Any Germans seeking the air crew would undoubtedly spot the chute.

"I ran as fast as my nervous legs would carry me for the first hour and certainly did not stop for any length of time until daylight," he later wrote in an unpublished memoir.

Mr. Charters, who has died at the age of 91, would be on the run from the enemy for more than a month, part of which was spent in full view of the German occupiers, including drinking alongside soldiers at a café.

His hair-raising escape from capture depended on the bravery and cunning of the same French Resistance fighters for whom his crew had dropped supplies. The navigator, a pilot officer by rank at the time his plane was shot down, would be awarded the Croix de Guerre by France after the war. A year before being shot out of the sky, he had been awarded a Distinguished Flying Medal for valour by the king at Buckingham Palace.

That ceremony seemed remote as morning dawned on March 4, 1944. The airman followed his training – travel by night, hide away by day. He spent his first full day in France secretly observing a promising residence.

“I had watched a railway crossing guard’s home for an entire day and after dark I got up enough courage to knock on the door and ask for help,” he wrote. “My poor schoolboy French was of limited assistance, but as I was still in uniform, he asked me into the house at once.”

The railwayman explained he could not hide him for fear discovery would lead to calamity for his family. He asked his wife to prepare a meal. Mr. Charters was sent into the cool night with a beret atop his head, a heavy overcoat over his battle dress, and a full belly after feasting on eggs, dark bread with salt pork and a steaming cup of ersatz coffee.

After he begged for food from Burgundy peasants for a few days, word got out to the local Resistance about an airman in their midst. A couple in the village of Is-sur-Tille fed him and provided hot water for a bath, as well as a warm bed. He slept for 12 hours.

After a week spent hidden in an upstairs bedroom, or in the root cellar, Mr. Charters was moved to Dijon, where he was hidden in a furniture store warehouse that also served as a depot for supplies dropped by the Royal Air Force, as well as armaments stolen from the Germans. Meals arrived in packages, or in a briefcase. He spent three weeks in a third-floor attic, the tedium broken by a rare visit to a café to sip wine, where he and his handler were once surrounded by Germans, who one presumes were accustomed to the locals not speaking in their vicinity.

Forged documents – including a work permit, a travel pass and an identification card – were prepared for Mr. Charters in the name of Robert Jean Duchesne, a deaf-mute watchmaker. He travelled to Paris by train without incident, a contact at the station taking him to an apartment, where several men interrogated him to ensure he was not an enemy plant.

“After a few hours of what seemed to be close arrest, I was officially welcomed by three or four men in the usual French fashion with kisses on both cheeks,” he wrote. “This seemed strange to me but in the circumstances was most reassuring.”

He moved daily in Paris, a “bag of potatoes” to be delivered from one safe spot to another. At last, he was once again placed aboard a train, this time to Toulouse, where he was taken to a farmhouse with five other evaders on the outskirts of the city. A Basque guide led them on a winding trek through the Pyrenees to the Spanish frontier, about 150 kilometres to the southwest.

After three nights and four days of hiking, the guide directed the six men to a road below them, which was in Spanish territory. After taking their French currency, as well as compasses and silk escape maps, the guide left them.

Spanish police arrested them soon after they reached the road. They spent two days in a village jail before being released to a British air attaché. Mr. Charters spent several days in Pamplona in a compound with other non-commissioned officers, the only restriction being a nighttime curfew. He took in a bullfight and attended a concert in a park by a German military band. A bus trip to Madrid was followed by a journey to Gibraltar, then a flight to England, where he discovered his bank account had been frozen in the belief he was dead.

At last, he also learned the fate of his crew mates aboard the bomber. Mr. Charters was the only one of the survivors to evade capture; the flight engineer, the wireless operator and a gunner were all captured. The bomb aimer, Edward George Brown, 21, of North Harrow, Middlesex, who had preceded him out the escape hatch, did not survive the jump from the plane. A gunner, Lawrence Eric Crick, 21, of Pirbright, Surrey, and pilot Kevin Bernard O'Connor, 29, of Waipawa, New Zealand, both died in the crash of the bomber.

The war in Europe ended on May 8, 1945, the day before his 22nd birthday. He volunteered for duty in the Pacific, but the conflict ended before he had a chance to serve in that theatre.

In 1974, Mr. Charters made a pilgrimage to the cemetery at Is-sur-Tille, where two of his crew mates are buried. On a later visit to France, he was reunited with a dozen of his rescuers from the Resistance, none of whose real names he knew during the war, a security measure lest he be captured and tortured for information.

Robert Burns Charters was born on May 9, 1923, in Brampton, Ont., to Ida Mary (née Harcourt), a nurse, and Clarence Victor Charters, whose family was prominent as local publishers and members of the Conservative Party. The boy's

grandfather, Samuel Charters, served as mayor of Brampton before spending 18 years as a member of Parliament.

His father and grandfather played in lacrosse's Minto and Mann Cup championships. Bob Charters played tennis and was a member of his high school's basketball and football teams. After school, he worked as a grocery-store butcher. He worked on a farm briefly before enlisting in the Royal Canadian Air Force shortly after his 18th birthday.

He trained at the Eglinton Hunt Club in Toronto, the air observer school in London, Ont., and the bombing and gunnery school in Fingal, Ont., before taking navigation courses in Pennfield Ridge, N.B. He flew aboard Avro Ansons and Fairey Battles in training in Canada before being sailing overseas. Mr. Charters was aboard a Whitley on a training flight in a thunderstorm when the engines failed. All five crew members survived the jump, though Mr. Charters had the right boot ripped from his foot when his parachute deployed. He scratched the foot badly as he trudged through gorse after landing.

Assigned to the RAF's No. 199 Squadron, Mr. Charters was navigator on a Wellington assigned on a bombing raid of the Krupp factory in Essen in the Ruhr Valley when the bomber was attacked from below by a fighter. Cannon and machine-gun fire holed the aircraft, knocking out the intercom and damaging the hydraulic system. The instrument panel was smashed and pilot Sergeant A.J.W.R. Coupar was cut by flying glass. Shrapnel and gunshots tore into Mr. Charters's arm and chest.

Despite the injuries, he guided the aircraft to an emergency field in England, where the pilot managed a successful crash landing. The pilot and the navigator were awarded Distinguished Flying Medals immediately for bringing the wounded aircraft and crew home.

After the war, Mr. Charters returned to Brampton and took a job as a flagman on a construction crew. He worked his way up through the company's ranks as a timekeeper, office clerk and instrument man before becoming a contract manager in 1954 and a vice-president in 1966. In 1971, he was named president of Armbró Holdings, which included a construction company and related businesses, as well as two transportation companies and a concrete business. He was named chairman of the board in 1978, a position he held for five years before retiring.

Mr. Charters was also president of the Ontario Golf Association and a governor of the Royal Canadian Golf Association.

He served as a director of the Canadian branch of the Royal Air Forces Escaping Society, a charitable group he joined on its formation in 1946.

Mr. Charters died on July 26. He leaves a son, a daughter, five grandchildren, three great-grandchildren and a sister. He was predeceased by Kathleen, known as Katie (née McKillop), his wife of 64 years, who died in 2011 at 87. He was also predeceased by a brother, a retired Canadian Army colonel, who died in 1997.

When Mr. Charters surrendered his silk map and francs on the Spanish frontier, he kept his forged identity documents as a souvenir of his escape, not that he needed reminders of his service. Not only did he have two medals for valour, but from time to time another small piece of shrapnel would work its way to the surface of his scarred chest.

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CHARTIER, F/L Clarence Amos (J87460) - **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 7 December 1919 in Toronto; home in Granby, Quebec (student, briefly attended Ni,41 Army Basic Army Training Centre, Huntingdon, February to April 1941. Enlisted in Montreal, 24 April 1941. To No.1 Manning Depot, 2 May 1941. To "S", 22 May 1941. To No.3 ITS, 2 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.11 EFTS; graduated 10 October 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. Embarked from Halifax, 24 January 1942. Disembarked in Britain, 10 February 1942. To No.2 (Pilots) AFU, 13 April 1942. To No.296 Squadron, 30 June 1942. Promoted Flight Sergeant, 2 July 1942. To Heavy Glider Conversion Unit, Brize Norton, 13 July 1942. To No.3 (Pilots) AFU, 11 August 1942. To Heavy Glider Conversion Unit, Brize Norton, 20 September 1942. Promoted WO2, 2 January 1943. Promoted WO1, 2 July 1943. To No.13 OTU, 7 September 1943. To No.82 OTU, 28 March 1944. Commissioned 2 June 1944. To No.86 OTU, 15 June 1944. To No.61 Base, 1 July 1944. Attached to No.1666 Conversion Unit, 1 July to 11 August 1944. To No.415 Squadron, 11 August 1944. Promoted Flying Officer, 2 December 1944. Repatriated 8 April 1945. To No.1 Air Command Headquarters, 17 April 1945. To Western Air Command, 17 May 1945. Posting cancelled and sent to No.2 Release Centre, 19 June 1945. Retired 25 June 1945. Reengaged with RCAF Primary Reserve as pilot, 3 September 1953. However, his duties were those of Recruiter and Career Counsellor. Retired 17 February 1959. Award presented in Montreal, 25 November 1949. Died in Ventura, California, 14 October 1988 as per **Airforce Magazine** of

January-February-March 1989. 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 22 November 1944 when he had flown 18 trips (91 hours 55 minutes):

This officer has completed very many sorties involving attacks on a wide range of targets in Germany and Northern France. He has also completed numerous minelaying operations. He is an outstanding captain whose skill, determination and devotion to duty have a fine example...

The sortie list was as follows:

31 August 1944 - Ile de Cezembre (4.40, second pilot)
3 September 1944 - Volkel (3.25)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (4.20)
12 September 1944 - Wanne Eickel (5.10)
25 September 1944 - Calais (4.20)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.25)
28 September 1944 - Cap Gris Nez (4.25)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.05)
12 October 1944 - Wanne Eickel (5.05)
14 October 1944 - Duisburg (5.10)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Wilhelmshaven (4.10)
23 October 1944 - Essen (5.15)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.00)
27 November 1944 - Essen (5.30)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (6.30)
5 December 1944 - Soest (5.40)
17 December 1944 - Duisburg (6.30)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.10)

13 January 1945 - Saarbrucken (7.15)
14 January 1945 - Grevenbroich (6.00)
28 January 1945 - Stuttgart (6.45)
1 February 1945 - Mainz (6.55)

A letter dated 26 November 1944 (W/C F. Gaffney for Air Commodore Commanding, No.62 Base to Commanding Officer, No.415 Squadron) is interesting for evidence of the manner in which recommendations were scrutinized and vetted:

1. Reference RCAF Station Eastmoor's letter EM/S.761/1/P.1 dated 25th November 1944, returned herewith recommendations which were forwarded therein for the award of the Non-Immediate D.F.C. for the undermentioned officers:-

J.26751 F/O J.H. McQuiston
C.2206 F/L D.P. Thompson
J.87460 F/O C.A. Chartier

2. It is not considered that these officers have completed sufficient sorties to warrant recommendation at this time and it is suggested that they be withheld until such time as they have completed approximately 24 or 25 sorties.

3. In the meantime, however, should they take part in any incident which might warrant the award of an Immediate D.F.C. they should be re-submitted.

Website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lk765b.html> has the following item relative to his career:

Halifax LK765 damaged by flak, returned to East Moor airfield.

On 12th September 1944, No.415 Squadron were tasked with flying a daylight operational flight to attack Wanna Eickel and a number of their aircraft were hit by flak over the target. All were able to return home to East Moor landing in the late afternoon. This aircraft was hit in the starboard wing and damage was also done to the bomb doors, port outer nacelle and nose of the aircraft.

Pilot - P/O Clarence Amos Chartier RCAF (J/87460), of Montreal, Ontario, Canada.
Flight Engineer - Sgt Robert J. Antrobus RAF (534816).
Navigator - Sgt James H. Harrison RCAF (R/189264).
Bomb Aimer - Sgt J. H. B. Veals RCAF (R/183576).

Wireless Operator/Air Gunner - W/O F. Morrison RCAF (R/106329).

Air Gunner - Sgt Donald E. Hunt RCAF (R/219685).

Air Gunner - Sgt J. F. Beharriell RCAF (R/268536).

Air Gunner - W/O C. K. Rowe RCAF (R/92187).

Notes: Piloting Oxford I, serial L4613, No.2 (Pilots) AFU, 6 June 1942. Taxying to take off, tail wheel collapsed. Runway was very rough and tail wheel dropped into a rut.

Incident, 11 July 1942, Whitley V, serial BD531. Pilot was P.O V.D. Kemmis, Chartier second pilot. No.296 Squadron. On landing, tail wheel caught in a seven-inch rut that was obscured by grass and unmarked. Oleo leg of tail wheel sheared. No blame to crew.

Whitley V, serial BD502 damaged at Heavy Glider Conversion Unit, 11/12 March 1943. Both pilots denied knowledge of how it happened.. Investigation failed to find cause; it appears that it had been damaged before they flew it as there was oil spray on the leading edge of elevators.

Accident, 1735 hours, 20 May 1943, Heavy Glider Conversion Unit, Whitley V serial BD635 and Horsa DP772. Horsa crew were Lt. R.E. Spence and Sergeant P.B. Hill; Chartier with Corporal G.A. McDowall. No injuries. Chartier was stationary on runway, waiting for takeoff, when struck by DP772 which was involved in a takeoff.

On 5 December 1944, Halifax III, serial NA185, crew as shown on 12 September 1944. Operational flight. "About 40 minutes from target, just after crossing front line, I saw another aircraft approximately at right angles about twenty yards away. I shoved the nose down to avoid collision but the astro dome and upper portions of aircraft struck other aircraft - probably their H2S. Upon examination of damage found all gauges and lights on engineer's panel to be smashed, and all the roof above his position to be torn away. All members of crew were uninjured except the engineer who got a bump on his head and had a headache, Decided to continue to target and shortly after collision we were coned by about ten searchlights and for a few seconds and managed to evade this by evasive action and the help of scattered cloud below us. Set course to get back into bomber stream when heavy predicted flak began to burst about 20 feet ahead of us, Did violent evasive action and lost 2,000 feet in corkscrewing but sustained quite a bit of damage. Z equipment knocked out of nose, three holes in mid-upper turret and M.U. gunner hit by small pieces of flak. His oxygen tube was cut in three places. Pressed on to target and bombed primary. Landed at Woodbridge due to damage by flak and collision and did not know exact amount of fuel left. On examining aircraft on ground found about 50 holes of varying sizes all over the aircraft."

Application for Operational Wing dated 3 February 1945 states he had flown 31 sorties (188 hours 45 minutes), 13 August 1944 to 1 February 1945.

Repatriation Form dated 26 March 1945 stated he had flown 32 sorties (175 hours 20 minutes) plus 763 hours 20 minutes non-operational. His last sortie was 1 February 1945. He had also been a tug pilot for gliders. Types experienced were Oxford (131 hours 20 minutes), Whitley (426.10), Blenheim (21.30), Wallington (77.25), Halifax II and V (45.05) and Halifax VII (237.00).

Training: Course at No.3 Initial Training School was 15 July to 20 August 1941. Courses in Mathematics (64/100), Armament, practical and oral (60/100), Drill (75/100), Law and Discipline (52/60), Hygiene and Sanitation (24/40) and Signals (96/100). Placed 49th in a class of 169. "Rather shy and retiring. Dependable and keen. Fair background. Average only."

Course at No.11 EFTS was 20 August to 13 October 1941. Fleet Finch - 33.05 dual, 27.25 solo; spent 10.10 on instruments. Logged ten hours ten minutes in Link. "Discipline very good. Steady, reliable, not easily flustered. Showed good judgement. Is very methodical. Recommended for commission." (P.M. Boisvert). Ground school subjects were Airmanship (106/200), Airframes (72/100), Aero Engines (71/100), Signals, practical (96/100), Theory of Flight (22/100 - failed), Air Navigation (145/200), Armament, oral (116/200). Graded 130/200 on "Qualities as an Officer." Placed 33rd in a class of 35. "Tries very hard, attentive and interested but only of average ability."

Course at No.8 SFTS was 13 October 1941 to 2 January 1942. Anson aircraft - 43.00 day dual, 49.25 day solo, 2.15 night dual, 9.50 night solo. Spent 24.10 on instruments and 20 hours in Link. "This pupil absorbed his instruction well. Displays good judgement and control. His instrument flying is just average. Require plenty of polishing up. Particularly good gyro turns." (W/C Bryant). Ground training in Airmanship and Maintenance (117/200), Armament, written (79/100), Armament, practical (68/100), Navigation (98/150), Meteorology (42/50), Signals, written (35/50) and Signals, practical (65/100). "Quick to learn but apparently has not enough initiative to take advantage of it. Passed on course with average results," One instructor wrote, "Never asks questions about anything." Placed 33rd in a class of 50.

Attended No.1525 Beam Approach Training Flight, 9-16 June 1942. Flew Oxford (13 hours 30 minutes), all of it beam training. Also logged six hours 30 minutes in Link. "A good average pupil who should make an above average Beam Approach pilot with more experience."

Course at No.86 OTU was 13 April to 27 June 1944. Wellington aircraft - 4.10 day dual to first day solo (total day dual), 38.35 day solo, 4.20 night dual to first night solo (total night dual), 30.10 night solo. Logged 11.20 in Link.

Flying Test grades as follows: General Flying (275/400), Applied Flying (145/200), Instrument Flying (175/250), Night Flying (69/100) and Link (30/50). Ground courses in Airmanship (240/300), Armament (264/300), Navigation (158/200) and Signals (65/100). "A steady pilot with

good average ability who has done very well during the course.”

Assessed at No.1666 Conversion Unit. Commenced training, 1 July 1944, ending 11 August 1944. Crew graded average. “Pilot Officer Chartier is a good pilot and a good captain. He has tried very hard at Conversion Unit and has organized a good average crew. With operational experience should do well.” (W/C R.T. Langton, Chief Instructor).

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CHARTIER, FS Florent Guy (Can 6512) - **Mention in Despatches** - No.9425 Servicing Echelon (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. His name is often rendered as “Guy Florent”. Born in Montreal, 12 November 1919. Educated there including Montreal Technical School (1934-1939) and trained as Electrician. Enlisted in Montreal, 10 August 1939. Promoted AC1, 10 February 1940. Promoted LAC, 1 June 1940. To No.2 SFTS, 19 September 1942. Promoted Corporal, 1 December 1940. Promoted Sergeant, 1 July 1941. To No.2 ANS, date uncertain. To No.1 CNS, Rivers, date uncertain, serving there to 1 September 1942, on posting to “Y” Depot. Embarked from Canada, 25 September 1942. Disembarked in Britain, 8 October 1942. To No.425 Squadron, 5 November 1942. Proceeded with the squadron to North Africa, date uncertain. Promoted Flight Sergeant, 21 January 1943. Returned to Britain, 26 October 1943. To No.9425 Servicing Echelon, 12 December 1943. To No.62 Base, 12 August 1944. Repatriated via Debert, 6 August 1945. To No.1 Air Command, Trenton, 14 August 1945. To Rockcliffe, 15 September 1945. To No.7 Photo Wing, Rockcliffe, 24 January 1946. Retained rank of Flight Sergeant, 1 October 1946 as member of postwar RCAF. To No.413 Squadron, 11 June 1947. To No.408 Squadron, 16 January 1949. Promoted WO2, 1 October 1949. To Air Material Command Headquarters, Ottawa, 19 November 1951. Promoted WO1, 1 April 1954. To No.1 SSTS, Camp Borden, 1 June 1954. To Station Portage la Prairie, 25 June 1955. To Station Cold Lake, 19 August 1957. To No.6 Repair Depot, Trenton, 19 July 1959. To Training Command, Winnipeg, 22 August 1966. To Rockcliffe, 5 September 1969. Retired in Ottawa, 12 November 1974. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation submitted 15 August 1944. Had served 37 months in Canada, five months in North Africa, 19 months in UK. Electrician. Died in Ottawa, 17 October 1993.

Flight Sergeant Chartier is non-commissioned officer in charge of the Daily Servicing Squadron Electrical Section, 9425 Servicing Echelon. The high standard of leadership and proficiency possessed by this non-commissioned officer distinguished him unmistakably among his fellow workers. His outstanding ability remains undaunted during conditions of extremely trying character. Flight Sergeant Chartier's unwavering devotion to duty during his five months in Africa and since returning to this country is well worthy of high praise.

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CHARTRAND, Corporal Joseph Raoul Adrien (R135612) - **British Empire Medal** - No.8 Bombing and Gunnery School - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Navan, Ontario, 1 January 1918; home there. Enlisted in Ottawa 7 October 1941 for General Duties and posted to No.2 Manning Depot. To No.8 BGS, 24 October 1941. Promoted AC1, 7 January 1942. Promoted LAC, 7 April 1942. Promoted Corporal, 1 May 1942. Reclassified in as Telephone Technician, 22 May 1944. To No.2 Air Command, 16 December 1944. To Station Edmonton, 8 January 1945. To No.10 Construction and Maintenance Unit, 10 January 1945. To No.1 Line Communication Servicing Unit, 29 November 1945; discharged 9 January 1946. Award presented 16 April 1943.

This NCO is employed on the range crew. He has always taken the initiative on any work required and has assumed duties over and above that required by his actual position. Calling on past experience he has spent hours in all kinds of weather repairing telephone lines when electricians were not at the time available. He has made an outstanding contribution to the training programme at his unit and has set a very fine example to all.

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CHASANOFF, F/L Joseph (C8455) - **Mention in Despatches** - No.427 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Selkirk, Manitoba, 6 February 1918. Home in Selkirk, Manitoba. Employed as a Law Clerk, Winnipeg, 1936-1940 while attending University of Manitoba (Law). Enlisted in Winnipeg, 13 September 1940. Attended No.2 ITS, Regina, 17 November to 21 December 1940; attended No.8 EFTS, Vancouver, 22 December 1940 to 8 February 1941; attended No.3 SFTS, Calgary, 9 February to 3 May 1941 To No.2 Manning Depot, Brandon, 4 May 1941; to No.15 SFTS, Claresholm, 22 August 1941. Reclassified to Non-Flying List (Administration), 10 November 1941 and commissioned. To Station Trenton, 11 November 1941; to RAF Station Charlottetown, 16 December 1941; to "Y" Depot, Halifax, 16 March 1942. Posted overseas, disembarked in Britain on 29 March 1942. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, date uncertain; to No.421 Squadron, 14 April 1942. To Station Fairwood Common, 14 May 1942. To No.427 Squadron, 8 January 1943 (Adjutant); to No.22 OTU, 14 December 1943 (supernumerary Wing Adjutant); to staff of No.3 PRC, 15 April 1944 (Wing Adjutant); to RCAF Overseas Headquarters, 26 June 1945. Various stations around London for several months on legal duties. Repatriated via Halifax, 7 October 1946. Released 19 November 1946.

While Adjutant to No.427 Squadron he performed excellent work and was instrumental in having the unit "adopted" by MGM. On 4 October 1943 G/C J.L. Plant described him as "an average officer but a first class squadron Adjutant". On 31 December 1943 he was described as "An extremely fine officer whose influence and personality have been of the highest nature. Loyal to his work and extremely energetic in all he undertakes". Unhappily, he did not adapt well to work on non-operational stations and when he applied to return to No.427 Squadron there were no vacancies.

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CHASE, P/O Gerald Wilson (J85402) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 November 1920 in Saint John, New Brunswick; home in Toronto (ex Army); enlisted in Montreal, 11 August 1941. Trained at No.4 ITS (graduated 5 June 1942), No.5 EFTS (graduated 11 September 1942) and No.15 SFTS (graduated 30 December 1942). At OTU he had an engine fire in a Wellington and had to bale out. Commissioned 1944. Retired 8 June 1945. Re-engaged 27 November 1952 as Air Controller (214552); retired 3 April 1970 to live in London, Ontario. Died in London, Ontario, 16 February 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Award presented 20 April 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". Public Records Office Air 2/9026 has recommendation dated 13 July 1944 when he had flown 29 1/3 sorties (160 hours 15 minutes), 8 September 1943 to 4 July 1944.

8 August 1943 - Boulogne
24 February 1944 - Schweinfurt
15 March 1944 - Stuttgart

www.bombercommandmuseumarchives.ca

18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
11 April 1944 - Aachen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Calais
3 June 1944 - Wimereaux
6 June 1944 - Vire
9 June 1944 - Flers
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
28 June 1944 - Chateau Pernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
2 July 1944 - Domleger
4 July 1944 - Orleans

www.bombercommandmuseumarchives.ca

Pilot Officer Chase, a Canadian, has completed 29 1/3 sorties on heavy bomber aircraft, with a total of 160.15 hours operational flying, since being posted to No.13 Squadron on 7th February 1944, having carried out one operation before coming to the squadron.

These sorties have included many difficult attacks against the most heavily defended industrial targets in Germany, in addition to marshalling yards, oil targets and enemy military installations in occupied territory. Throughout these attacks, which have entailed both high and low altitude bombing, by day and by night, this officer has shown zeal and efficiency of the highest order.

Quite undeterred by the strongest opposition from flak and fighters, he has consistently pressed home his attack with most commendable skill, courage and devotion to duty. I strongly recommend that his excellent record be recognized by the non-immediate award of the Distinguished Flying Cross.

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CHAUSSE, FS Louis Joseph Rosaire (R77357) - **Air Force Medal** - No.10 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Berthier, Quebec, 7 October 1915. Home in Montreal; enlisted there 8 November 1940 and posted to No.4 Manning Depot. To No.1A Manning Depot, 1 March 1941. To No.1 Manning Depot, 18 March 1941. To No.5 SFTS (guard), 24 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 7 July 1941 when posted to No.9 AOS; graduated 26 September 1941 and posted next day to No.6 BGS; graduated and promoted Sergeant, 7 November 1941; posted that date to No.2 ANS. To Eastern Air Command, 11 December 1941; to No.10 (BR) Squadron, 17 December 1941. Promoted Flighty Sergeant, 7 May 1942. Promoted WO2, 7 November 1942. Commissioned 14 January 1943 (J24736). Promoted Flying Officer, 19 July 1943. Promoted Flight Lieutenant, 19 January 1945. Retained that rank in postwar RCAF (20214). With Eastern Air Command as of 5 January 1947. To No.10 Group, 1 April 1947. To Air Armament School, 25 April 1949. To No.435 (Transport) Squadron, 20 July 1949. Later postings included No.2 (Maritime) OTU and Station Winnipeg. Award presented 16 April 1943. RCAF photo PL-3390 dated 24 April 1941 shows AC2 M. Skera and AC2 Louis J. Chausse (Lavaltrie, Quebec).

Flight Sergeant Chausse has proven to be a thoroughly reliable navigator. He has completed 55 operational sorties for a total of 467 hours. He has demonstrated a high devotion to duty at all times and a thorough and dependable manner in the performance of his duties. By his unflinching energy and exceptional ability he has been an inspiration to others. His conduct has at all times been exemplary.

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CHEATER, F/O Allan Percy Vivian (J9135) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 24 March 1944 as per **Canada Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 22 January 1918. Home in Regina; enlisted there 6 April 1941. To No.2 Manning Depot, 17 April 1941. To No.7 BGS (guard), 21 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.18 EFTS (graduated 11 September 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 5 December 1941. To No.31 GRS, date uncertain. To Eastern Air Command, 1 March 1942. To No.11 BR) Squadron, 2 March 1942; to No.145 (BR) Squadron, 11 May 1942. Commissioned 1 June 1942. To No.10 (BR) Squadron, 1 June 1942. Promoted Flying Officer, 1 November 1942. Promoted Flight Lieutenant, 10 June 1944. To No.1 Group Headquarters, 24 February 1945. To No.2 Air Command, 24 March 1945. To No.8 Release Centre, 3 September 1945. Retired 5 September 1945. Residing in Vancouver in 1947, Award presented 26 February 1945. Photo PL-24228 shows the whole crew after their attack on a U-Boat: Back Row - WO2 F.J. Patterson; F.O A.P.V. Cheater, F/O P.C.E. Lafond, F/O M.S. Wallace, P/O J.A. Banks. Front Row - Sergeant S.S. Archer,

WO2 C.S. Carter.

This officer was captain of a VLR Liberator which sighted and attacked an enemy submarine at dusk one evening in February 1944. Despite very difficult visibility, he promptly engaged the U-Boat, carried out three well executed attacks in the face of intense flak and succeeded in dropping his last depth charge right beside the conning tower, with probable considerable damage. The courage and tactics displayed by Flying Officer Cheater were of the highest calibre and the all round efficiency of his crew on this occasion was a tribute to his training ability and inspiration. In over 1,070 hours of operational flying in the North Atlantic area, he has at all times set a splendid example as a pilot and captain.

NOTE: The attack in question involved **U-845**, which was damaged and subsequently sunk by Allied warships as it headed back to base. The attack was on 14 February 1944 in position 46 20" N 45° 07" W. Others in crew were F/O M.S. Wallace (second pilot, Mentioned in Despatches), F/O R.C.E. Lafond (navigator, awarded DFC), P/O J.A. Banks (WAG, Mentioned in Despatches), WO2 H.W. Kostiuik (WAG, Mentioned in Despatches), WO2 F.J. Patterson (WAG, Mentioned in Despatches), WO2 C.S. Carter (WAG, Mentioned in Despatches) and Sergeant S.S. Archer (Air Gunner, Mentioned in Despatches). Assessment at the time was "E" (probably slightly damaged), upgraded to "D" (probably damaged). Report of attack was as follows:

Liberator "Q" was performing on anti-submarine sweep on 14th February, when the sighting and attack was made. The aircraft was cruising at 4,000 feet over 2/10 cumulus clouds (tops 2,800 feet), visibility 12 miles and a 27-29 knot wind (direction 270 - 290). The pilot sighted a wake and a ship-like shape 30 to port, four miles distant. The wake was particularly noticeable in the failing last light. The object was definitely identified as a U-Boat when flashes from flak were seen.

The aircraft turned 45 to starboard, lost height, made a 180 turn and made the first attack with a long, low-level approach on a course approximately 270 true. The submarine was on a course of 010 true, speed twelve knots, trimmed down. Six 250-lb depth charges set for 25 feet with 55 foot spacing and 240 mph air speed were released from less than 50 feet at 240 mph at 2.30 relative to the U-Boat. The entire stick undershot, the last depth charge detonating 15 yards from the U-Boat.

The aircraft completed a sharp turn to port and passed back alongside the U-Boat (which had turned sharply to starboard) on a course of 340 true. Depth charges were not dropped due to the offset position of passing. The aircraft

then circled to port and on a course of 120 true, height 50 feet, crossed just ahead of the conning tower from the starboard stern, dropping two 250-lb depth charges, set for 25 feet spacing 55 feet, speed 240 mph. The depth charges were seen to enter right beside the conning tower which was completely enveloped in the plume. The U-Boat lifted considerably and then disappeared without forward motion.

A 600-lb depth charge was dropped 200 yards ahead of oil slick from 350 feet at 150 mph, 90 seconds after the conning tower disappeared.

A small flame float was dropped at once and at 2050Z a two-hour flame float was dropped. At 2130Z two parachute flares were dropped and at 2140Z the aircraft left the area for base. Baiting tactics not adopted.

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CHEEK, WO1 Lester Arras (Can 1027) - **Mention in Despatches** - No.161 Squadron (Canada) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Dartmouth, Nova Scotia, 23 April 1917; enlisted there 4 August 1936; trained as airframe mechanic at Trenton. To No.1 Aircraft Depot, Ottawa, June 1937 (repairing Atlas, Siskin, Fairchild, Hart and Delta aircraft). To Flying Training School, Trenton, January 1939 (servicing Fleet and Tiger Moth aircraft). Promoted Corporal, 13 April 1939. To Camp Borden, 2 May 1939. Promoted Sergeant, 1 January 1940. Promoted Flight Sergeant, 15 January 1941. To No.6 Repair Depot, 10 February 1942 (NCO in charge of salvage crew). Promoted WO2, 1 June 1942. To Station Dartmouth, 25 November 1942 (liaison between Port Transit Unit Halifax and Station Dartmouth in receiving incoming aircraft). To No.161 (BR) Squadron, 7 May 1943 (service in Gaspé and Yarmouth). Promoted WO1, 1 February 1944. To No.162 Squadron, 13 March 1945. Service in Iceland; repatriated June 1945. To Technical Training School, 3 August 1945. To No.2 Technical Training School, Camp Borden, 1 April 1946 (instructor of airframe mechanics). To Air Defence Command Headquarters, St. Hubert, 2 October 1950 (Sabre field technical training, liaison with Canadair, in charge of Sabre Maintenance Training Unit). To Officer Training School, London, 14 July 1952; commissioned as Flying Officer, effective that date. To Air Defence Command Headquarters, 24 September 1952. To No.1 (Fighter) OTU. 8 October 1951 (officer in charge of servicing aircraft). To No.4 (F) Wing, Baden mSolellingen, 28 July 1954. Promoted Flight Lieutenant, 1 January 1957. To AFHQ (Directorate of Maintenance Engineering), 1 September 1957. Promoted Squadron Leader, 1 July 1961. Retired 16 December 1966. Certificate sent to Torbay, 4 July 1945. Died in Bancroft, Ontario, 1994.

This Warrant Officer has shown outstanding ability and has applied himself untiringly to his duties as master mechanic on his squadron. He has provided leadership and has demonstrated superior administrative ability. He possesses

the power of getting the most out of each individual and his attitude and personality are reflected throughout all airmen on the squadron. As a Warrant Officer he is far above the average and his devotion to duty is worthy of high praise.

Originally recommended for a BEM, 9 January 1945 by S/L J.W. Clarke; he held the post of Technical Warrant Officer for No.161 Squadron:

This Warrant Officer has shown outstanding ability in that he has untiringly applied himself to his duties as Master Mechanic with this squadron. He has above average ability in his trade, his ability to handle men is superior and his administrative ability is superior and is applied relentlessly.

His attitude towards his fellow NCO's and airmen is fair and just and his fairness and ability to impart this feeling to the men is shown daily in his workmanship and dealings with the officers, NCO's and airmen. His attitude and personality are reflected throughout the airmen in the squadron.

He has the ability to accomplish the seemingly impossible without creating undue excitement and hardship to the NCO's and airmen. He has a keen mind and a thorough sense of responsibility. His ability to lead men, both in work and play, makes him an all-round Warrant Officer.

This was reduced to a Mention in Despatches by Air Vice Marshall G.O. Johnson (Air Officer Commanding, Eastern Air Command.)

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CHEESMAN, F/L Silas Alward (C2001) - **Mention in Despatches** - Station Goose Bay - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born in Sain John, New Brunswick, 14 May 1900. Private in Lord Strathcona Horse, 1920-1921; discharged and describes as "unpunctual and shows lack of keenness." In aviation from age 17; with Western Canada Airways, 1926-1928, Northern Aerial Mining and Exploration, 1928-1931. Home in Fort William. Offered his services to RCAF by telegram, 10 January 1940. Enlisted in Fort William, 22 February 1940. Posted that date to Trenton. Commissioned 1 April 1940. Injured in crash at Trenton, 24 May 1940 while taking dual instruction in night flying. To No.1 BGS, Jarvis, 13 September 1940. To No.2 BGS, Mossbank, 18 October 1940. Promoted Flight Lieutenant, 15 June 1941. To Mountain View, 31 July 1941. To No.8 BGS, Lethbridge, 13 October 1941. To Eastern Air Command, 27 April 1942. To No.113 (BR) Squadron, 5 May 1942. To Goose Bay, 1 January 1943. To No.5 Release Centre, 5 April

1945. Retired 12 April 1945. Died in Fort William, 2 April 1958. RCAF Photo PL-25835 is captioned as follows: "Long experience has resulted in the smooth working of the RCAF 'Mercy Team' shown above. Under the supervision of Matron Mable Lyons of Winnipeg, Manitoba, a civilian who has been brought in for an emergency operation from her home on the barren Labrador coast is being removed from the aircraft. Assisting is LAC Morley Brotherstone, Victoria Harbour, Ontario (back to camera), F/L Al Cheeseman of Port Arthur, Ontario, noted Canadian bush pilot and captain of the machine, and Sergeant Gerry Landry of Moncton, New Brunswick." RCAF photo PL-25836 is captioned as follows: "Scores of isolated whites and natives of Labrador owe their lives to the courage and skill of F/L Al Cheeseman of Port Arthur, Ontario, and his crewman, Sergeant Gerry Landry of Moncton, New Brunswick, who in their specially equipped aircraft, have brought the sick and injured into an RCAF East Coast hospital for treatment. In the first four months of this year these men made 57 mercy flights involving 15,000 air miles. Normally they are accompanied by a nurse or a doctor, depending upon the reported condition of the patient." DHist file 181.009 D3060, RG.24 Vol.20635 has letter dated 18 July 1944 from G/C A.J. Hanchet-Taylor recommending him and noting that Cheesman was 44 years old and "an inspiration to all younger aircrews". Noted that much of the flying had involved "long distances over very badly mapped and hazardous country in single engined aircraft, making landings in out of way places where the success of the mission depended so much upon his superior handling of his aircraft. He has flown up and down the Labrador coast taking aid to sick or distressed natives and oft times bringing them back to the RCAF hospital here."

This officer, as officer in charge of rescue and salvage, has made many mercy trips and taken part in a considerable number of searches for missing aircraft, for some of which he has been responsible for finding and aiding in rescue and salvage. His cheerfulness, disregard of danger and willingness to go out under all conditions have been praiseworthy. He has proven himself to be a most skilful pilot. His courage and devotion to duty are outstanding and an inspiration to younger aircrew.

This began as a recommendation for an AFC, submitted by G/C J. Hanchett-Taylor, 17 July 1944. At that time he had 1,002 hours RCAF hours, 192 in previous six months. Text does not differ in any material way from above.

Diary of No.129 Squadron, 24 September 1943 (while based at Goose Bay) included the following:

C1711 Squadron Leader W.F. Napier proceeded with F/L S.A. Cheesman in Norseman 2476 to sandbar in Mecatina River where the former had force-landed on August 25th, 1943 in Harvard FE934. For several days previous, groundcrew

had made this craft serviceably by providing new propellor and flaps, straightening wingtip and engine cowling. It was Napier's intention to fly the grounded aircraft back today but poor flying conditions prevented. [Completed 27 September 1943].

Excerpts from memo of December 1944, "Survey of Conditions at Goose Bay as seen by the No1 Group Air Sea Rescue Officer on his Recent Visit there", RCAF file 978-6, "Search and Rescue - Use of Dog Teams", National Library and Archives RG.24 Vol.18128:

AIRCRAFT

Two Norseman and one Harvard aircraft are now based at Goose Bay. One of the Norseman is equipped with a Universal Carrier and is used for dropping supplies. The other Norseman is now being fitted likewise. It is understood that a further Norseman is being sent to Goose Bay making their aircraft establishment three Norseman and one Harvard...

PERSONNEL

The matter of rescue work at Goose Bay has been almost entirely in F/L A. Cheesman's hands. This officer has organized search parties that can be called out at short notice.

A number of rescue parties have been organized in the past two years. F/L Cheesman has also been on many mercy flights during his career as a bush pilot and while in the RCAF.

Practice trips have been made with search parties to acquaint personnel with winter survival conditions. A number of trips are being planned for the next few months.

It is understood that F/L Cheesman will possibly be leaving Goose Bay shortly. F/L Avent is expected to replace this officer at Goose Bay and will likely be in charge of all rescue work there....

DOG TEAMS

The general opinion of officers at Goose Bay is that dog teams are a necessity in rescue work there.

As is known at your Headquarters, dog teams are not on RCAF establishment. It

is felt that this should be rectified if at all possible, as it is not convenient to borrow American dog teams and sleds. Obtaining American dogs also necessitates considerable delay.

F/L Cheesman has obtained seven sled dogs from the inhabitants. These dogs are now being trained by a competent driver. Two toboggans have been borrowed and a "carry-all" sled is now being constructed. Some difficulty is being experienced in obtaining dog harness and considerable difficulty is being encountered re obtaining food for the dogs.

F/L Cheesman stated that the following would be ideal regarding dog teams and supplies:

14 dogs - two teams of seven
three toboggans
two bench sleighs, three feet in length
food - oatmeal, cornmeal, ground meat, mixed together

Dogs could be transported in a Norseman to suitable landing area and thence to the site of the aircraft as depicted in the film "Land and Live in the Arctic", as well as used for land search parties setting out from Goose Bay Station.

It is recommended that action be taken to have an establishment set-up for dogs at Goose Bay.

Notes: Very extensive articles about him appeared in **Aviation Review** (published by the Western Canada Aviation Museum), issues of June 1995, December 1995, March 1996.

Report from Station Trenton, 19 March 1940: "Has taken to discipline well under young officers he has taught to fly. Now ready to hold a commission." (G/C A.T.N. Cowley).

Excerpt from letter dated 23 March 1942, W/C W.A. Jones (No.8 BGS) to AFHQ:

Flight Lieutenant Cheesman has constantly requested a posting to an Operational Unit. He has had many years of experience on large types of aircraft. He has flown over both the North and South Poles, which flights in themselves gives some indication of this officer's ability. Outside of his flying ability, Flight Lieutenant Cheesman is a qualified Aero Engineer. It is considered that his services will be invaluable in an operational unit. The chief reason for having had this officer recommended for posting to this school was on account of his ability

to supervise the maintenance of Battle aircraft. As an excellent Aeronautical Engineer was supplied to this school, it was not necessary to use Flight Lieutenant Cheesman in such a capacity. Flight Lieutenant Cheesman lacks Administrative and Organizing ability, but his progress has been steady, and he improves slowly but surely. It is recommended that Flight Lieutenant Cheesman be posted to an Operational Unit. This officer would be recommended for Administrative training, as it is felt that he would in time acquire the necessary knowledge along those lines, but as this officer desires Operational work, and because of his past Operational experience in Northern Canada, it is recommended that he be posted to Coastal Operational duties.

Report dated 7 or 9 January 1943, accident at east end of East-West runway, Goose Bay: "I was flying Norseman 3523. An oil leak obscured visibility and during the forced landing the plane cracked up on rough ground."

Reported missing, 18 January 1943 in Norseman 2476 with Corporal G.A. Nimmons and LAC P.G. Landry. Message dated 27 January 1943, EAC to AFHQ, reported they had been seen from the air, "alive and apparently not seriously injured." Another message, also 27 January 1943 (Goose Bay to EAC) read, "CHEESMAN LANDRY NIMMONS RESCUED AND FLOWN TO THIS STATION TODAY. ALL IN GOOD CONDITION PARTY SLEPT IN AIRCRAFT AND HAD SHELTER AND FIRE ON ISLAND ON LAYE. SEARCH PARTY HAVE NAMED LAKE HOOKEDSNIFFIE WERE ON RATIONS FIRST DAY AND IF NECESSARY WOULD HAVE REMAINED ON LAKE ONE MONTH AND THEN ATTEMPTED TO WALK TO COAST. ALL SUPPLIES TO FLY NORSEMAN OUT NOW T LAKE AND EXPECT TO FLY AIRCRAFT OUT ON JANUARY 28TH."

Letter dated 18 September 1944, F.E. Birtill, British Mission Board of the Moravian Church to Chief of the Air Staff.

The Rev. F.W. Peacock, the Superintendent of our Mission in Labrador, has written to inform us that in February of this year, in face of great physical difficulties, the men under you, names Flight Lieutenant S.A. Cheesman (C2001) and Sergeant P.G. Landry (R126017), together with Flight Lieutenant Dr. J.S. Jamieson, made a special trip to Labrador in order to take out by plane an Eskimo child who requires hospital treatment. May I, on behalf of our Mission Board, express to you and to these men our very grateful thanks for this valuable help. It means a tremendous thing to the missionaries to know that they can call upon help from outside to deal with sick people, and to know that when cases are urgent a plane will be sent, together with skilled medical attention for the sufferer, gives to the people a feeling that although they are cut off from civilization, yet the benefits of civilization are being provided for them.

We hear that this plane, last February, had to fly through very bad weather, and that on their return journey they were forced down and compelled to spend a night on the ice in their plane. We know that they must have suffered considerable physical discomforts on this trip, and that they did it in the cause of humanity, not for any gain to themselves. Would you be kind enough, therefore, to pass on to the men concerned under your command our thanks for their cooperation and help, and the greatest satisfaction they can have is to know that the patient they took out has been brought back restored to health.

Letter dated 6 December 1944, G/C E.A. McGowan (CO, Goose Bay) to AOC, EAC:

F/L Cheesman has just proceeded on annual and isolation leave plus Christmas leave and is due back early in January.

It is considered essential that F/L Cheesman remain at this station for at least a month after his return in order to acquaint the Commanding Officer and the replacement Air Sea Rescue officer with winter flying conditions in this area.

As freeze-up took place soon after the arrival of the Commanding Officer, it was not possible to visit any outlying points and study landing conditions, which due to the rocky and exposed nature of the coast are quite hazardous at some points.

The undersigned has done very little bush flying during his service career and would appreciate an opportunity of first hand instruction from an experienced bush pilot. F/L Avent's qualifications in this respect are not known, but could hardly equal those of F/L Cheesman.

* * * * *

CHEKALUK, F/L Harry Richard (J24172) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 2 June 1922 at Delacour, Alberta; home in Shepard, Alberta; enlisted Calgary, 9 January 1942. Trained at No.7 ITS (graduated 17 July 1942), No.6 EFTS (graduated 7 November 1942) and No.4 SFTS (graduated 5 March 1943). Commissioned 1943. Retired 24 September 1945. Rejoined RCAF, 23 December 1948 (13323), serving in Edmonton. Retired 8 February 1971 and settled in Calgary. Award presented 9 July 1949. Died in Calgary, 14 July 2005.

Flight Lieutenant Chekaluk has completed a very large number of sorties, many

of them involving flights far into enemy territory. On all occasions he has displayed a fine fighting spirit and has always pressed home his attacks with great determination. He is a fine leader and his example of courage and devotion to duty has won much praise.

DHH file 181.009 D.1633 (National Library and Archives, RG.24, Volume 20603) has the original recommendation drafted by W/C R.A. McLernon, 6 September 1944, when he had flown 32 sorties (146 hours five minutes) as follows:

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10 November 1943 - Nickel raid (4.20)
15 February 1944 - Berlin (6.45, second pilot)
19 February 1944 - Leipzig (6.45, second pilot)
20 February 1944 - Stuttgart (8.00)
24 February 1944 - Schweinfurt (7.30)
10 April 1944 - Laon (5.30)
18 April 1944 - Noisy le Sec (5.10)
20 April 1944 - Cologne (4.55)
24 April 1944 - Karlsruhe (6.45)
26 April 1944 - Essen (4.40)
19 May 1944 - Merville Franceville (4.15)
24 May 1944 - Aachen (4.45)
15 June 1944 - Lens (2.40, duty not carried out)
16 June 1944 - 50-44 0222, France (2.05)
23 June 1944 - 50-41 ½ N 0218 E, France (2.00)
24 June 1944 - Middle Strete Works (1.55)
5 July 1944 - Wizerne (1.50)
6 July 1944 - Coquireaux (2.45)
7 July 1944 - Caen (2.40)
15 July 1944 - Bois Desjardins (4.10)
23 July 1944 - Kiel (5.25)
1 August 1944 - Ferme de Forestel (4.10)
3 August 1944 - Bois de Casson (5.40)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - Caen (3.45)
8 August 1944 - Foret de Chantilly (4.25)
8 August 1944 - Foret de Nieppe (4.00)
12 August 1944 - Montrichard (5.50)
12 August 1944 - Falaise (4.30)
25 August 1944 - Brest (5.05)
28 August 1944 - Ile de Cezembre (4.10)
30 August 1944 - Ile de Cezembre (4.40)

Flight Lieutenant Chekaluck has completed a very large number of sorties against the enemy in four engined bombers. Many of these sorties took him into heavily defended targets deep in Germany, such as Berlin, Leipzig, Karlsruhe and Essen. On all occasions he displayed a splendid offensive spirit and always pressed home his attacks with great determination. He seldom returned without an excellent photograph of the actual aiming point bombed.

Flight Lieutenant Chekaluck, by his great keenness on operations and cheerful and efficient leadership, has set a fine example to all aircrew on this squadron. Therefore I recommend that he be awarded a non-immediate Distinguished Flying Cross.

To this, G/C C.L. Annis added his comments on 12 September 1944:

In my experience I have not seen a keener, more enthusiastic captain of aircraft both in the air in operations against the enemy nor on the ground in training and

preparation. In May 1944 this officer was given a special commendation and his log book was endorsed in green ink for commendable flying while wounded during the bombing run over Schweinfurt, when his aircraft was struck by falling incendiaries. His conduct has been an inspiration to his comrades. I fully support the recommendation for the above award.

DHH file 181.009 D.1724 (National Library and Archives, RG.24, Volume 20607) has a memo dated 9 May 1944 bearing on his career (G/C C.L. Annis, Commanding Officer, Station Linton-on-Ouse to Officer Commanding, No.62 Base, Linton-on-Ouse), requesting authority to commend F/O H.R. Chekaluck, F/L F.W. Hales and Second Lieutenant M.R. Humphrey, USAAF, all of No.408 Squadron. Relevant portion reads:

Flying Officer Chekaluck was captain of an aircraft detailed to bomb Schweinfurt in Germany on the night of 24 February 1944. During the bomb run, immediately following the release of the "cookie", his aircraft was struck by falling incendiaries which shattered the perspex canopy over the cockpit and wounded this Officer in the arm and leg from flying debris. The Navigator's charts and logs were lost through the hole in the canopy. Flying Officer Chekaluck, though wounded and suffering intensely, completed his bombing run, set a course for home and landed his aircraft safely in this country. He made no mention of his injuries to his crew until they were clear of enemy defences. It is considered that his consideration in placing the welfare of his aircraft and crew above his own injuries and his skill in bringing his aircraft safely home is deserving of recording in his Log Book. Recommendation for a special commendation has been forwarded under separate cover.

Regarding this incident, DHH file 181.009 D.1513(Library and Archives Canada RG.24 Vol.20600) has recommendation by W/C D.S. Jacobs dated 6 May 1944, at which time he had flown 8 2/3 sorties (62 hours 29 minutes); submission for a "Special Commendation" and read as follows:

Flying Officer Chekaluck was captain of an aircraft detailed to bomb Schweinfurt, Germany on the night of the 24th February 1944. During the bomb run, immediately following the release of the "cookie", this aircraft was struck by falling incendiaries. The perspex canopy over the cockpit was shattered and the pilot was wounded in the arm and leg by flying debris. The Flight Engineer and Navigator were thrown to the floor by the force of the impact. The captain completed his bombing run and then set a course for home.

The captain made no mention of his injuries to the rest of the crew until the aircraft was clear of enemy territory. The determination of this captain, his skill and endurance and his devotion to duty were largely responsible for the

successful completion of the mission and the safe return of the aircraft to this country. Recommended for Special Commendation.

The added remarks of G/C C.L. Annis (Commanding Officer, Linton-on-Ouse) on 8 May 1944 were equally effusive:

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This is a promising young officer who had already proven himself keen, loyal and determined above the ordinary in his ten operational sorties made to date. In this particular incident, his injuries were exceedingly painful and he himself did not know whether or not they were really serious. Under the circumstances, I consider his conduct in placing the welfare of his crew and aircraft, while they were in the danger zone, ahead of his own injuries, to have been gallant and well meriting a special commendation.

His Commanding Officer was persistent in getting him recognition. He had been recommended for a Commendation (in near identical terms) on 8 March 1944, at which time he had flown five sorties (35 hours five minutes).

It is worth citing here another member of the crew - J24037 F/O Norman Colin McKillop of Moose Jaw (navigator on this occasion) who was killed in action with No.408 Squadron on 12 September 1944 (Halifax NP710). Although he did not receive any formal awards at the time or later, he was the subject of another item in DHH file 181.009 D.1513(Library and Archives Canada RG.24 Vol.20600). It began with a recommendation by W/C D.S. Jacobs on 8 April 1944 when McKillop had flown four sorties (27 hours 21 minutes) as follows:

Flying Officer McKillop was navigator of an aircraft detailed to bomb Schweinfurt, Germany on the night of the 24th February 1944. During the bombing run, immediately following the release of the "cookie", this aircraft was struck by falling incendiaries. The perspex canopy over the cockpit was shattered and the Pilot was wounded in the arm and leg by flying debris. arm and leg by flying debris. The Flight Engineer and Navigator were thrown to the floor by the force of the impact and the Navigator's charts and logs were lost through the hole in the canopy. The Captain completed his bombing run and then set a course for home. Flying Officer McKillop, fortunately, had memorized his route carefully and was thus able to safely direct the aircraft clear of enemy defences back to this country.

This Navigator, by his clear thinking and coolness, in spite of the difficulty situation in which he found himself, was largely responsible for the successful completion of the mission and the safe return of his aircraft and crew to this country.

This culminated in an entry in Bomber Command Routine Orders dated 25 April 1944 reading as follows:

The Commander-in-Chief wishes to bring to the notice of all ranks in the Command, the devotion to duty as well as the presence of mind and judgment displayed by

F/O N.C. McKillop (Can J/.24037)

This officer was navigator of an aircraft belonging to No.408 (RCAF) Squadron, detailed to bomb Schweinfurt on the night of the 24th February 1944. During the bombing run, immediately following the release of the bomb load, this aircraft was struck by falling incendiaries. The perspex canopy over the cockpit was shattered and the Pilot was wounded in the arm and leg by flying debris. arm and leg by flying debris. The Flight Engineer and Navigator were thrown to the floor by the force of the impact and the Navigator's charts and logs were lost through the hole in the canopy. The Captain completed his bombing run and then set a course for home. Flying Officer McKillop, fortunately, had memorized his route carefully and was thus able safely to direct the aircraft clear of enemy defences back to this country.

This Navigator, by his clear thinking and coolness, in spite of the difficulty situation in which he found himself, was largely responsible for the successful completion of the mission and the safe return of his aircraft and crew to this country.

This incident is a fine example to all crews of what can be done in an emergency as a result of careful preparation, before flight, for the task.

* * * *

CHENEY, F/O Donald Harry (J18295) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Ottawa, 30 July 1922. Home there (student). Served in Royal Canadian Artillery before enlisting in RCAF, Ottawa, 28 July 1941. Granted Leave Without Pay until 9 September 1941 when posted to No.5A Manning Depot. To No.9 SFTS (guarrd), 24 October 1941. To No.3 ITS, 20 December 1941; graduated and promoted LAC, 4 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 promoted Sergeant, 11 September 1942. To No.8 AOS, 6 October 1942. To "Y" Depot, 11 October 1942; to RAF overseas, 27 October 1942. Further trained overseas as No.29 OTU (North Luffenham) and No.1660 Conversion Unit (Swinderby). Commissioned 26 May 1943. The raid on Watten mentioned was 25 July 1944; shot down

during raid on Brest, 5 August 1944; returned to England 29 August 1944. Repatriated, date uncertain. To No.3 Release Centre, 6 January 1945. Retired 22 January 1945. Completed a degree in Economics at Queens University, Subsequently had a long and extremely distinguished career in Canada's foreign service (Trade Commissioner Service), which included posts in Trinidad, Peru, Boston, Chicago, Holland and Russia, retiring in 1977. Award presented 1 April 1949. Died in Ottawa, 26 August 2014. In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Cheney's evasion.

Flying Officer Cheney has completed a large number of operational sorties as captain of aircraft including ten attacks against Berlin. He has also participated in further missions against submarine pens in enemy occupied territory. The success of these operations has required a very high standard of accuracy, often in the face of intense anti-aircraft fire. On one occasion in July 1944, during a daylight mission to Watten, one engine of his aircraft was damaged by heavy anti-aircraft fire and it caught fire. Undeterred, Flying Officer Cheney dealt with the fire and with great determination completed his bombing run. On return to base it was found that his aircraft had sustained very extensive damage. A few days later his aircraft was again damaged during an attack against the submarine pens at Brest. The starboard wing caught fire and it was necessary to abandon the aircraft by parachute. The escape exit was partially blocked and the wireless operator was so seriously wounded that he could not leave without aid. Flying Officer Cheney remained in the aircraft and assisted the wireless operator before finally abandoning it himself. The fine leadership, gallantry and high courage displayed by this officer have won the admiration of all.

NOTE: Public Record Office Air 2/9038 has original recommendation dated 12 October 1944 when he had flown 38 sorties (203 hours 10 minutes), as listed below; holes punched in sortie sheet make it impossible to verify the first two dates:

July 43 - Paris (4.20)
Aug 43 - Leverkusen (5.10)
27 August 1943 - Nuremberg (7.55)
30 August 1943 - Munchen-Gladbach (8.20)
3 August 1943 - Berlin (8.05)
6 August 1943 - Munich (8.20)
3 October 1943 - Kassel (6.20)
4 October 1944 - Frankfurt (6.35)
7 October 1943 - Stuttgart (6.50)
18 October 1943 - Hanover (5.45)
22 October 1944 - Kassel (6.15)
4 November 1943 - Dusseldorf (4.10)
23 November 1943 - Berlin (1.35, DNCO)
26 November 1943 - Berlin (7.40)
2 December 1943 - Berlin (7.00)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (6.25)
23 December 1943 - Berlin (7.40)
29 December 1943 - Berlin (7.00)
1 January 1944 - Berlin (8.00)
2 January 1944 - Berlin (7.25)
20 January 1944 - Berlin (6.35)
28 January 1944 - Berlin (6.20)
5 April 1944 - Special (6.50)
10 April 1944 - Special (4.35)
5 June 1944 - Special (4.00)
8 June 1944 - illegible (8.00)
14 June 1944 - Le Havre (3.55)
15 June 1944 - Boulogne (2.35)
19 June 1944 - Watten (2.45)
22 June 1944 - Wizernes (2.15)
24 June 1944 - Wizernes (2.35)
16 July 1944 - Wizernes (3.00)
20 July 1944 - Wizernes (3.05)
25 July 1944 - Watten (2.50)
31 July 1944 - Rilly (4.20)
1 August 1944 - Siracourt (3.15)
4 August 1944 - Etaples (3.30)
5 August 1944 - Brest (missing)

Flying Officer Cheney has completed 38 operational sorties as captain of aircraft. He has taken part in attacks against many of the most heavily defended targets in enemy territory and has operated against Berlin on ten occasions. He joined Special Duties Squadron in April 1944, and since that date he has completed a further 16 sorties against special installations and submarine pens in occupied Europe. The success of these attacks has depended upon a very high standard of precision bombing, often in the face of intense and accurate flak, and this officer has operated by day against such heavily defended areas as Boulogne, Le Havre and Brest.

On 25th July 1944, during the daylight attack against Watten, his starboard outer engine was hit by heavy flak. The engine caught fire but it was successfully feathered and Flying Officer Cheney with great determination continued to complete his bombing run. On return to base his aircraft was found to have sustained very extensive damage.

A few days later, on 5th August, 1944, his aircraft was hit during an attack on the submarine pens at Brest. The starboard wing immediately caught fire and he was forced to order his crew to abandon the aircraft. The front escape hatch had unfortunately become twisted sideways, partially blocking the exit, and as a result, those members of the crew escaping from that hatch had to assist each other. Flying Officer Cheney gave orders for the Bomb Aimer, Navigator and Flight Engineer to leave the aircraft and he himself left the controls to assist the Flight Engineer. He then found the Wireless Operator still at his post and so seriously wounded that he could not leave without aid. He re-trimmed the aircraft and then assisted the Wireless Operator to escape before finally abandoning the aircraft himself through the top hatch.

The two incidents described above are examples of the determination, calmness and devotion to duty which Flying Officer Cheney has invariably displayed during his long and successful tour of operations and I recommend him for the award of the Distinguished Flying Cross.

Ottawa **Journal** of 26 February 1945 carried the following story under the heading DON CHENEY TELLS OF ADVENTURES IN FRANCE (reprinted from a magazine, **France-Canada**).

On his 18th birthday, June 30, 1941, Donald H. Cheney of Ottawa joined the Royal Canadian Air Force. Three years later, on the morning of October 9, 1944, he returned to Ottawa wearing the blue uniform of the service, a Flying Officer's stripe on his sleeve. It was Thanksgiving Day.

In the interval he had flown 39 sorties over enemy territory - ten of them to Berlin; he had won the Distinguished Flying Cross for "fine leadership, gallant and high courage"; he had been shot down into the sea off the French coast; he had lived for three and a half weeks in a tiny French fishing village occupied by the Germans, and had seen his best friend buried in the town church yard by the sympathetic inhabitants; he had learned to speak French in native idiom and he had escaped back to England.

It was a very special Thanksgiving day for Don; for his father and mother, Mr. and Mrs. H.W. Cheney, who were advised on August 5 that their only son was missing, and suffered all the agony of uncertainty until the news of his return to England on September 1; for his fiancée, Miss Gladys Gardiner.

Don's adventures leave him with only one regret; he never spent a day in Paris. "Oh, I've been there plenty of times, as far as that goes - I've bombed St.Cyr. But I'd sure like to see some of those places from the ground." France, Germany, Holland - he knows them all from the air - "but we didn't stick around any one place too much - it was not so good for our health. And some day I'm going back and have a real look myself - from the level of the street !"

There will always be a welcome for him in the little French village, where for three and a half weeks he lived with M. and Mme X and their young daughter, Paulette. He will never forget them and their kindness - "Gosh, they risked their lives for me - every day for three weeks", he says reverently.

I happened about noon in early August, a beautiful summer day. Don, who was attached to the RAF Bombing Command, had gone over to France with a small force to bomb submarine pens. They had discharged their bombs when the 'plane was hit by heavy flak and the starboard gasoline tank caught fire. Don, as captain, gave the order to "Abandon aircraft" and according to tradition, watched the six other members of the crew slip over the side before jumping

himself. It was his very first jump - but his only sensation was one of intense relief. "It was really very pleasant - no feeling of falling at all".

Uninjured, except for a few shrapnel splinters in his face and knees, he fell into the sea about two miles from shore. Kicking off his parachute harness, he swam towards a sandy beach. Coming closer, however, he discovered that the Germans had placed anti-landing devices - great crossed bars of steel - along the shore, and he could hear shooting in the town. He turned back into the sea. By then he had been in the water for more than an hour and was beginning to get cold.

Suddenly he saw two fishing boats leaving the harbour and about 20 minutes later an aged Frenchman and six young boys of about 17 years of age had pulled him into the boat and were all talking to him at once - in French. They had brought dry clothes - a pair of blue overalls, and he changed into them while they put his boots out to dry. They had seen the plane crash, but had had to wait to come to his rescue until they could escape the watchful eye of the Germans. In answer to his queries as to the whereabouts of the Germans, they replied simply, "Les Boches ? - caput !" "Caput" wasn't in Don's high school vocabulary, but the throat-slitting gesture which accompanied the words were indicative enough, and gradually he pieced together the information that the F.F.I. had just that afternoon taken possession of the village, and that fighting was still going on in the streets.

There was a large crowd on the pier - young lads of the F.F.I. hugging to them captured German machine guns and grenades, women, children and old men. His rescuers pointed at him delightedly, explaining to their friends on shore, "Canadien ! Canadien !" They greeted him joyfully, and he shook hands with them all. A Frenchman of 25 or so, who spoke English perfectly, took charge of the visitor, pushing a way for him through the crowd which gathered in streets littered with sandbags and burning vehicles. There was quite a lot of shooting, but this did not seem to impress the townspeople, who ran along beside Don and his guard of honour, cheering, laughing, crying, embracing him and thrusting fruit and wine into his arms. "I wasn't feeling much like drinking anything, after so much sea water", he laughed, "but by then I was shaking like a leaf and some of that cognac certainly helped to warm me up".

At the German headquarters which the F.F.I. had just wrested from the enemy, Don was given a meal. He remembers the menu vividly - pickled mackerel, rye bread, even some butter - and two peaches which someone had given him at the

wharf.

The place bustled with activity. Captured ammunition, rifles and machine guns were being piled up, orders shouted and the women of the village were busy improvising bandages for the wounded. In the courtyard, operations were being directed by a tiny man in uniform who, Don learned later, occupied an important position in the resistance movement of the region. Don was introduced to him, and told that he would be sheltered at his house where he was duly conducted in a captured German truck, two members of the F.F.I. hanging on to the sides of the vehicle with sub-machine guns as a guard of honour.

There, his host's wife, a tiny, dark, brown-eyed woman, and her 15-year old daughter Paulette, showed him to a room on the top floor and he sank into an exhausted sleep. Two hours later he was awakened with the news that the Germans had brought up strong reinforcements and had threatened to burn down the town and shoot all the male inhabitants if the insurgents did not surrender all their arms immediately. There was no alternative. An hour later the town was again occupied by the Boches. Don had planned his arrival in the nick of time.

He became known as Henri Chenier, labourer, and, taking M. and Mme X's advice about keeping out of sight, stayed indoors, except for one occasion when he went to the morgue to identify the body of his wireless operator and great friend - Flight Sergeant Reg Pool, of London, England. Officially, he was a relative seeking to identify a French lad killed in the street fighting. The people of the village gave the Allied airman a splendid funeral. "I saw the procession go past my window", Don said. "Everybody was there". They also buried his navigator, who had landed in the sea, close to shore, and, according to the Frenchmen who found him 18 days later, had been shot by the Germans, with a bullet through his head. It was after the Germans had left, and Don attended the ceremony in the village church yard. "It was one of the most moving things I have ever seen. Some of the people spoke to me, expressing gratitude for what the Allies had done; some just shook my hand, wordlessly; many were in tears."

Don spent his days talking with the Monsieur and Madame and their friends, who were all delighted to discover that he knew a little French, and amused over his efforts to express himself. Talking about a fellow airman one day, he realized he didn't know the French word for "flyer". He did remember, however, that "vol" was flight, and hastily improvised: "Il etait voleur - comme moi". "Voleur", of course, is the French word for thief, and they never stopped teasing him

about it.

There were some English books in the house - and they were rapidly supplemented by offerings from all over the town. Everything English was taken to "le jeune Canadien". Someone brought him pictures of the English countryside so that he wouldn't be homesick, and one woman gave him some snapshots of Broadway. She had been to America, she told him proudly, in 1933. "They were very interested in Canada - and never stopped asking questions", Don said, "particularly about the snow - and the Indians".

Don was amazed at the lack of fear among his French friends, and at their infrequent references to the hardships they had suffered under the Nazis. "All their talk was of liberation - and victory", he said. "Monsieur heard the news of the liberation of Paris on the radio and came running to tell us about it. It was wonderful. We all shook hands, and jumped about - and opened a bottle of champagne which someone had brought me for a present.

With the advance of the Allies the Germans withdrew to a position a few miles out of the town. Two days later, Monsieur and Madame, Paulette, Don and an American lad who had also been in hiding, set off by car for a town 20 miles away. There he took regretful leave of his hosts. "They were wonderful people from a wonderful little town", and he and the American and seven Frenchmen went on. Later he got in touch with the Royal Air Force and was driven to Bayeux. On the way they picked up refugees returning to the ruins of Caen. "Goodness knows where they were going to live; it was just rubble", Don said. One old Frenchman tried to explain it to me: "It's home for us, you see". Don could well understand what he meant. Ottawa is home for him. "And it's certainly good to be here".

Public Record Office WO 208/3322 has his MI.9 report of evasion noting that he had left France on 29 August 1944, arrived at Northolt that day, and had been interviewed that day.

Other Members of the Crew:

Sergeant Rosher - engineer (baled out; no information)

Flight Sergeant Curtis - bomb aimer (baled out, no information)

Flight Sergeant Pool - wireless operator (died of wounds)

P/O Welch - navigator (killed)

Warrant Officer Porter - mid-upper gunner (baled out; no information)

P/O Wait - rear gunner (no information)

I took off from Woodhall Spa (Lincs) in a Lancaster aircraft about 0900 hours on 5 August 1944 to bomb U-boat pens at Brest. As we approached the target area we ran into a barrage of heavy flak and the wireless operator and navigator were badly wounded. As we turned off from the target the starboard outer and inner engines and the petrol tanks caught fire. I gave the order to abandon aircraft.

During this time the mid-upper gunner and bomb aimer were both giving first aid treatment to wounded men in the crew. The wireless operator was so badly wounded that he could not leave his seat. After the others had baled out I put the aircraft into a steep climb and put Pool into his parachute. In stages I then pulled him towards the hatch. After I had hooked his arm round the ripcord I asked him if he could pull it. He nodded and I pushed him out of the aircraft. Just as I was about to leave, the fire broke out in the cabin and my face and legs were burned. I got out finally through the top escape hatch.

I landed in the water in the Baie de Douarnenez (France, 1:250,000, Sheet 7a and 13a, V.97). I was picked up by a French fishing boat about an hour later and taken into the town where I was hidden in a house.

I was told later that the wireless operator's body had been found dead in the water a few hours after I was picked up and ten days later the navigator's body was also found in the bay. I was told by French people that he had been shot by Germans on landing. When I arrived in Douarnenez the Germans had been driven out of the town by members of the F.F.I. About 1500 hours that day they sent in an ultimatum stating that if the French did not lay down their arms they would enter the town with reinforcements and burn out the inhabitants. The F.F.I. immediately laid down their arms and the town was re-occupied.

About six days later when the Americans entered Brittany the Germans evacuated the town again. On 20 August, when it became clear that the American thrust was not coming down as expected, Douarnenez was once more re-occupied.

On 22 August I was driven by my French helper to Quimper. There I met Technical Sergeant Ralph Hill, USAAF, and we were both taken by a French Intelligence Officer to a village north of Lorient (Sheet 13, G.72). We stayed the night there and then continued the next day to Plouana (Sheet 7, S.12). There we were told we would be picked up by boat and returned to the U.K. However, in the evening of 23 August we were taken by a French-Canadian officer to St. Brieuc (S.20). We got in touch there with a British Intelligence Officer.

At 0100 hours the next day (24 August) we were sent alone by freight train to Rennes (Sheet 14, Y.05) where we arrived about mid-day (25 August). We were driven from the station to an American aerodrome nearby where Hall was taken over by U.S. troops.

I was sent back to Rennes. There I went to a Civil Affairs Office and was given the address of the RAF unit nearby. I made my own way there and after the Camp Commandant had checked up my identity I was sent to I.S. 9 (W.E.A.) Where I was briefly interrogated.

In Douarnenez I saw several instances of German reprisals. Families were frequently thrown out of their homes and their houses burned out. My helper, who was an important official of the town, was taken as a hostage for short periods on several occasions.

See also John A. Neal, **Bless You, Brother Irvin** (General Store Publishing, 2005) for an account of his escape by parachute.

The following was published in the Ottawa **Citizen** of 13 September 2014 under the headline, FROM PILOT TO DIPLOMAT and the byline of Andrew Duffy:

As he approached his assigned target — a heavily fortified Nazi U-boat base on the coast of occupied France — bomber pilot Donald Cheney knew he would be flying into a heavy storm of shrapnel.

It was Aug. 5, 1944 and his Avro Lancaster carried a single bomb: a 12,000-pound "Tallboy." The torpedo-shaped bomb, six-metres in length, was designed to fall at supersonic speed then burrow deep into its target before exploding.

The weapon demanded pinpoint accuracy. Approaching a target, a pilot had to fly straight and steady for 10 minutes to allow the bomb aimer to find his mark. That meant holding fast through a fusillade of German anti-aircraft flak.

"It was very hairy for the pilot and the rest of the crew," the Ottawa-born Cheney told an interviewer in November 2000.

The mission over occupied France would prove to be the last of Cheney's storied war and he would earn a Distinguished Flying Cross for the remarkable courage he displayed during its most desperate moments.

“That time in his life defined and reflected much of who he was,” his daughter, Janice, told mourners at his recent funeral. “He was a hero in every sense of the word: to our family and to our country.”

Donald Harry Cheney died in Ottawa on Aug. 26, 70 years after he was reported missing in action over France. He was 92.

Cheney grew up in Old Ottawa South, the only child of a career civil servant, Harry Cheney, and his wife, Evelyn. He went to Hopewell Avenue Public School then Glebe Collegiate Institute, and as a young man, spent hours drawing airplanes.

“I was building air fleets in my mind and on paper,” he once said. “There was nothing for it but I was to be an air force pilot.”

He enlisted in the air force on his 18th birthday. Cheney was directed into the bomber program and learned to fly a twin-engined Cessna Crane in Yorkton, Sask. He was shipped to England in November 1942 and trained on Airspeed Oxfords, Wellingtons, Manchesters (two suffered engine fires) and Lancasters before being posted to the Royal Air Force’s 106 Squadron.

www.bombercommandmuseumarchives.ca

A Karsh portrait of Donald Cheney in his RCAF uniform, before he was sent overseas. (Photo used with permission of the Cheney family)

Karsh / Ottawa Citizen

More than half of all RAF Bomber Command crews perished during the war, victims of enemy planes, anti-aircraft flak, bad weather and mechanical failures.

Cheney and his Lancaster crew had their share of trouble. They were dispatched on night raids over Berlin and the Ruhr Valley where they regularly faced heavy flak and German fighters.

During one raid, on a V-2 rocket site, Cheney's Lancaster took so much shrapnel that the plane filled with smoke and the floors became slick with hydraulic oil. The mid-upper gunner, convinced the plane was doomed, parachuted into German territory yet Cheney managed to nurse his Lancaster back to base.

After a stint with 630 Squadron, Cheney was offered a spot with the famed Dambusters in April 1944. The elite 617 Squadron was nicknamed in honour of a successful nighttime attack in which crews skipped spinning, cylindrical bombs across the water from dangerously low altitudes to destroy two Ruhr Valley dams.

Cheney's crew trained for weeks in preparation for their new assignment. They had to be able to consistently drop practice bombs within 50 feet of a target from 17,500 feet before being deemed ready for action.

On D-Day, Cheney and 617 Squadron were part of Operation Taxable, a bid to deceive the Germans into believing that a massive landing force was headed north of the Normandy beaches. Three days later, he took part in the first raid that used Tallboys to destroy a railway tunnel, which the Germans needed to rush tanks to Normandy.

On Aug. 5, 1944, Cheney took off on his 39th mission — he was on his second tour of duty — to drop a Tallboy on the U-boat pens. As his Lancaster made its final approach, the plane was rocked by explosions. Shells tore through the fuselage and ripped a hole in the starboard wing, setting fire to it. The wireless operator, Reg Pool — he was Cheney's closest friend — suffered a terrible shrapnel wound in his stomach; two other crew members were also badly hurt.

Cheney ordered the crew to bail out as he struggled to hold the plane level. But Pool, critically wounded, could not make it out of his radio compartment. Cheney, the only other man on board, left his cockpit and pushed Pool toward the door, but the plane pitched into a dive. He raced back to the cockpit, wrestled the plane out of its plunge then returned to Pool. He put the parachute ripcord in his friend's hand and heaved him out the door.

Cheney struggled back to the smoking cockpit, pulled the plane up again and made his own escape: through a hatch in the top of the cockpit. He floated into the Atlantic Ocean, several miles off the coast of France.

Some French resistance fighters in a small fishing boat eventually plucked him from the sea. Cheney was smuggled into the attic of the local resistance commander, Aristide Quebriac, in the town of Douarnenez. For three weeks, Cheney hid in Quebriac's attic then was moved to the Allied front where U.S. General George Patton's Fifth Armoured Division had made a breakthrough.

Cheney arrived back in Ottawa on Thanksgiving Day, 1944. His overjoyed parents and fiancé, Gladys Gardiner, met him at the train station.

www.bombercommandmuseumarchives.ca

Thanksgiving Day, 1944, Flying Officer Donald Cheney returned home to Ottawa where he was greeted by his mother, Evelyn, and fiancée, Gladys Gardiner. (Photo courtesy the Cheney

family)

Photo supplied / courtesy of the Cheney family

Three members of his crew did not survive the ill-fated mission, including Pool.

Cheney spent the rest of his war in Ottawa. He married Gladys — they had met at a local ice cream bar — in April 1945. After his discharge, he completed an economics degree at Queen's University and launched a career in the foreign service.

He served in trade commission posts in Trinidad, Peru, Boston, Chicago, and Holland while helping to raise four children. His final posting was as senior trade commissioner in Moscow during the mid-70s.

A gifted storyteller, Cheney loved to garden, invent things, and spend time at his beloved cottage on the Gatineau River with family and friends.

The war had a profound impact on his life. "I developed an awful lot of confidence and it gave me a tremendous amount of personal pride," he once said. "I felt I had really achieved something important in my life."

But there was also pain. He was diagnosed with "anxiety" upon his discharge in 1945 and suffered what is now recognized as Post Traumatic Stress Disorder for the rest of his life. He was officially diagnosed only a few years ago. Every night, he told his daughter, he would think about his crew mates who had died and wonder what might have been had he taken a different approach to the target.

"He always thought, 'Maybe if I had just gone a little to the left... He always felt responsible'."

* * * * *

CHENIER, Sergeant Joseph Isidore Aurel (R135553) - **Mention in Despatches** - No.425 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 8 August 1921. Home in Ottawa; enlisted there 30 September 1941 as Clerk/Stenographer; posted that date to No.2 SFTS. To No.13 SFTS, 13 December 1941. Promoted AC1, 30 December 1941. To "Y" Depot, 9 March 1942. To RAF overseas, 30 April 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 January 1943. Repatriated 16 November 1945. Retired 14 December 1945. RCAF photo PL-41414 (ex UK-17829 dated 4 January 1945) shows brothers Aurele and Regent Chenier, Ottawa, both employed in No.425 Squadron Orderly Room. 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 given as "Tholthorpe". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded to No.6 Group Headquarters, 3 February 1945 and identifies his post as NCO in charge of No.425 Squadron Orderly Room. Had served seven months in Canada, 32 months overseas.

As NCO in charge No.425 (RCAF) Squadron Orderly Room, both during the African campaign and now in England, Sergeant Chenier has been responsible for the compilation and submission of all returns on time, irrespective of long extra night hours and the lack of sufficient staff. He is well versed in all phases of administration and he has helped the aircrew immensely to thrash out many of their different problems. His outstanding leadership coupled with his exceptional devotion to duty and strong desire to serve have inspired all those working under him.

* * * * *

CHEPIL, Sergeant Mack (R117497) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 19 July 1943 as per **London Gazette** dated 20 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Virden, Manitoba, 28 September 1915; home there. Farmed for one year, trucker in the winter of 1936-1937; fisherman from 1937 to 1938, bushman in winter of 1940-41. Enlisted in North Bay, 28 August 1941 and posted to No.1 Manning Depot, Toronto. To No.1 BGS, Jarvis (guard), 14 September 1941. To No.1 ITS, Toronto, 24 November 1941; graduated and promoted LAC, 22 January 1942; posted next day to No.3 EFTS, London; graduated 11 April 1942; posted next day to No.5 SFTS, Brantford; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 14 August 1942. Embarked from Canada, 20 August 1942. Disembarked in Britain, 1 September 1942. To No.6 (P) AFU, 11 September 1942. To No.22 OTU, 10 November 1942. Promoted Flight Sergeant, 31 January 1943. To No.428 Squadron, 1 March 1943. Attached to No.1659 Conversion Unit, 28 May to 14 June 1943. Attached to No.419 Squadron, 15-25 June 1943, after which returned to No.428 Squadron. Promoted WO2, 31 July 1943. Killed in action, 2 August 1943 with No.428 Squadron (Halifax EB274); name on Runnymede Memorial. Presented to next-of-kin.

This airman captained an aircraft detailed to attack a target at Le Creusot one night in June 1943. Soon after crossing the enemy coast the hydraulic system in the bomber became unserviceable but Sergeant Chepil continued his flight. Later, one engine caught fire and became unserviceable. In spite of this the target was bombed after the bomb doors had been opened by an emergency method. Sergeant Cherpil afterwards flew the damaged aircraft to base. This airman displayed outstanding determination and devotion to duty, setting an inspiring example.

Training: Course at No.1 ITS was 24 November 1941 to 22 January 1942. Courses and marks as follows: Mathematics (141/150), Navigation (54/200), Armament, practical and oral (73/100), Aero Engine and Theory of Flight (91/100 - not normally taught at ITS), Signals (148/150), Aircraft recognition (71/100), Drill (80/100), Law and Discipline (84/100). Placed 72nd in a class of 122. "Conscientious, dependable type of trainee with good service spirit. Obtained 114 in Navigation Supplemental (Navigation Supp due to time lost on Christmas holidays." Graded 54 percent in Link.

Course at No.3 EFTS was 2 February to 27 March 1942, on Finch aircraft (32.45 dual, 28.50 solo of which 10.10 was on instruments. Also logged ten hours in Link. CFI wrote, "A very hard working and conscientious lad. Good average on general flying, instruments and aerobatics. Should make a very good twin engine service pilot." Ground courses were Airmanship (156/200), Airframes (67/100), Aero Engines (70/100), Signals, practical (100/100), Theory of Flight (53/100), Air Navigation (181/200), Armament, oral (100/125) and aircraft recognition (43/75). Placed 8th in a class of 37. "This pupil has shown a good ability. Keen, pleasant type but not leadership qualities. Works well and consistent. Conduct and deportment satisfactory."

Course at No.5 SFTS was 24 April to 31 July 1942. All flying on Ansons - 45.55 day dual, 83.55 day solo, 8.50 night dual, 12.20 night solo. Flew 25.10 on instruments and logged another 25.10 in Link. "Just an average student with no outstanding faults as far as his general flying in concerned but whose work in Navigation is rather weak." Ground courses in Airmanship and Maintenance (112/200), Armament, written (50/100), Armament, practical (75/100), Navigation and Meteorology (130/200), Signals, practical (96/100), and Signals, written (39/50). "Fair student, nothing outstanding. Conduct and deportment good." A final assessment read, "Had difficulty in going solo and has been slow in flying throughout course. In Ground School was only a fair student. He carried out his duties conscientiously, but has little ability and lacks drive. Well behaved."

Course at No.22 OTU was 10 November 1942 to 1 March 1943. Flew Wellingtons (5.15 day dual to first day solo, 10.20 day dual total, 34.20 as captain by day, 4.05 night dual to first night solo, 9.10 night dual total, 34.15 as captain by night. Flying included 12.30 on instruments. Also logged 15 hours in Link. No marks assigned for ground courses; flying tests were in General Flying (280/400), Applied Flying (150/200), Instrument Flying (180/250), Night Flying (70/100) and Link (40/50). "A quiet but efficient captain with a high degree of persistence. Has a keen and well balanced crew and should do well."

Course at No.1659 Conversion Unit was 30 May to 16 June 1943. Spent 49 hours on course. Described by W/C R.,S. Turnbull as follows: "An average Halifax pilot who has a good deal to learn as Captain. From the work the Navigator, Sergeant Garlick, has turned out on his course here, he is far below average of even OTU crews. Crew has a very lazy attitude towards flying."

Note: Involved in an accident with Wellington DF738 at No.22 OTU, 12 February 1943, 1955 hours, night cross-country flight. At the time he had 64 hours as captain on Wellingtons (184 hours as captain on all types), of which 29 hours were night on Wellingtons (47 hours at night on all types). He reported:

On the night of 12.2.43 when engaged on a bombing detail, I was coming in to land when a gust of wind caught the aircraft and forced it upwards. The aircraft then stalled, bounced and the starboard tyre burst on the sudden impact. I managed to hold the aircraft straight for a short distance before the port undercarriage collapsed, resulting in damage to the fuselage, both props and the port main plane.

The following observations (excerpts) were made by the Training Officer at No.22 OTU:

The accident occurred in conditions of very strong surface wind (30-35 m.p.h.) gusting to 40 m.p.h. Pilot was completing last flight before passing out. Causes of accident are as follows:-

Aircraft made normal approach, but bounced on the touch down, cause of bounce was almost certainly due to gusty high wind blowing at the time. The accident was witnessed by the Assistant C.I. who states that the bounce was not in any way excessive but on touching down the second time the starboard tyre bust. The pilot did well to keep the aircraft on a straight course for some distance before subsequent swing to starboard caused port undercarriage to collapse. Recommend no further action.

The website "Lost Bombers" has the following on his loss. Halifax EB274 (NA-H), No.428 Squadron, target Hamburg, 2/3 August 1942. Aircraft delivered by Rootes Securities Ltd (Speke) between 12 June 1943 and 14 June 1943. EB274 was one of two No.428 Squadron Halifaxes lost on this operation; the other was EB212. Airborne at 2247 hours, 2 August 1943 from Middleton St.George and lost without trace. All crew are commemorated on the Runnymede Memorial; they being F/O F.L Rogers (both of Frank Edward Rogers, also killed in action), Sergeant M.Chepil, DFM, RCAF, Sergeant S.J.Williams, Sergeant A.Garalick, RCAF, Sergeant M.F.Spencer, Sergeant M.Evans, Sergeant J.R.R.Burfield, and F/O E.J.Andrews, RCAF.

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CHEREMKORA, FS John (R124136) - **Mention in Despatches** - No.54 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born

in Winnipeg, 14 April 1913 Worked in circulation department, Winnipeg **Free Press**, 1924 to 1931, then attended university and then was with CNR (Foreman, 1934 to enlistment). Enlisted in Winnipeg on 26 August 1941 as Radio Mechanic. To RCAF Detachment, McGill University, 5 October 1941. Promoted Leading Aircraftman, 24 January 1942. To No.1 Manning Depot, Toronto, 1 February 1942. To No.31 Radio School, Clinton, 6 February 1942. To Moncton, 24 March 1942. Arrived in Britain, 19 April 1942 and taken on strength of No.3 PRC, Bournemouth. To No.97 Conversion Unit, 11 May 1942. Classified as Radar Mechanic, 1 July 1942. To No.1660 Conversion Unit, 20 October 1942; to No.1661 Conversion Unit, 27 July 1943; to No.1668 Conversion Unit, 13 November 1943; attached to No.5 Lancaster Finishing School, April to June 1944; to No.617 Squadron, 16 June 1944. To No.54 Base, 23 September 1944. To No.53 Base, 16 June 1945. Repatriated to Canada 4 September 1945. Released 14 November 1945. Believed to have died at Canora, Saskatchewan, 1961.

RCAF photo PL-33675 (ex UK-15577 dated 6 October 1944) shows RCAF radio mechanics with their bicycles at a Bomber Command base: Front Row: Corporal Morris Bubis (Winnipeg), Flight Sergeant John Cheremkora (Winnipeg), Corporal Lloyd English (Treherne, Manitoba), P/O Carl Mantz (Whitby, officer in charge of section); Back Row: LAC Archie Bull (Richmond Hill, Ontario), LAC Jack Cassan (Campbellford, Ontario), Sergeant Fred Volge (Kitchener, Ontario), LAC Alvin Vinge (Torquay, Saskatchewan).

RCAF photo PL-33676 (ex UK-15578), circa 6 October 1944 is captioned thus: "Snapped on an RAF Bomber Command aerodrome overseas where he is the top-ranking non-commissioned officer of the station's radio section is Flight Sergeant John Cheremkora of Winnipeg, Manitoba, just returned from a trip to Russia. Overseas since April 1942, Cheremkora was employed in the maintenance of way section of the C.N.R. Winnipeg prior to enlistment in 1941. His parents, Mr. And Mrs. T.Cheremkora reside at 335 Aberdeen Avenue, Winnipeg, Manitoba." This indicates he was attached to force sent to Russia to bomb **Tirpitz**.

RCAF Press Release No.6854 dated 28 September 1944 from F/L Gorman Kennedy, transcribed by Huguette Oates, reads:

WITH THE RCAF IN BRITAIN: -- A lifetime ambition realized – and not able to talk about it! That's the position Flight Sergeant John Cheremkora (R124136) RCAF, finds himself in. He's taking it in good spirit, however, because he knows that security reasons won't permit the full story of his adventure to be told until such time as the Huns and Japs are defeated.

Cheremkora comes from Winnipeg, Manitoba, where his parents, Mr. and Mrs. T. Cheremkora, reside at 335 Aberdeen Avenue. Forty-five years ago, the Cheremkora family came from the Ukraine to Winnipeg and when young Johnny

was going to school at St. John's High School, Winnipeg, and later at the University of Manitoba, he kept telling his mother and father that someday he would get around to seeing the Russia they always talked about. The years rolled along and while he learned to speak Ukrainian and sing the songs of old Russia, he was as much a Canadian boy as any whose family had been four generations in the Dominion.

In 1941, Cheremkora, then 28-years-old, left his job in the maintenance of way division of the Canadian National Railways to enlist in the RCAF. Like thousands of other young Canadians he wanted to fly. The service had other needs at the time, urgent needs it turned out, and Johnny finished up wearing Air Force blue as a radio mechanic.

Overseas in 1942, early in April, and England looking very beautiful to the young Canadian who still had his eyes fixed on the land of his parents. This time, Russia seemed to be a different country from what his parents had told him because the USSR was now our mighty ally and heroically engaged in a life and death struggle with the common enemy. So Cheremkora worked quietly and efficiently in his trade of radio mechanic at a number of RAF operational stations. Slowly he progressed until he reached the rank of flight Sergeant – visible proof of his proficiency.

Then one morning, his fellow Canadians who made up the bulk of the radio section of a famous RAF operational squadron, missed him from the workshop. Nobody seemed to know anything about his disappearance. Even Pilot Officer Carl Mantz, of Whitby, Ontario, officer in charge of the section couldn't or wouldn't answer the many discreet inquiries flung at him regarding Cheremkora's disappearance. He apparently didn't want to discuss the subject and the other Canadians, being radio mechanics and smart in more ways than one, dropped open discussion of the mystery.

This morning a four engine bomber landed on the runway of the operational unit. It didn't attract attention at first because planes aren't any novelty on this aerodrome. When Flight Sergeant John Cheremkora, staggering under the weight of his flying clothing, a parachute pack and an armful of odds and ends, made his way to the crew rooms, excitement rose to fever pitch. Badly in need of a shave and wash, Cheremkora looked in on Pilot Officer Mantz on his way back to billets. The Canadians were around him like flies on a jam jar.

To all of them, he gave the same answer, "I've been to Russia but I can't talk

about it." And what's more he didn't, at least not about the operational side of the journey. But he did tell his chums that from what he could see, every man, woman and child in the Soviet were in the war up to the neck. "Technically, they're wizard," he said, "and they don't seem to know what personal fear means. To see their air crews handling planes is a revelation.

His ability to speak Ukrainian gave him a special status and he was much in demand as a translator although very few of the people he met could understand him. Fortunately, a group of Russians who spoke English fluently were in attendance.

And that's all that Johnny Cheremkora will tell. Someday, he maintains, he'll go back to Russia again for another visit. Not, he hopes, before he sees Canada once more at peace and has a chance to tell his parents about his first trip to their homeland.

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CHERRINGTON, S/L George Edward (C2891) - **Commended for Valuable Services** - No.7 Photo Wing - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. Born 20 October 1904. Enlisted in Vancouver as Airframe Mechanic, 15 January 1925. As of October 1938 he was a Flight Sergeant with No.5 (Flying Boat) Squadron, Dartmouth, Nova Scotia. Promoted WO2, 1 September 1939. To "K" (Dartmouth), 28 March 1940. Promoted WO1, 1 October 1940. Commissioned 15 October 1940. To No.9 SFTS, 9 January 1941. Promoted Flight Lieutenant, 15 November 1941. To No.21 EFTS, 23 March 1942. To No.8 SFTS, 15 February 1943. To No.19 EFTS, 8 September 1943. To No.5 BGS, 24 September 1943. To No.2 EFTS, 22 January 1944. To No.2 Training Command, 18 March 1944. To No.3 BGS, 31 March 1944. To No.7 Photo Wing, 11 June 1944. Retired 23 January 1947. Ottawa **Citizen** of 15 February 1946 has photo of him with crew that conducted a mercy flight in Arctic, 5 February 1946, covering 3,000 miles to Baffin Island and back in a Norseman; also involved were F/L Joe Higgs (Toronto, navigator) and Sergeant C.C. Biggars (mechanic). The diary of No.1 Air Support Unit (Exercise MUSKOX) has the following under date of 28 January 1946: "Squadron Leader G.E. Cherrington arrives in a Norseman from Ottawa for the purpose of transporting doctors and equipment from Chesterfield Inlet to Coral Harbour and Cape Dorset." The diary of the same unit, 3 February 1946, states: "Squadron Leader G.N. Cherrington arrived from Chesterfield Inlet in a Norseman en route to Winnipeg. Passengers are Pete Pitsulek, an Eskimo boy who requires hospital treatment in Winnipeg and Father Bizen [?] of Repulse Bay who will travel to Ottawa. He made the trip from Repulse Bay to Chesterfield Inlet by dog team in order to catch the plane."

This officer has at all times carried through his responsibilities as Officer Commanding a Photographic Squadron in a praiseworthy manner. He has displayed ability and devotion to duty as a pilot and squadron commander. The energy and enthusiasm with which he instilled all detachments did much in the accomplishment of 200,000 square miles of vertical air photography during the past season.

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CHERRY, F/O Douglas Raymond (C27592) - **Mention in Despatches** - No.53 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Saskatoon, 25 February 1920; home there. Surveyor and book keeper before the war. Educated at Wilson, Saskatchewan (1926-1932), City Park Collegiate, Saskatoon (1932-1936) and University of Saskatchewan (1936-1942, Honours BA Degree). Enlisted in Saskatoon as Radar Mechanic, 22 May 1942. To No.3 Manning Depot, 6 July 1942. To Radio Detachment, University of Saskatoon, 24 August 1942; to No.1 Manning Depot, Toronto, 24 December 1942; to No.31 Radio Direction Finding School, Clinton, 11 March 1943; commissioned 18 June 1943; to No.5 Manning Depot, Lachine, 1 August 1943; to RAF Delegation, Washington, 5 August 1943; attached to U.S. Naval Air Training Station, Ward Island, Corpus Christi, Texas for a two month course. To No.5 Radio School, Clinton, 5 October 1943; promoted Flying Officer, 18 December 1943; to Lachine for overseas posting, 6 January 1944. Embarked from Halifax, 20 January 1944; disembarked in Britain, 31 January 1944. To No.61 Squadron, 12 February 1944. To No.53 Base, Skellingthorpe, 11 October 1944; to Station Wyton, 23 May 1945. To Repatriation Depot, 29 October 1945. Repatriated 3 December 1945. Released 12 January 1946. His first postwar employment was teaching English to returned veterans, University of Saskatchewan. He completed his MA at his own expense (1947) and commenced Doctoral Studies at the University of Toronto. With an IODE scholarship he took a year at University College, London. In July 1950 he took up teaching again at the University of Saskatchewan (Professor of English). Died in Saskatoon, 30 October 1988.

Trained at RCAF Detachment, University of Saskatchewan (Saskatoon), 24 August to 18 December 1942. Examined in Fundamental Radio Theory (94/100) and Applied Radio Theory (83/100).

Further trained at No.31 Radio Direction Finding School (RAF), Clinton, 15 March to 23 April 1943. Wrote RDF Mechanics Paper No.1 (72/100), RDF Mechanics Paper No.2 (70/100), RDF Mechanics Practical Test (110/200) and was assessed as 102/200 in Character and Leadership.

Took an advanced course at No.31 Radio Direction Finding School (RAF), Clinton, 26 April to 18 June 1943 with a view to being commissioned, Wrote RDF Mechanics Paper No.1 (85/100), RDF

Mechanics Paper No.2 (80/100), RDF Mechanics Practical Test (148/200) and was assessed as 126/200 in Character and Leadership. "Qualified for Commissioning and is retained here on Administrative Course. Confirmation of Commission required." (S/L J. Smyth). Assessed as "above average" but not suitable to be an instructor.

Assessed 11 May 1945 at Skellingthorpe by G/C R.G. Forbes - "A conscientious and hard working officer who runs his section well, takes a keen interest in the welfare of the personnel under his command. He gives a first impression of being slow, but is in fact very alert mentally. He is considered to be fit for promotion to the rank of Temporary Flight Lieutenant,"

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CHESSON, S/L Arthur Thomas (C877) - **Air Force Cross** - No.6 EFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459 dated 31 July 1943. Born 1 July 1913 in Calgary. Clerk and Assistant Secretary to grain and feed companies. Flying Instructor, Calgary Flying Club, 1938-1939. Enlisted in Calgary, 20 June 1938 as Provisional Pilot Officer with No.113 (Fighter) Squadron, Auxiliary; trained at Camp Borden. To No.113 (Fighter) Squadron, 17 May 1939. To Camp Borden, 8 September 1939. Awarded wings, 10 October 1939 and reposted to No.113 Squadron; promoted Flying Officer that date. To AFHQ, Ottawa, 23 October 1939 to assume instructional duty with Ottawa Flying Club. Attended Flying Instructor Course, Trenton, 27 March to 25 May 1940 (graded "B" - noted that he required more practice on Harvard in aerobatics and one or two of the lesser used sequences). To Trenton, 1 July 1940. To No.4 EFTS, 23 July 1940. To No.2 EFTS, 12 October 1940. Promoted Flight Lieutenant, 1 January 1941. To No.6 EFTS, 25 January 1941. Promoted Squadron Leader, 1 July 1941. To No.1 GRS, 27 December 1943. To Western Air Command, 14 April 1944. To No.3 OTU, 5 May 1944. To Western Air Command, 24 June 1944. To No.9 (BR) Squadron, 26 June 1944. To No.3 OTU again, 12 August 1944. To Western Air Command Headquarters, 26 November 1944. To No.6 Squadron, Coal Harbour, 3 January 1945. To No.7 Release Centre, 9 August 1945. Retired 30 October 1945. Died in Victoria, 19 August 1980. Award presented 26 September 1944.

Squadron Leader Chesson has displayed extreme devotion to duty and has been largely instrumental in the successful organization, operation and expansion of this school while Chief Supervisory Officer and later as Chief Flying Instructor. He has flown a total of 1,319 [1,819 ?] hours, a godly portion of which has been instructional.

Recommendation raised 9 February 1943 by Stewart McKetcher, Manager, No.6 EFTS, February 1943 when he had flown 1,478 hours 50 minutes by day and 40 hours 35 minutes by night.

Text as follows:

Squadron Leader Chesson has shown great devotion to duty and has done a great deal towards the successful organization, operation and expansion of No.6 EFTS, both while Chief Supervisory Officer and Chief Flying Instructor. This officer has flown a total of 1,519 hours, a good portion of which has been instructional.

Notes: While completing training to qualify for RCAF wings, he also took a Flying Instructor course (11 September to 7 October 1939). Fleet aircraft (25.40 solo, 23.15 dual). He had required aerobatics and instrument training. "Has makings of a good instructor with practice." On the other hand, he was described as "Too long winded in his explanations; knows sequence and how to demonstrate, but requires practice."

Assessed as instructor, 13 July 1943 at No.6 EFTS, by which time he had flown 1,867 hours solo on single engine aircraft, 16.30 dual on single engine aircraft, 6.20 solo on twin-engine aircraft and 4.55 dual on twin-engine aircraft. He had just taken an advanced course (21 June to 10 July 1943) and awarded "A2" instructor category. "A hard worker who is eager to learn. Needs more experience on Service type aircraft before he becomes a competent instructor on them." Tested on Crane and Cornell, and described as follows: Sequence (high average), Voice (good), Manner (pleasant), Ability to Impart Knowledge (high average) and Ability as Pilot (high average).

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CHILDS, F/L Arthur Frederick (J9356) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 23 December 1914 in Regina; home there. Educated in Saskatchewan including one year of Motor Engineering. Paint refinisher (1931-1937), Swift Canadian packer (1937-1938) and paint sprayer (1938-1941). Enlisted in Regina, 15 May 1941 and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, (guard), 8 June 1941. To No.4 ITS, Edmonton, 2 July 1941; graduated and promoted LAC, 6 August 1941 when posted to No.5 EFTS, High River; graduated 25 September 1941 when posted to No.7 SFTS, Macleod; graduated and commissioned 19 December 1941. To "Y" Depot, 20 December 1941. Embarked for RAF overseas, 7 January 1942. Disembarked in Britain, 21 January 1942. To No.2 Flying Instructor School, 20 February 1942. To No.6 (Pilots) AFU, 29 April 1942 to instruct. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 March 1943. To No.1516 Beam Approach Training Flight, Chipping Norton, 11 September 1943, to instruct. To No.22 OTU, 13 January 1944. To No.61 Base, 8 April 1944. Attached to Battle School, 8-22 April 1944.

Attached to No.1659 Conversion Unit, 22 April to 4 June 1944. To No.429 Squadron, 4 June 1944. Promoted Squadron Leader, 20 October 1944. To RCAF Overseas Headquarters, 4 January 1945. To No.63 Base, 10 February 1945. Repatriated 21 August 1945. Retired 5 October 1945. Died in Winnipeg, 2 August 1965. Award presented by King George VI 29 June 1945. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 16 October 1944 when he had flown 29 sorties (147 hours 45 minutes) on second tour. RCAF photo PL-40057 (ex UK-16334 dated 11 November 1944) shows him.

Flight Lieutenant Childs has completed numerous sorties against such heavily defended targets as Stuttgart, Hamburg, Kiel and centres in the Ruhr. On one occasion, on the outward flight to Duisburg in daylight, one engine failed. Despite this, Flight Lieutenant Childs continued to the target and executed a successful attack. This officer has invariably displayed a high degree of skill and determination.

The text of the original submission is found in DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has recommendation by W/C A.F. Avant dated 16 October 1944 when he had flown 29 sorties (147 hours 45 minutes):

This officer has completed a large number of sorties with great success against a wide variety of targets in France and Germany including attacks on such heavily defended targets as Stuttgart, Hamburg, Kiel and the Ruhr. On one occasion he was detailed for a daylight attack on Duisburg. When he was fifty miles from the target, the port inner engine failed, but undeterred and showing great devotion to duty, Flight Lieutenant Childs continued on three engines to the target, bombing with great accuracy. Although forced to bomb at a lower altitude he skilfully evaded the concentrated defences and succeeded in bringing his aircraft safely back to base. Throughout his tour this officer has displayed great keenness, fortitude and determination in pressing home his attacks.

It is considered that this inspiring example, his fine operational record and courage, at all times fully merit the immediate award of the Distinguished Flying Cross.

Notes: Assessed 21 June 1943 when instructing at No.6 (Pilots) AFU - had flown 751 hours to date (211 in past six months). "A satisfactory officer." (S/L L. Stonhill).

Assessed 25 January 1944 when instructing at No.1516 BAT Flight - had flown 1,065 hours to date, 281 in past six months. "A conscientious and reliable officer." (G/C D.J. Cross)

Assessed 1 March 1945 when he had flown 1,407 hours, 162.15 in past six months. Squadron Leader in charge of Training. "Good personality but not outstanding as a leader. Does a good job of work but needs considerable prodding." (W/C R.L. Bolduc). "This officer is being given an opportunity to demonstrate his ability as a Wing Commander (Operations) in 63 Base. He is considered of average ability." (Air Commodore R.E. McBurney, Senior Air Staff Officer).

Application for Operational Wing dated 9 January 1945 states he had flown 33 sorties (176 hours 50 minutes), 4 June to 6 December 1944.

Training: Interviewed by F/O E.J. Christie, Regina, 18 January 1941. "Good solid type. Should develop into good pilot."

Attended No.4 ITS, 3 July to 5 August 1941. Courses in Mathematics (50/100), Armament, practical and oral (80/100), Signals (95/100), Drill (78/100) and Law and Discipline (47/60). Placed 70th in a class of 107. "Former painter. Mature, responsible. Appears to be good type and material. Has been active in sports, special Rugby."

Attended No.5 EFTS, 8 August to 25 September 1941. Tiger Moth aircraft - 26 hours 15 minutes dual, 27.20 solo. Was 8.05 on instruments. Logged ten hours in Link. "A smooth, consistent pilot with no bad faults." (F/L M. Smith, Chief Flying Instructor). Ground courses in Airmanship (134/200), Airframes (90/100), Engines (75/100), Signals, practical (85/100), Theory of Flight (92/100), Air Navigation (174/200) and Armament, oral (170/200). Rated 145/200 in qualities as an Officer. Placed 17th in a class of 66. "Good average student, dependable, steady, well set up, keen, conduct very good."

Attended No.7 SFTS, 25 September to 19 December 1941. Anson aircraft - 37.30 day dual, 39.55 day solo, 3.55 night dual, 10.00 night solo. Was 18.30 on instruments. Logged 20 hours in Link. "Above average pilot. Possesses natural ability and initiative." (F/L F.H. Pearce). Courses in Airmanship and Maintenance (136/200), Armament, written (79/100), Armament, practical (88.5/100), Navigation and Meteorology (160/200), Signals, written (42/50) and Signals, practical (95/100). Placed seventh in a class of 58. "Above average pilot, whose progress has been steady and rapid. In Ground Instruction School above average, cooperative and conscientious, He is a mature, steady type with initiative and intelligence."

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CHIPPERFIELD, FS Harry Ray (R63510) - **British Empire Medal** - No.6 SFTS (now No.1 FIS) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 29 July 1907 at Woodstock, Ontario (RCAF press release reporting award). Enlisted in London, Ontario, 1 April 1940 as Armament Assistant. To Trenton, 15 April 1940. Promoted AC1, 8 July 1940. To No.1 BGS, 30 September 1940. Promoted LAC, 8 October 1940.

Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 July 1941. To Newfoundland, 11 August 1941. To No.6 SFTS, 31 March 1942. Promoted Flight Sergeant, 1 July 1942. Reclassified as Armourer, 1 January 1943. To No.1 Flying Instructor School, 22 September 1943. Promoted WO2, 1 October 1944. To Central Flying School, 31 January 1945. Retired 22 March 1945. Award presented 27 April 1944.

Flight Sergeant Chippenfield, employed as an Armament Instructor, has been responsible for the designing and construction of armament synthetic devices that have materially improved Armament Training. His tremendous interest, patience and exceptional ingenuity were contributing factors in the successful completion of this work and his splendid example has proved an incentive to all with whom he works.

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CHIPPETT, FS Wallace Corbett (Can 2697) - **British Empire Medal** - No.8 Construction and Maintenance Unit. - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Reading, England, 28 January 1904 (RCAF press release announcing award) or 28 January 1905 (service file and pay card). Educated at Shaw's Business College. Militia service, 1919-1921 (Royal Canadian Regiment, Toronto) and Lincoln and Welland Regiment, 1933-1934. Enlisted with No.10 (Army Cooperation) Squadron, Toronto, 21 March 1935 as Cook. Promoted Corporal, 1 December 1935. Transferred to Permanent Force while at Camp Borden, 23 July 1939, still as cook and retaining rank of Corporal. Promoted Sergeant, 26 April 1940. To Technical Training School, St. Thomas, 29 April 1940. Promoted Flight Sergeant, 1 May 1940. Promoted WO2, 1 November 1940. Reverted to Flight Sergeant, 15 February 1941. Promoted WO2 again, 1 October 1942. Reverted to Flight Sergeant, 15 April 1943. While at St. Thomas he was detached several times on Temporary Duty (messing) to such posts as Trenton and Toronto. Posted from St. Thomas to Halifax, 8 May 1943. To No.8 Construction and Maintenance Unit, 13 May 1943. Reclassified as Chef, 1 June 1943. To No.6 Repair Depot, 28 January 1946. Retained rank of Flight Sergeant in postwar RCAF, 1 October 1946. To Northwest Air Command, 2 October 1946. To Station Edmonton, 16 December 1946. Discharged 5 August 1949. Died in St. Thomas, Ontario, 2 April 1984. Award presented 27 December 1945.

In the absence of a messing officer on his unit, this non-commissioned officer has been in charge of all messes and has been entrusted with full responsibility. Despite the fact that two hundred to eight hundred airmen require feeding at unusual hours and at very short notice, this non-commissioned officer has carried out his duties in a commendable and exemplary manner. By consistent devotion to duty and high qualities of leadership, he has been a tower of

strength in maintaining the morale of the airmen and the efficiency of his unit.

Recommendation raised on 25 January 1945 as follows:

There is no messing officer on the strength of this unit, and as non-commissioned officer in charge of all messes Flight Sergeant Chippett has been entrusted with full responsibility.

The work of the unit is such that varying numbers from 200 to 800 airmen require feeding at unusual hours and at very short notice. In spite of such handicaps by consistent devotion to duty, he has been a tower of strength in maintaining the morale of the airmen. He has set the very highest standard of leadership at all times.

The submission states he had been recommended twice before, but copies of these do not appear in his file.

Notes: Following attendance at a Chef's Course, Camp Borden, 11 March to 26 April 1940, he was described as "Excellent" with a fine understanding of food preparation and service. "He set high standards for himself and expected everyone to live up to them. He was a hard worker, turned out good food without a great deal of effort and showed that he was interested in every phase of food and nutrition and was very tidy." The report (author unknown) concluded, "I highly recommend Corporal Chippett and expect great things from him, not only in actual food preparation but also in kitchen organization and menu planning."

On 9 July 1941, W/C D.F. Syder, No.1 Training Command, wrote AFHQ to report that WO Chippett, in charge of the kitchen at St. Thomas, had invented a silver polish which was half the price of that in use. Steps were being taken to patent it; in the meanwhile it was recommended that the polish be adopted into general RCAF use.

Nevertheless, his move from St. Thomas became necessary following a report by G/C J.H. Keens (Commanding Officer, Technical Training School), 4 February 1943. "Warrant Officer Chippett is thoroughly experienced and is a hard worker, but his manner of dealing with subordinates leaves much to be desired in that he is rough, sarcastic and generally a source of irritation and annoyance to those working under him. Upon the arrival of the new Messing Officer, Assistant Section Officer K. Kennish, on 22nd January 1943, conditions appear to have grown worse as Warrant Officer Chippett does little to hide his resentment at being under the orders of a W.D. officer and makes no effort to cooperate with her or to encourage the Kitchen Staff to do so. It is strongly recommended that this Warrant Officer be posted from here as soon as possible to a Unit where it will not be necessary for him to have direct control over a large number of

personnel.”

He was reduced to Flight Sergeant, but his abrasive nature continued - on 3 April 1943 S/L N.J. Walsh described him as “a good cook - more suited to a lumber camp or a railway gang than in charge of an Air Force Kitchen.” But once he was in the all-male company of No.8 CMU, he blossomed again.

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CHISHOLM, FS Duncan Archibald (R69511) - **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 12 November 1921 in Mayhew, England; home in Toronto; enlisted there 19 June 1940 for General Duties. To “OMP”, 13 September 1940. Promoted Corporal, 19 October 1940 on remuster to Service Police. To “H”, 21 October 1940. Reclassified as Security Guard, 1 August 1941. To No.4 WS, 29 March 1942. Remustered to aircrew and posted to No.1 ITS, 13 July 1942; to No.9 BGS, 26 September 1942. Graduated and promoted Sergeant, 18 December 1942. To “Y” Depot, 1 January 1943. To RAF overseas, 4 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 11 October 1943 (J18940). Further trained at Stormy Down and No.1652 Conversion Unit. Promoted Flying Officer, 11 April 1944. Repatriated 4 July 1944. Retired 29 December 1944. See also entry for Flight Sergeant Robert John Burton, awarded DFM. Award presented 15 April 1948.

Flight Sergeant Chisholm is a skilful, cool and determined air gunner. He has undertaken very many sorties and, on more than one occasion in encounters with enemy fighters, he has fought with great zest. Flight Sergeant Chisholm has set a very fine example by his keenness and confidence.

Public Record Office Air 2/5011 has recommendation drafted 6 October 1943 when he had flown 25 sorties (152 hours operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Chisholm was posted to No.10 Squadron in April 1943, and, having completed 25 sorties comprising 152 operational hours, has now been recommended for screening and posting for instructional duties. This Canadian Non-Commissioned Officer has throughout his tour displayed high morale, cheerfulness and admirable eagerness to get at grips with the enemy. His aircraft has on several occasions been damaged by flak and night fighters. During a raid on Cologne on 3rd July 1943, he had an encounter with a Ju.88. His aircraft was badly damaged on this occasion but Flight Sergeant Chisholm, together with the rear gunner [Burton], got in a burst of fire which struck the

Ju.88 and badly damaged it. The aircraft was claimed as probably destroyed. On the night of 29th/30th September 1943, Flight Sergeant Chisholm was in a Halifax detailed to attack Bochum. At 2054 hours they were attacked by a Me.109 which closed to 300 yards range and opened fire with cannon and machine gun. Flight Sergeant Chisholm and the rear gunner [Burton] gave evasive instructions to the captain which were successfully taken and no hits on the Halifax were claimed. Acting on instructions from the two gunners, the captain turned steeply to starboard and the rear gunner got in a burst of fire. The Me.109 was seen to burst into flames and crash to the ground where it exploded. This was seen by the rear gunner, Flight Engineer and Flight Sergeant Chisholm and was claimed as destroyed. He possesses unusual qualities of cheerful confidence and during the attack by the Me.109, his captain stated that Flight Sergeant Chisholm's coolness in giving evasive instructions was admirable. He has now completed a fine operational tour, climaxed by the destruction of an enemy night fighter, and I strongly recommend that his outstanding devotion to duty and fighting qualities be recognized by the immediate award of the Distinguished Flying Medal.

For Combat Reports involving him (3/4 July 1943 and 29/30 September 1943) see entry for Flight Sergeant Robert John Burton, DFM.

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CHISHOLM, F/L Melvin Douglas (J27672) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 2 April 1921; home listed as La Fleche, Saskatchewan but obituary said he had been one of six children, and raised on a farm near the town of Fir Mountain in southern Saskatchewan. In Santa Barbara, California he completed high school and attended the state college. Enlisted 11 June 1942. Granted Leave Without Pay until 6 July 1942 when posted to No.2 Manning Depot. To No.11 SFTS (guard), 14 August 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.6 EFTS until 9 January 1943; graduated 5 March 1943 and posted next day to No.4 SFTS; graduated and commissioned 25 June 1943). To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 15 August 1944. Repatriated 15 January 1945. To Halifax, 6 April 1945. To RAF overseas, 13 April 1945. Repatriated again, 5 August 1945. Retired 11 September 1945. Postwar employed as a Technical Officer with the National Research Council's Prairie Regional Laboratory in Saskatoon, the beginning of a notable career of thirty-nine years as a biochemist specializing in agricultural research. He retired as an Associate Research Officer, holding several patents and having authored or co-authored sixty-five scientific publications. In the meantime he rejoined RCAF

Auxiliary (No.406 Squadron), 24 April 1948 (120668). Released 25 June 1949. Died in Saskatoon, 27 December 2010. Award presented 6 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.5526 (RG.24 Vol.20667) has recommendation dated 15 September 1944 when he had flown 24 sorties (111 hours 45 minutes), 4 June to 31 August 1944.

This officer, a captain of an aircraft, has completed twenty-four trips against the enemy. At all times, due to his sterling qualities as a leader, he has inculcated such fine esprit de corps within his crew that they have always pressed home the attack to the utmost. A steady, resolute pilot, who seems most at home when the going is toughest, he and his crew have inflicted telling blows against the enemy. In recognition of this officer's fearless courage and tenacity of purpose, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

4 June 1944 - Calais (3.00)
6 June 1944 - Conde-sur Noireau (6.00)
7 June 1944 - Versailles (5.10)
10 June 1944 - Versailed (5.50)
14 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sterkrade (4.50)
27 June 1944 - Wizernes (3.55)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (3.50)
12 July 1944 - Bremont (4.10)
17 July 1944 - Caen (4.30)
18 July 1944 - Vaires (4.50)
20 July 1944 - Anderbelck (3.35)
25 July 1944 - Stuttgart (8.45)
7 August 1944 - Caen (4.15)
8 August 1944 - Foret de Chantilly (5.00)
9 August 1944 - La Breteque (4.10)
10 August 1944 - La Pallice (6.10)
12 August 1944 - La Neuville (3.55)
14 August 1944 - Falaise (4.15)
15 August 1944 - Soesterburg (3.40)
25 August 1944 - Brest (4.15)

31 August 1944 - Isle de Cezembre (5.05)

RCAF Press Release No. 8037 dated 3 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -- There's not much twixt life and death in this business of toting bombs to enemy targets according to F/L Melvin D. Chisholm, DFC, of Lafleche, Saskatchewan.

This was proved to him beyond doubt when his crew raided Kiel one night, reports the veteran pilot of the RCAF Iroquois Squadron in the Canadian Bomber Group. A German nightfighter attacked their Halifax bomber and during the exchange of fire a cannon-shell passed through the main spar of the wing.

After they had shaken off the fighter, they carried on to bomb the target. On landing at base, their groundcrew pointed out how their life had been hanging by a string. The shell had shattered the main spar on which the huge wing is supported. If the shell had exploded in passing through the spar, the whole side of the wing would have fallen off just when they were in a tight corkscrew manoeuvre trying to evade the fighter. The aircraft would have spun earthwards like a fallen leaf and none of the crew could have escaped death.

"I guess it just wasn't to be", smiled the 23-year-old skipper now at an RCAF repatriation depot in Britain. Educated at Santa Barbara, California, Chisholm hopes to go back to school on discharge from the service and take up architectural engineering.

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CHISHOLM, Corporal Reginald James (R153977) - **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 Hamilton, Ontario, 16 May 1922. Home in Toronto (office clerk) where he took a civilian Radio School course; enlisted there 11 February 1942 in trade of Radio Mechanic and immediately granted rank of LAC. Posted to No.1 Manning Depot on enlistment. To No.31 Radio School, Clinton, 16 April 1942. To No.31 Personnel Depot, Moncton, 1 July 1942. Taken on strength of No.3 PRC, Bournemouth, 30 July 1942. To No.106 Squadron, 31 August 1942. Promoted Corporal, 1 January 1943. Recommended for a commission, 3 February 1943 by the Commanding Officer, No.106 Squadron, but this did not go forward. Reclassified as RDF Mechanic, 1 July 1943. Promoted Sergeant, 27 January 1944. To No.54 Base, 23 September 1944. To No.53 Base, 2 June 1945. Repatriated to Canada, 22 October 1945. Released 1 December 1945. As of 1947 he was taking Electrical Engineer courses in Toronto. No citation

found.

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CHISHOLM, F/L William Lawrence (J15044) - **Distinguished Flying Cross** - No.92 Squadron - Award effective 1 February 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born 29 August 1916 at Berwick, Nova Scotia. CPR brakeman before the war. Home in Kentville. Enlisted in Halifax, 18 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940, having been posted on 30 August 1940 to No.3 EFTS; to No.1 SFTS, 4 November 1940; graduated and promoted Sergeant, 28 January 1941. To Embarkation Depot, 21 February 1941; to RAF overseas, 2 March 1941. Posted to No.7 Bombing and Gunnery School, Wales, 5 March 1941; posted to No.56 OTU, Sutton Bridge, 20 September 1941; Commissioned 13 November 1941. Posted to No.92 Squadron, with which he served from 5 November 1941 to 16 April 1943 (en routes to Middle East, 13 February to 13 March 1942). Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 2 December 1942. Returned to Canada, 24 June 1943; recruiting in Winnipeg and Halifax from 13 August 1943 to 27 February 1944; employed thereafter as staff officer, first with No.4 Aircrew Graduate Training School (26 February 1944) and then No.1 Aircrew Graduate Training School (3 April 1944). To No.3 Training Command Headquarters, 26 October 1944. To War Staff College, 3 December 1944. To AFHQ, 6 March 1945. Promoted Squadron Leader, 1 May 1945). Released 30 October 1945. Died in Kentville, Nova Scotia, 7 March 2005 as per **Legion Magazine** of November 2005. During his career he suffered slight concussion (2 December 1942) when landing Spitfire VC BR476 at Magrun; blew a tire and aircraft went over on its back. Claimed to have flown 172 operational hours with No.92 Squadron. Victories as follows: **4 July 1942**, one Ju.87 probably destroyed; **24 July 1942**, one Bf.109 damaged; **1 August 1942**, one Bf.109 destroyed; **19 August 1942**, one Bf.109 destroyed and one Bf.109 probably destroyed; **30 August 1942**, two Bf.109s destroyed; **1 September 1942**, one Bf.109 destroyed, one Bf.109 damaged; **7 October 1942**, one Bf.109 destroyed; **9 October 1942**, one Bf.109 damaged; **27 October 1942**, one Bf.109 destroyed; **8 January 1943**, one MC.202 probably destroyed; **7 March 1943**, one MC.202 destroyed, one Bf.109 probably destroyed and one MC.202 damaged. For added details of score, see Chris Shores, **Aces High plus Fighters Over the Desert plus Fighters Over Tunisia**. Photo PL-10249 shows him beside Spitfire; PL-17294 is studio portrait photo. DFC and Bar presented 24 April 1944.

Since July 1942, Flight Lieutenant Chisholm has flown on numerous operational sorties. He has always displayed skill and courage and great determination to engage the enemy. He has destroyed at least five enemy aircraft. This officer's invigorating influence and personal example have greatly contributed towards making his flight a formidable fighting unit.

NOTE: Public Record Office Air 2/8933 has text from an earlier draft recommendation for a non-immediate award as sent on 21 December 1942 from Headquarters, Royal Air Force, Middle East to Air Ministry:

Pilot Officer Chisholm arrived in the Western Desert with No.92 Squadron at the beginning of July when the squadron was flying Hurricane aircraft of No.80 Squadron. On his first patrol one wheel refused to retract; letting his enthusiasm override his good sense he carried on and when the squadron engaged escorted Stukas he succeeded in badly damaging a Stuka. Since that day, both on Hurricane and later on Spitfires, Pilot Officer Chisholm has flown and fought with great courage and shown great determination to get to grips with the enemy; moreover he has displayed considerable skill as a leader of a flight. He has destroyed five enemy aircraft, shared a further two destroyed, has probably destroyed two more and damaged three others.

He has proved himself a cool and capable leader; his invigorating influence and personal example have gone a long way to make "B" Flight a formidable fighting unit.

CHISHOLM, F/L William Lawrence (J15044) - **Bar to Distinguished Flying Cross** - No.92 Squadron - Award effective 23 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO 513/43 dated 26 March 1943.

This officer has taken part in the squadron's activities since its arrival in the Western Desert. Throughout he has displayed gallant leadership and outstanding keenness. On one occasion he led the squadron in an attack on a force of enemy fighters and in the ensuing engagement two of them were destroyed without loss. Flight Lieutenant Chisholm, who has destroyed six enemy aircraft, has invariably displayed great courage and devotion to duty.

RCAF Press Release dated 25 January 1943 from F/O MacGillivray reads:

Former brakeman on the Canadian Pacific Railway, and now Flight Commander in an RAF Spitfire squadron on the Western Desert, Flight Lieutenant William Lawrence "Red" Chisholm, of Kentville, Nova Scotia, has, in the comparative obscurity of the Western Desert, built up a record which would have made him a stand-out on almost any fighter squadron in Britain. That record is six enemy aircraft destroyed, three probably destroyed and five damaged in 170 hours of operational flying.

Despite this impressive total of claims, the lanky veteran of 2 ½ years in the RCAF recalls most vividly of all a day when he didn't even chalk up a "damaged" --- but when a Hun almost chalked him up. He'd rather not talk about that day, but his admiring squadron-mates aren't secretive.

"Red and his flight commander, an Englishman named Morgan," related one of them, "were flying over Berg El Arab just before the big push when they saw what appeared to be 20 Me109's. Actually, there were more above --- a total of about 60. Anyhow, Morgan called to Red over the RT: "Well, how do you feel about it?" And Red simply answered: "Let's go". So those two blokes, all alone, attacked the 20 109's, and were at once 'jumped' by a dozen more from above. They held their own and fought off the great mass of Jerries until Red's engine failed and he was chased down, unhurt."

It was way back in June of 1940 that the red-haired railway-man left his job to enlist in the RCAF, becoming a member of the 11th course under the Air Training Plan with a chum, P/O Dennis Connolly of Benton, N.B. who completed 200 hours on Spits in Britain last fall. Chisholm came to England as a Sergeant, and was commissioned in November 1941, becoming a Flight Lieutenant the past December.

On his first operational trip, his squadron "mixed it up" with a formation of Me.109's and Ju.87's, and shot down four, with three probables and four damaged, of which Nova Scotia "sprog" got one probable. The Hurricanes lost none. His first destroyed was the squadron's 200th -- a Me.109, shot down the last day before the unit converted to Spits. That was in August. Three weeks later, he was one of 12 Spitfire pilots attacking 20 109's, getting 4 destroyed and 4 probable, of which Red was credited with one in each category.

Ten days later he knocked off two 109's destroyed in separate engagements. Two days later, he took part in an attack on Stukas escorted by 109's and chalked up one destroyed and one damaged. On October 27, he picked off his sixth destroyed -- a 109 which he found flying "straight and level, and as cocky as you please, with a bunch of his pals", over E1 Alamein. And more recently, on January 8, he got a "probable" in the form of an Italian Macchi 202 over Tamat during Montgomery's spectacular drive.

"I've lost track of most of my pals of old Course Eleven long ago", says the 26 year old veteran of desert air fighting. "I don't know how many of them are left, or where they are. The desert has been great experience, and I've had my share

of luck. But old Canada is going to look mighty good, after all this.”

* * * * *

CHISLETT, S/L John Robert (C2234) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 29 January 1915 in Port Hope, Ontario; home there; enlisted Toronto, 12 June 1940. Granted rank of Flying Officer, 28 September 1940. With No.7 SFTS as of 26 March 1941. Promoted Flight Lieutenant, 28 January 1942. To No.3 AOS, 14 September 1942. To No.2 ITS, 22 January 1943. To No.2 AOS, 6 February 1943. To Eastern Air Command, 9 April 1943. To No.145 (BR) Squadron, 14 April 1943. To No.161 (BR) Squadron, 5 May 1943. To No.1 GRS, 23 June 1943. To “Y” Depot, 6 December 1943. Taken on strength of No.3 PRC, 20 January 1944. Promoted Squadron Leader, 21 October 1944. Repatriated 2 August 1945. Retired 29 September 1945. With RCAF Auxiliary, No.438 Squadron, 2 May 1949 to 15 September 1949 (110125). Following a postwar stint as a navigator with Trans-Canada Airlines, he returned to London to help form the Pathfinders Club and recruit British personnel for American airlift work to Korea. This led to a 35-year career as a navigator with American charter companies out of San Francisco and Los Angeles. Retired 1980 and came back to Canada. Medal sent to External Affairs, 17 June 1955 and forwarded to him; finally presented in San Francisco, 21 July 1955. Died in Bowmanville, Ontario, 24 December 2000; obituary stated he had flown two tours (66 missions). 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 17 November 1944 when he had flown 35 sorties (138 hours 30 minutes)

14 June 1944 - St.Pol
15 June 1944 - Lens
16 June 1944 - Renescure
23 June 1944 - Coubronnes
24 June 1944 - Middel Straete
9 July 1944 - L'Hey
10 July 1944 - Nucourt
11 July 1944 - Gapennes
14 July 1944 - Revigny
19 July 1944 - Rollez
20 July 1944 - Foret de Croc
23 July 1944 - St.Nazaire
24 July 1944 - Stuttgart
29 July 1944 - Hamburg
30 July 1944 - Battle area
3 August 1944 - Bois de Cassan
5 August 1944 - Coulombieres
7 August 1944 - Battle area
29 August 1944 - Stettin
12 August 1944 - Frankfurt
15 August 1944 - Kiel
16 August 1944 - Moerdijk Bridge
20 August 1944 - Calais
26 August 1944 - Cap Gris Nez
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf

Squadron Leader Chislett has completed 35 operational sorties with the Pathfinder Force, all of which have been Marker sorties.

This officer is an outstanding Set Operator of special equipment. The proof of his skill and efficiency is reflected in numerous aiming point photographs. He is determined and earnestly keen on his operational work,, and always endeavours to produce the best possible results.

His enthusiasm, loyalty and devotion to duty have been of a consistently high order, and I recommend him for the award of the Distinguished Flying Cross.

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CHITTENDEN, F/O Frederick Jackson (J15369) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943 - Born 5 November 1920 in Tara, Ontario (date in obituary notice); home in Cainsville, Ontario; enlisted in Hamilton, 24 June 1941. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 17 August 1940; to No.1 WS that date; to No.1 BGS, 20 December 1940; graduated and promoted Sergeant, 30 January 1941; to "Y" Depot that date; to RAF overseas, 2 March 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 3 May 1943. Repatriated 29 September 1943. To "Y" Depot, 30 October 1943. Taken on strength of No.3 PRC, 15 November 1943. Award presented by King George VI on 7 December 1943. Repatriated again, 7 February 1945. To No.1 Composite Training School, 22 March 1945. To No.1 Equipment Depot, 23 April 1945. Retired 10 July 1945. Reported in obituary to have flown two tours (Germany and Italy). was Manager of The General News Company in Brantford until retiring in 1975. Died in Owen Sound, Ontario, 24 June 2005 as per **Legion Magazine** of November 2005.

As wireless operator this officer has successfully completed a very large number of operational sorties, the majority of which have been against strongly defended targets including Berlin, Hamburg, Rostock, Cologne, Kiel, Wilhelmshaven, Bremen and the Ruhr. He has always performed his duties in a highly satisfactory manner holding the confidence of his squadron and flight commanders. Flying Officer Chittenden has set an outstanding example to all by his cheerfulness, skill and high sense of duty.

NOTE: Public Record Office Air 2/8955 has recommendation drafted by W/C Carscallen, 7 April 1943 when he had flown 47 ½ sorties (262 hours 15 minutes). Sortie list and submission as follows:

7 July 1941 - Chalette (5.10)
14 August 1941 - Boulogne (3.00, mission abandoned)
16 August 1941 - Rotterdam (3.25)
31 August 1941 - Essen (4.45)
11 September 1941 - Le Havre (5.30)
15 September 1941 - Hamburg (6.40)
29 September 1941 - Stettin (7.20, bombed Rostock)
10 October 1941 - Cologne (7.20)
12 October 1941 - Nuremburg (7.25)
21 October 1941 - Bremen (6.20)
23 October 1941 - Kiel (6.10)
31 October 1941 - Hamburg (5.45)
7 November 1941 - Berlin (8.55)
28 December 1941 - Wilhelmshaven (5.00)
14 January 1942 - Hamburg (2.45)
17 January 1942 - Bremen (5.25)
20 January 1942 - Emden (4.40)
26 January 1942 - Hanover (6.50, overshoot target, bombed Brunswick)
31 January 1942 - St. Nazaire (7.10)
11 February 1942 - Bremen (5.05)
25 February 1942 - Kiel (6.00)
3 March 1942 - Paris (5.35)
9 March 1942 - Essen (5.20)
12 March 1942 - Kiel (7.00)
28 March 1942 - Lubeck (6.10)
7 April 1942 - Essen (2.15, turned back)
8 April 1942 - Hamburg (6.10)
12 April 1942 - Essen (6.10)
14 April 1942 - Dortmund (7.30)
17 April 1942 - Hamburg (5.35)
30 May 1942 - Cologne (3.05, abandoned)
1 June 1942 - Essen (5.00)
10 September 1942 - Dusseldorf (3.15, abandoned)
13 September 1942 - Bremen (2.30, abandoned)
16 September 1942 - Essen (7.00)
15 January 1943 - Lorient (4.50)
21 January 1943 - GARDENING, Frisiens (4.20)
26 January 1943 - Lorient (5.30)
29 January 1943 - Lorient (6.15)
30 January 1943 - Oldenburg (5.15)

3 February 1942 - Hamburg (2.25, abandoned)
7 February 1942 - Dinghy search (unsuccessful - ½ operation)
16 February 1942 - Lorient (6.40)
19 February 1942 - Wilhelmshaven (5.00)
24 February 1942 - Wilhelmshaven (5.00)
28 February 1942 - St. Nazaire (6.50)
3 March 1943 - Hamburg (6.20)
12 March 1943 - Essen (4.50)

A recommendation for the award of the Distinguished Flying Cross in respect of the above mentioned officer of this squadron is herewith submitted for consideration.

This officer, who is a wireless operator in one of my crews, has successfully completed 47 ½ operational sorties, the majority of them being carried out over strongly defended areas such as Berlin, Hamburg, Rostock, Cologne, Kiel, Wilhelmshaven, Bremen, Essen, Lubeck, Dusseldorf, and many others.

This officer has always carried out his duties in a most satisfactory manner and has, at all times, held the utmost confidence of his Squadron and Flight Commanders and, throughout his operational career, has shown himself courageous and an outstanding example, not only to members of aircrew, but also to ground crew personnel who have the highest regard for his sense of duty.

There is no particular instance for which this officer can be recommended but his whole operational career is a worthy recommendation of character and strength of will power and I therefore strongly recommend him for the Distinguished Flying Cross of which I believe him to be most deserving.

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CHMILAR, F/O William Alexander (J29855) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 20 February 1922 in Vermilion, Alberta; home St.Paul, Alberta (student); enlisted in Edmonton, 25 July 1942. To No.3 Manning Depot, 30 August 1942. To No.7 SFTS (guard), 23 October 1942. To No.4 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but note posted to No.2 AOS until 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 14 May 1945. Retired as Flight Lieutenant, 29 June 1945. Award presented in 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 courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 12 January 1945 when he had flown 40 sorties(204 hours 15 minutes), 10 April 1944 to 7 January 1945.

www.bombercommandmuseumarchives.ca

10 April 1944 - Aulnoye
18 April 1944 - Rouen
20 April 1944 - Cologne
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
1 May 1944 - Lyons
3 May 44 - Mailly
6 May 1944 - Aubigne
9 May 1944 - Merville
22 May 1944 - Dortmund
5 June 1944 - Crisbecq
6 June 1944 - Vire
17 June 1944 - Domleger
4 July 1944 - Orleans
5 July 1944 - Dijon
12 July 1944 - Revigny
11 August 1944 - Douai
29 August 1944 - Stettin
3 August 1944 - Eindhoven
6 August 1944 - Emden
12 August 1944 - Gelsenkirchen
13 August 1944 - Nordstern
30 August 1944 - Bottrop
5 October 1944 - Saarbrucken
12 October 1944 - Wanne Eickel
14 October 1944 - Duisberg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
21 November 1944 - Koblenz
27 November 1944 - Freiburg
5 December 1944 - Soest
6 December 1944 - Osnabruck
30 December 1944 - Cologne
2 January 1945 - Nuremburg
5 January 1945 - Royan
5 January 1945 - Hannover

7 January 1945 - Munich

www.bombercommandmuseumarchives.ca

Flying Officer Chmilar has completed 40 operational sorties, 22 of which have been carried out in the Pathfinder Force. The majority of the targets attacked have been heavily defended German areas,

This officer is a keen and reliable navigator who is continuing for his second tour, after most of his crew had decided to finish on the first tour. He has plenty of courage and determination, and a commendable zest for operational work.

He has shown keenness, loyalty and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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CHORNY, P/O Walter (J92831) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 October 1915 in Edmonton; educated at University of Ottawa; teacher. Home in Ranfurly, Alberta; enlisted Edmonton, 27 July 1942. To No.3 Manning Depot, 23 August 1942. To No.2 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 but not posted to No.7 AOS until 20 March 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 29 November 1944. Promoted Flying Officer, 29 May 1945. Repatriated 5 August 1945. Retired 5 September 1945. Award presented 9 July 1949. Died in Edmonton, Alberta,, 8 November 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 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 2/8750 has recommendation dated 14 April 1945 when he had flown 29 sorties (187 hours 21 minutes), 7 August 1944 to 27 March 1945.

7 August 1944 - Lorient (4.50)
9 August 1944 - La Pallice (6.10)
10 August 1944 - Bordeaux (7.11)
11 August 1944 - Givors (8.18)
14 August 1944 - Brest (4.21)
15 August 1944 - Gilste (3.30)
27 August 1944 - Brest (4.36)
7 October 1944 - Flushing (3.05)
15 October 1944 - Sorpe Dam (5.10)
19 October 1944 - Nuremburg (7.40)
29 October 1944 - Tirpitz (13.10)
26 November 1944 - Munich (8.55)
11 December 1944 - Urft Dam (5.05)
17 December 1944 - Munich (9.00)
18 December 1944 - Gyndia (10.35)
28 December 1944 - Oslo (7.05)
12 January 1945 - Bergen (7.10)
3 February 1945 - Ijmuiden (2.35)
6 February 1945 - Altenbeken (6.45)
14 February 1945 - Altenbeken (6.10)
3 March 1945 - Dortmund (5.30)
6 March 1945 - Sassnitz (9.15)
7 March 1945 - Hamburg (6.40)
13 March 1945 - Arnsburg (6.30)
14 March 1945 - Arnsburg (6.05)
15 March 1945 - Arnsburg (6.45)
19 March 1945 - Voltho (6.20)
22 March 1945 - Bremen (4.40)
27 March 1945 - Farge (4.15)

This officer has now completed 29 sorties against the enemy. His attacks have included many against the most heavily defended targets such as Brest (twice), Nuremburg, Munich (twice), Dortmund, Hamburg and Bremen. Many of his attacks have required accurate navigation over long distances, in some cases far beyond the range of normal navigational aids. An example of this latter type of operation was the attack on the battleship **Tirpitz** when a successful attack was made possible by his very high standard of navigation.

Apart from his normal duties as navigator, Pilot Officer Chorny has frequently been called upon to find a bombing wind in the vicinity of the target, a task only given to a small, specially picked force and upon which the whole success of the attack depends. The outstanding successes of his squadron can be attributed in a large manner to the skill with which this duty has been performed.

At all times Pilot Officer Chorny has shown the greatest keenness to operate and has proved himself by his skill, courage and determination to be a valuable member of a sound operational crew.

RCAF Press release from F/L Shields, PRO, November 1944.

Editor's note:

Prior to his enlistment in the R.C.A.F. in July 1942, P/O Chorny, age 27, taught science and mathematics at Smoky Lake Division High School, north of Vegreville, Alberta. A Canadian of Ukrainian origin, he enlisted at Edmonton and received his navigator's badge at No.7 AOS, Portage la Prairie, in August 1943. He was posted overseas immediately after graduation and since July, 1944, has been flying operationally with one of the oldest squadrons in R.A.F. Bomber Command. He is the only Canadian on his crew in the famous "dam buster" force which sank the battleship Tirpitz, breached the Mohne dam, and carried 12,000 pound "factory busters" to Munich on a previous attack on the Tirpitz.

WITH CANADIANS IN THE R.A.F.: --"Our trip to Russia, where we were to refuel and bomb the battleship Tirpitz in its Norwegian fastness, was the longest which our crew had ever attempted – more than 1,750 miles, and a full bomb load all the way."

"Prior to takeoff, conditions seemed favorable to the success of our eighth operational sortie and we all looked forward to get first sight of our eighth of soviet scenes. It was a fine day in early fall when we left our home airfield in England and, according to meteorological predictions, we could expect reasonably good weather at the other end. We took off ground 6:30 in the

afternoon and our flight plan called for us to arrive around dawn, after winging over enemy territory a great part of the way.”

“An hour before we were due to land at our Russian aerodrome, we ran into cloud right down to the “dock”. It wasn’t a solid layer of cloud. It was broken here and there but, as we found out later, the holes were in the wrong places.”

“We were supposed to land on an island aerodrome near a large Russian city not far from the Finnish border. It was still quite dark when we arrived where we thought we should be. We were able to spot the city each time over, but in the misty blackness, we couldn’t pick out our aerodrome, let alone its ground runways.”

“Our wireless operator, a Londoner, pounded out requests for landing instructions but we received no reply. The Russian wireless men couldn’t receive in English, and, in any event, their landing procedure is different than that of the R.A.F. Two Liberators were to have preceded us with landing aids but, as things turned out, they didn’t get down until two hours after we crash-landed. We weren’t worried; we knew where we were. We only needed a spot of good weather to see the ‘drome. But unfortunately, it remained completely obscured in cloud as we stooged around, back and forth over the area where we knew it should be, all strained to pick out the landing strip.”

“After an hour’s stooging around, our skipper pointed out that our fuel was running low and we would soon have to set down our Lancaster. We made a final run over the city in and made a last effort to sight the aerodrome. Our luck wasn’t in, so we flew out to sea and jettisoned our bomb load. There was no explosion, for it hadn’t been used.”

“We tried to set down our bomber in a couple of open spots but there were too many trees. Our pilot had decided on a belly landing and it was a good job that he had. From the air, we didn’t realize that we were landing on muskeg or that it was so soft. Had he let down the wheels, we would have cart-wheeled over on our nose.”

“All but three of the crew braced for a crash landing. Our flight engineer, who was from Chile, had to close the throttles and turn off the petrol cocks on landing so we wouldn’t burst into flames if we broke up too badly. Consequently, he couldn’t take up an orthodox crash position. To help brace him, our air bomber from London seized him around the waist, I was right

behind grabbing him.”

“We didn’t land with nearly so great a shock as we’d expected. The ground was soft and the pilot made a perfect belly landing at around 110 miles an hour. We ripped loose a couple of trees but the ground was soft and they came away easily. We skidded into the muskeg, nose down, and moss, water and mud poured into the fuselage through the broken nose perspex.”

“Steam filled the aircraft and we thought we were on fire. We scrambled out through escape hatches pell-mell, all but the wireless operator. He stopped at his set to grab a deck of cards. He figured that we might be stuck in the wilderness some time and a deck of cards would help pass away the time, he explained later. “I’m taking these with me,” he shouted, before jumping into the muskeg.”

“For the first time, we realized what we were in. It was thick, gooey stuff... greenish buff on the surface and yellowy water underneath. We found out that our aircraft wasn’t on fire after all. The steam came from the hot motors ploughing up the watery raid and he could see well by this time; it had been light for more than an hour.”

“Heavy drizzle was falling, so we climbed back into the aircraft to try to get some sleep. We’d been in the air more than 12 hours and needed it. It was agreed that we would rest in shifts, in case a search plane spotted a parachute we had stretched out, the flight engineer and rear gunner took the first watch. No one slept much. We were cold, wet, and miserable and we lay shivering in our few blankets.”

“Around 9 a.m., two hours later, we heard the drone of propellers. The clouds had lifted a little and the rain had lessened. We fired our Very pistol and the aircraft, a Catalina flying boat manned by a Russian crew, spotted us. It circled us twice and flew away, so I assumed we were found. We were thirsty, rather than hungry, so we opened our emergency pack and drank tinned water.”

“About 10:30, we heard the plane again and fired two more red flares. Just overhead, the Catalina dropped a large bundle. It fell 100 yards away, one the boys waded after it, the rest directing him to its location. The aircraft circled again and we got our big surprise of the day when a parachutist leaped out.”

“The tundra was studded with dead and broken trees and we were afraid he’d land on one. We all rushed to give him a hand. I was the first at his side. He was

a dark chap of medium build, with a jolly smile and twinkling eyes. We shook hands and tried to talk. It was a dismal failure. Although my parents are of Ukrainian stock, they were born in the United States and know little of the language. I know even less and he knew only Russian. I gathered that he was commissioned to inquire about the condition of the crew, so I tried to make it clear that we were alright. He had with him three narrow strips of cloth to signal whether we needed medical aid, it seemed, as well as first aid equipment in a pack.”

“Meanwhile, the others had recovered the box, which had broken open when it hit a tree. Cans of condensed milk had broken open and the sticky fluid had run over the bread, cigarettes, and matches, but we still salvage enough to last for days.”

“The parachutist had two small bottles of vodka. I think he got the idea that we didn’t like it, so he showed us how to drink it neat out of our thermos tops. We had a few more drinks and enjoyed it.”

“By sign language, he indicated that we were to walk three kilometers in a certain direction when a plane would pick us up. We set out after him, carrying personal belongings, charts, and navigation instruments. We were a motley procession. It had started to rain again and some of the boys wrapped blankets around them like Indian squaws but we were happy at being rescued. Our guide carried the flight engineer’s kit bag and a small bag for our mid upper.”

“It was hard walking. In the morass, we sank to the tops of our flying boots at every step. When we reached dryer ground, vegetation was thicker and conditions grew worse. Storms had uprooted the trees and we had to climb over dead bushy branches every few yards, still a foot deep in muskeg between fallen shrubs. It was miserable walking; a nightmare of clambering over trees, tripping, and floundering to the next hurdle.”

“At the outset, we assumed that our guide knew his way. But after we had walked much more than three kilometers without reaching the river, we began to lose confidence. And we became extremely thirsty. We kept our escape kits with us, so we chewed on food concentrate tablets and drank muskeg water from our thermos bottles which we had sterilized with water purification tablets. We grew wetter and so tired that we could barely drag one foot after the other. Our guide was getting worried. He stopped and shook his head in a puzzled manner. He pointed several times to the figure ‘35 degrees’, which we assume

was the direction we were to have followed.”

“You can go on and leave me here, offers our mid upper gunner who wasn’t quite as sturdy as the rest of the crew. By 6:30 in the evening, we saw we had no chance of getting to civilization that night. Cigarettes and matches were soaked; we had to walk to keep warm.”

“We had compasses from our escape kits, so I began to walk in a different direction, the 35 degrees mentioned by the guide, one which we had assumed he was following. By 20 minutes to eight, just then when dusk was turning into night, we saw the silver sheet of the river ahead. We had been walking parallel, instead of toward it. We sent out two men in such direction but they came back to report they saw nothing resembling human habitation.”

“Lighting a fire was our biggest immediate problem. We slivered wood with our knives but it was too wet to ignite. We opened Very pistol cartridges and poured the powder around the shavings and chipped twigs. In two hours, we had tiny flame going and it was another hour before we had a decent fire. Article by article – shirt, socks, and underwear – we dried our clothing all night, so that by morning we were again dry. We took turns bringing in logs and the flight engineer kept us supplied with water. We were extremely thirsty and my throat ached.”

“By morning, we were dry but dead tired. It was the second night in a row in which we hadn’t slept. Morning came and the guide indicated we should walk down the river.”

“No,” said the skipper. “They found us once and they’ll look for us again. Let’s stay where we can signal if they come near.” We agreed to walk if not found by 10:50, however.”

“To travel lightly, we had left behind the Very pistol but we still had cartridges. We opened them and piled the powder at hand, so that we could throw it on the fire. At 9:50, we saw the same Catalina coming toward us. We tossed the powder on the flames and it went up in whoosh of red and green fireworks. The Soviet plane waggled its wings and went away.”

“Half an hour later, a small Russian flying boat landed on the river and taxied ashore. Three Russian officers waded in, carrying parcels of canned meat, bread, and chocolate. Their welcome was as warm as the night had been cold and

miserable. The flying boat was small, so they had to take us off in two lots, the skipper, myself, the wireless operator, and the air bomber going in the first load. Our aerodrome was only eight or ten miles away.”

“When we arrived, we found the Russians most cordial. They put up large red banners, lettered in white: “Welcome the Glorious Fliers of the Royal Air Force”. They arranged dances or theatres every night. We saw a Russian comedy, a drama, and a Soviet war film in addition to an English movie which they flew in for the occasion. The food was marvelous. I recognized one smoke salmon dish as a particular delicacy of my forefathers, even in years of piece and plenty. At every performance, they had an interpreter to translate the dialogue into English. None could have done more to make us feel at home. With our aircraft bogged down in the mud, we couldn’t take part in the attack against the Tirpitz but they did everything for our enjoyment up to our final takeoff for home base.”

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CHOTE, S/L Arthur Abel Aisne Robs (J14063) - **Commended for Valuable Services** - 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. Born 7 October 1914 in Toronto (but ancestry website says 4 October 1914). Home in Toronto; enlisted there 18 December 1940 and taken on strength of No.1 Manning Depot. To No.1 ITS, Toronto, 18 March 1941; promoted LAC, 10 April 1941; to No.1 EFTS, Malton, 11 April 1941; graduated 28 May 1941 and posted to No.5 SFTS, Brantford. Graduated 8 August 1941 and promoted Sergeant. To No.2 ANS, Pennfield Ridge, 10 August 1941; to No.16 SFTS, Hagersville, 21 October 1941. Promoted Flight Sergeant, 8 February 1942. Promoted WO2, 8 August 1942. Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 15 January 1943. Promoted Flight Lieutenant, 1 July 1943. Posted from No.16 SFTS to No.1 Flying Instructor School, Trenton, 27 November 1943. To No.1 Training Command Headquarters, 1 April 1944 (this formation became No.1 Air Command, 15 January 1945). Promoted Squadron Leader, 1 August 1944. To Release Centre, 26 September 1945. Released 24 September 1945 in Toronto. Certificate and emblems sent to No.1 Air Command, 5 July 1945. He studied for the Ministry after the war. Died in Durham, Ontario, 30 March 1986.

His assessment throughout his career were laudatory. On 29 October 1942, at No.16 SFTS, S/L S. Broadbent wrote, “An excellent type, conscientious and hardworking, strongly recommended for promotion”. On 22 May 1943, F/L V.Y. Haines, No.16 SFTS, wrote, “A very keen, hard working officer. He has the best interests of this Station at heart and organizes and participates in many station activities. Strongly recommend accelerated promotion for this officer” The

Commanding Officer of No.16 SFTS, G/C D.A. Harding, added his remarks: "A keen, energetic officer possessing fine will of duty, good discipline, deportment and qualities of leadership". On 1 March 1944, W/C M. Lipton, Station Trenton, wrote, "This officer is employed on No.1 Composite Visiting Flight as the Navigation expert. He is doing an outstanding job and is well qualified for his temporary rank"

Recommended for AFC, 15 January 1945 by G/C D.S. Blaine, Senior Air Staff Officer, No.1 Air Command. At that time he had flown 1,954 hours ten minutes, of which 1,400 hours had been as instructor and 105 hours five minutes had been in the previous six months:

Since joining the RCAF, Squadron Leader Chote has been outstanding in all the tasks to which he has been assigned. Qualified both as a Flying Instructor and a Navigation Instructor, his untiring efforts have contributed a very great deal towards improved standards in pilot navigation training in the BCATP and his intense devotion to duty and ability has been an inspiration to all those with whom he has been associated.

On 14 February 1945, A/V/M Adelard Raymond, Air Officer Commanding, No.1 Training Command, classified this as a "Priority 4" submission and wrote, "Recommended for Commendation". At an unknown date, A/C H.L. Campbell also noted, "Recommended for King's Commendation for Valuable Services in the Air."

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CHOUINARD, AC1 Jean Charles (R111863) - **Mention in Despatches** - Station Eastmoor (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 2 November 1919. Home in St.Epiphane, Quebec. Enlisted in Ottawa, 28 July 1941 for General Duties and posted to No.1 Manning Depot. To No.9 AOS, 21 August 1941; to No.9 SFTS, 2 October 1941. Promoted AC1, 28 October 1941. To No.4 Manning Depot, 19 November 1941. Promoted LAC, 28 January 1942. To Rockcliffe, 17 February 1942; to No.14 (Fighter) Squadron, date uncertain. Reclassified as Armament Assistant, 14 July 1942. To Sea Island, 16 July 1942. To Alliford Bay, 20 October 1942. To "Y" Depot, 21 February 1943. To RAF overseas, 27 March 1943. Promoted Corporal, 1 April 1943. Repatriated 16 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 6 September 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944 stating he had served 21 months in Canada, 16 months overseas. Armourer (Bombs).

AC1 Chouinard is employed in the bomb dump at RCAF Station Eastmoor, where he has rendered outstanding service for an airman of his rank. He is thoroughly reliable and capable of carrying out his duties with a minimum of supervision

and can be entrusted to supervise other airmen in their work. His devotion to duty and ability are an example to other airmen in his section.

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CHOWN, F/O Clinton Warren (J19991) - **Distinguished Flying Cross** - No.515 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 4 November 1920 at Dubuc, Saskatchewan; home in Mirror, Alberta. Enlisted in Calgary, 14 February 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard), 29 March 1941. To No.2 ITS, 16 May 1941; graduated and promoted LAC, 20 June 1941 when posted to No.5 EFTS; graduated 8 August 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Arrived in UK, 23 November 1941. To No.1455 Flight, 14 March 1942 (Tangmere, flying Turbanlight Bostons); to No.51 OTU, 14 April 1942 (Blenheims and Bostons). Promoted to Flight Sergeant, 24 April 1942. To No.287 Squadron, 9 July 1942 ("beating up gun positions, flying courses for searchlights"). Promoted to WO2, 24 October 1942; to WO1, 24 April 1943. Commissioned 15 September 1943; Flying Officer, 15 March 1944. Served with No.515 Squadron, 19 July 1943 to 23 September 1944 (150 operational hours; last sortie on 23 September 1944; intruding and jamming radar; flew eight day fighter patrols, four ASR sorties, and 31 or 32 night fighter patrols; 160 operational hours and 715 hours 35 minutes non-operational). Chris Shores, **Those Other Eagles**, provides the following victory list: **27/28 June 1944**, one Junkers 88 destroyed at Eindhoven (Mosquito PZ188, 3P-J); enemy aircraft coded B3+LT of 9/KG54, shot down while landing after minelaying; **30 June 1944**, one He.111 destroyed while taxiing plus one unidentified enemy aircraft damaged on the ground (same Mosquito as on 27/28 June 1944). Returned to Canada, 23 November 1944; to No.2 Air Command, 9 January 1945; to No.2 WS, 17 January 1945; to No.15 SFTS, 13 April 1945. Released 13 September 1945. Served in postwar RCAF, 29 February 1952 to 28 February 1959, mainly with No.407 Squadron. Award presented 26 February 1949. Died in Red Deer, Alberta, 1 January 1980 as per **Legion Magazine** of April 1980. Photo PL-34347 shows Flying Officers E.M. Aldred and G.W. Chown.

Flying Officer Chown has successfully completed numerous sorties over Germany and German occupied territory. He has destroyed four hostile aircraft, one of which he shot down during a daylight mission far into Reich territory despite the accurate anti-aircraft fire that was directed at his aircraft from the ground. He has consistently displayed the greatest skill, resource and tenacity.

Public Record Office Air 50/272 has a Combat Report for his action of 27/28 June 1944 (Mosquito J/515, PZ188, Sergeant Veitch as navigator:

Planned Intruder Patrol: Gilze-Volkel-Venlo-Eindhoven

Route: Base - Haisborough - north of Egmond - 52.15 N 05.25 E - 51.50 N 05.18 E
- Patrol area, R.S.R.

After patrolling the planned area for almost three-quarters of an hour, during the course of which Mosquito bombed Venlo airfield and created a substantial fire emitting flashes for the odd 15 minutes, another visit to Eindhoven was called for (the second that evening).

Consequently at 0213 hours Eindhoven airfield came up, with its North to South flarepath and Northern arm of V/L, with white arrow between two bars. On approach, four red cartridges were fired from the air and two airfield searchlights (2) promptly exposed in inverted "Y" fashion.

As if ordered to do so by the red cartridges and searchlights, four bars were lit at the southern arm of the V/L, almost immediately three of the bars switched off and a single red cartridge was fired from the ground, followed by a white light flashing no particular characteristics. Obviously much ado about something.

Just then a green light flashing dashes appeared in the air to the west of the airfield. The Mosquito at 1,500 feet gave chase and spotted the outline of an aircraft with a green bow light and downward identification light under the tail.

On closing in to 200 yards the aircraft was clearly identified as a Ju,88 and from that range at 0230 hours at 1,500 feet an astern attack was delivered with a two-second burst of cannon which recorded one strike on the fuselage of the enemy aircraft.

Mosquito closed the range to 150 yards and delivered a second astern attack, about three seconds of cannon. This was sufficient, the Ju.88 blew up, disintegrated and bits and pieces fell burning to the ground where they continued burning very nicely indeed.

Mosquito orbited the burning wreckage and took pictures of poor Hans' holocaust.

Remainder of patrol uneventful,

Claim: One Ju.88 destroyed (Cat. A. II).

Armament: 200 rounds of 20.mm cannon (50 rounds each cannon). No stoppages. Camera exposed.

Weather: No cloud, good visibility.

Mosquito was airborne at 0028 hours and landed at Little Snoring at 0330 hours.

www.bombercommandmuseumarchives.ca

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CHRETIEN, Sergeant George Theodore (R83457, later J16955) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 29 October 1942 as per **London Gazette** dated 10 November 1942 and AFRO 1870/42 dated 20 November 1942. Born 5 April 1916 in Penetanguishene; home there (horseman); enlisted Windsor, 4 March 1941. To No.4 Manning Depot, 8 April 1941. To No.12 Equipment Depot, 21 April 1941. To No.3 ITS, 28 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.17 EFTS; graduated 19 August 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 8 December 1941. Commissioned 23 October 1942. Reported missing, 12 March 1943 (Halifax BB212, No.405 Squadron) and taken prisoner. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Reported safe in United Kingdom, 27 May 1945. Repatriated 7 July 1945. To No.1 Composite Training School, 20 July 1945. Retired 12 October 1945. Award presented 15 April 1948. Cited with Sergeant Thomas Edward Carlon (which see for citation).

NOTE: DHist file 181.009 D.2902 (RG.24 Volume 20633) has recommendations for both men, dated 15 October 1942, which are far more detailed and dramatic. Chretien had completed seven sorties (48 hours seven minutes) and the text read:

This pilot has now completed seven operational sorties. The first three were carried out as second pilot to Flight Lieutenant Shockley (2) and Pilot Officer Palmer, from whom he absorbed the lesson of cool-headed, sensible and determined attack. In his subsequent four operations he has displayed outstanding determination, initiative and courage, and as a result welded his crew into an efficient machine with unbounded confidence in him as captain. On 13th October 1942, during the attack on Kiel, at the moment preparations were being made to drop bombs, the aircraft was surrounded by heavy flak, and Sergeant Chretien was wounded in the neck by shrapnel, from which he bled very extensively. Although in a serious condition, he carried out evasive action and gave orders to jettison the bombs, which he arranged when they were heading directly towards the target. Subsequently the aircraft was caught and held for several minutes by two searchlight cones, and from these, by violent evasive action, he succeeded in escaping. He then made directly for the coast. When over the sea the navigator induced Sergeant Chretien to sit back and take things easily whilst the aircraft was flown by the automatic pilot. The navigator maintained this situation until five miles away from base, when Sergeant Chretien again took over, and with remarkable determination circled the aerodrome and carried out an excellent landing with the assistance of the Flight Engineer, who helped him to pull back the stick, and the navigator, who

operated the throttle. It was subsequently discovered that flak had damaged the trimming controls so that the aircraft had to be landed in a nose-heavy condition as for a full bomb load. As an example of courage, devotion to duty and personal fortitude, Sergeant Chretien's operational sorties, and in particular this last one, are completely outstanding and merit recognition. This Non-Commissioned Officer is specially recommended for the immediate award of the Distinguished Flying Medal.

Further Note: Halifax BB212 of No.405 Squadron (LQ-U) was airborne from Topcliffe, 1903 hours, 11 March 1943. Shot down by an Me.110 from 17,000 feet, prior to reaching the target. Sergeant R. Moore killed (buried in the Durnbach War Cemetery); Flight Sergeant G.T. Chretien, DFM, RCAF and Flight Sergeant T.E. Carlon, DFM, RCAF, both prisoners of war; Sergeant A.C.Collin, RCAF, POW; P/O J.S.Probert, RCAF, POW; Sergeant H.G.Reynolds, RCAF, POW, Sergeant A.E. Danes, RCAF, POW.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire which was compiled from an interview on 29 May 1945. He stated he had flown eight bomber and 14 coastal sorties and the target was Stuttgart. See also the statement taken from Sergeant (later Flight Lieutenant) Thomas Edward Carlon, DFM.

Take off near eight o'clock. Half an hour after take off the automatic pilot went unserviceable. Port inner motor running unevenly, flame from exhaust two feet more. Checked for mag drop and prop pitch and found both okay. Full moon period, weather very good, no cloud. Over a fighter drome in France we were coned by searchlight battery. Light flak came up but we were not hit. Continuing on course doing evasive action and shortly before reaching target area we were attacked from below and astern by a twin motored fighter. The first burst hit the centre of the aircraft hitting the hydraulics and trim control. Very good evasive action given for second attack and other attacks by mid-upper gunner. Rear gunner fired at fighter and mid-upper gunner reported smoke coming from one of the fighter's motors. Navigator hit, most of the instrument panel shot away and aileron controls unserviceable. Rudder trim unserviceable. On the third or fourth attack the rudder controls were hit and the left wing and tanks well hit. Aircraft diving and climbing violently, becoming too heavy to handle. Port inner motor racing but wouldn't feather. Ordered crew to bale out over intercom. Preparing to leave and called up to see if anyone left. Rear gunner answered and said he was at rear door and was baling out. Baled out and noticed port wheel was down. Chute opened and landed in the Black Forest. Baled out low down and chute operated just in time and landed on tree top.

RCAF Press Release No. 862 dated October 14, 1942 reads as follows:

Royal Canadian Air Force Squadrons took part in the raid on Kiel last night and reported that large fires were left burning as the last of the attackers left the target area.

One of the heroes of the night was George T. Chretien of Penetang, Ontario, pilot of a heavy four engine Halifax bomber. Although wounded by shrapnel, he pressed home his attack and nursed his flak-damaged aircraft back to England where he made a perfect landing. He is now making a quick recovery from his night's ordeal.

Sergeant T.E. Carlon, Navigator with Chretien said: "We were hit by flak just as we were running into the target area. It was a fluke bit of shrapnel which hit George. I was sitting beside him when I heard the pitter patter of the hit and George said 'I've been hit'. Jack Probert, the bomb aimer helped to bandage the neck wound. George was very calm and did not worry a bit. Leaving Kiel, we ran into more searchlights and flak but George took the usual evasive action. He flew us all the way back to base where he made a wizard landing. We owe a lot to George".

Carlon lives on Henri Julien Avenue, Montreal, and Jack Probert, a sergeant, lives at 107 Strathearn Avenue, Montreal. Other members of the crew were: Sergeant Harold Reynolds of Pembroke, Ontario, Sergeant Paddy Moore of Northern Ireland, Sergeant Wally Walsh of Long Island, New York, and Sergeant A.C. Collins, of Calgary.

"The aircraft had about twenty holes in her", said Sergeant Probert. "George was the only one of us hit. We don't know how he managed to stick it out and bring us back right across the North Sea. It took real guts".

Chretien has been out on three previous flights with that crew, Kiel was his fourth.

Large fires were reported by crews of other aircraft taking part in the raid. P/O Charlie Palmer, recently awarded the D.F.C., said: "There were lots of fires scattered right over".

Sergeant A.C. Walland, of Watrous, Saskatchewan, a flight engineer on another

aircraft, reported that after leaving the coast, he could see the red glare of the fires started by the raiders reflected in the sky.

Sergeant C.C. Stovel, pilot, of 829-17th Avenue West, Calgary, reported laconically that the raid was "not too bad". The flak, he said, was a bit hot, but none touched his aircraft.

When Sergeant B.C. Dennison of Cardale, Manitoba flew his Halifax in through two concentrations of searchlights, he found Kiel "very lively", and said he had never seen so many searchlights. "We were too early on the target to get the full results of the raid. The only excitement we got was when we were coned in the searchlights".

The French Canadian Squadron was one of the squadrons taking part. Its commanding officer, W/C J.W. St. Pierre of St. Eustache-Sur-Le-Lac, Quebec, overshot the target on his first bombing attack and had to take another run in. Before he and his crew, flying a Wellington, reached the target, they were attacked by a German FW190. When back at base, splits were observed in both propellers, presumably made by the night fighter's bullets. The wing commander's presumably made by the night fighter's bullets. The wing commander's crew included Sergeant J.J. Souaillard, 393 Des Seigneurs, Montreal, Sergeant J.E. Tremblay, 6701 Chateaubriand, Montreal, wireless operator and rear gunner respectively.

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CHRISTMAS, P/O William Clarence (J26080) - **Commended for Valuable Services** - No.19 SFTS - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 25 December 1919. Home in Nanton, Alberta; enlisted in Edmonton, 13 August 1940 as "A.C.P.". To Patricia Bay, 23 September 1940. To No.2 ITS, 22 October 1940; graduated and promoted LAC, 27 November 1940; posted next day to No.5 EFTS; graduated 16 January 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 4 May 1941. To Trenton, 5 May 1941. To No.3 SFTS, 21 August 1941. Promoted Flight Sergeant, 1 January 1942. Promoted WO2, 1 July 1942. Commissioned 23 March 1943. To No.19 SFTS, 2 May 1943. To No.3 Training Command Headquarters, 27 May 1943. To No.19 SFTS again, 12 July 1943. Promoted Flying Officer, 26 September 1943. Promoted Flight Lieutenant, 1 December 1944. Retained rank of Flying Officer in postwar RCAF, 1 October 1946 (20261); still in RCAF as of April 1954. Promoted Squadron Leader, 1953. Obituary noted he had flown several northern mercy missions. To Texas in the 1960s on exchange duty at Randolph Field as an instructor. Retired in 1967. To San Antonio in 1968 to run Canadian Pavilion at the Hemisphere Fair. Made a career with Rata Cadillac. Died in San Antonio, 21 July 2011. When recommended he had flown 1,684

hours, including 1,440 hours as instructor, 250 hours in previous six months.

This officer has displayed outstanding ability as a flying instructor. His keen interest and outstanding devotion to duty have set an excellent example to all flying instructors. On one occasion he carried out a ferry flight to Egypt in a very efficient manner, returning in the shortest time possible to resume his duties, even though he had the opportunity to delay his return.

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CHRISTIAN, F/O Charles Donald (J27454) - **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 10 August 1921 in Victoria, British Columbia; home there (reception clerk); enlisted in Vancouver, 19 May 1942. To No.3 Manning Depot, 27 July 1942. To No.5 BGS (non-flying duties), 11 September 1942. To No.7 ITS, 24 October 1942; graduated 30 December 1942 and promoted LAC. To No.2 BGS, 20 February 1943; to No.5 AOS, 15 May 1943. Graduated and commissioned 25 June 1943). To "Y" Depot, 9 July 1943. To UK, 15 July 1943. On 27 April 1944 he was bomb aimer of Halifax JD106 at No.1666 Heavy Conversion Unit, Wombleton when struck by Halifax JB859 while awaiting clearance to take off on a Bullseye exercise. Pilot was F/L William Robertson Chalcraft (later DFC). The rear gunner, Sergeant Ward Thomas Falan, was killed. Repatriated 29 November 1944. To Western Air Command, 15 January 1945. Retired 18 April 1945. RCAF photo PL-32622 (ex UK-14337 dated 28 August 1944) is captioned as follows: "Flying Officer John Bernardi of Toronto, bombing interrogator with the Moose Squadron, gets the dope from Flying Officer Don Christian, bomb aimer from Victoria, on his return from hitting Nazi night fighter bases in the Lowlands. At the right is Flight Lieutenant Bill Chalcraft, pilot from Calgary, who was also on this RCAF Bomber Group sortie." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 September 1944 when he had flown 33 sorties (159 hours five minutes), 22 May to 25 September 1944.

This officer has now completed 32 sorties and, throughout, his courage and devotion to duty has been outstanding. Flying Officer Christian's consistent determination to achieve accuracy in his bombing, and his exceptional interest in familiarizing himself with every detail necessary for the success of his operations, have made him an invaluable member of his crew and squadron.

On precision targets his bombing results have been quite remarkable and he has secured no fewer than 15 photographs plotted within 400 yards of the target. If circumstances demand it, he has made no fewer than three bombing runs to ensure steady and accurate bombing.

When attacking heavily defended targets, he has never allowed enemy opposition to interfere with his bombing run and, under all circumstances, he has insisted on a steady and accurate approach.

I consider the outstanding devotion to duty, the outstanding example and the complete disregard of personal danger shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

22 May 1944 - Dortmund (5.05)
24 May 1944 - Aachen (5.25)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Mont Couple (3.35)
4 June 1944 - Calais (3.30)
5 June 1944 - Longue (5.00)
15 June 1944 - Boulogne (4.20, day)
16 June 1944 - Sterkrade (5.10)
21 June 1944 - St. Martin l'Hortier (5.20, day)
23 June 1944 - Bientique (4.05)
24 June 1944 - Banderas (3.55)
27 June 1944 - Andouval (4.35)
6 July 1944 - Siracourt (4.20, day)
12 July 1944 - Thiverny (4.45, day)
15 July 1944 - Bois de Jardin (4.30)
18 July 1944 - Caen (4.35, day)
20 July 1944 - L'Hey (4.00, day)
1 August 1944 - Acquet (4.30, day)
3 August 1944 - Bois de Casson (5.05, day)
4 August 1944 - Bois de Casson (6.00, day)
5 August 1944 - St. Leu d'Esserent (4.45)
8 August 1944 - Foret de Chantilly (5.25, day)
12 August 1944 - Brunswick (6.20)
14 August 1944 - Pontigny (4.30, day)
15 August 1944 - Soesterburg (4.10, day)
18 August 1944 - Bremen (5.00)
6 September 1944 - Emden (3.45, day)
10 September 1944 - Le Havre (5.00, day)
12 September 1944 - Dortmund (4.45, day)

14 September 1944 - Wilhelmshaven (3.05, duty not carried out)
15 September 1944 - Kiel (5.35)
18 September 1944 - Domburg (5.00, day)
25 September 1944 - Calais (5.10, day)

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CHRISTIANSEN, F/O Paul Eric (J86550) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Home 10 June 1922 in Ponoka, Alberta; enlisted Edmonton, 2 March 1942 and posted that date to No.2 Manning Depot, Brandon. To No.4 ITS, 6 June 1942. Graduated 31 July 1942 and promoted LAC; to No.5 EFTS, 12 September 1942; course completed 6 November 1942. To No.3 SFTS, 7 November 1942; graduated 5 March 1943 and promoted Sergeant. To "Y" Depot, 19 March 1943. To RAF overseas, 27 March 1943. Commissioned 19 May 1944. Repatriated 22 January 1945. To Edmonton, 8 February 1945. Released 11 May 1945. Award presented 9 July 1949. Died in Ponoka, 24 February 2004 as per **Legion Magazine** of September 2004. 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 9 November 1944 when he had flown 37 sorties (160 hours 48 minutes) as follows:

15 February 1944 - Berlin (8.00)
15 March 1944 - Stuttgart (8.30)
26 March 1944 - Essen (5.09)
30 March 1944 - Nuremburg (7.17)
9 April 1944 - Lille (4.32)
10 April 1944 - Tergnier (5.09)
18 April 1944 - Tergnier (4.28)
20 April 1944 - Ottignies (3.37)
22 April 1944 - Dusseldorf (4.40)
24 April 1944 - Karlsruhe (6.10)
26 April 1944 - Paris (5.26)
27 April 1944 - Montzen (4.06)
30 April 1944 - Acheres (4.10)
10 May 1944 - Lens (3.25)
19 May 1944 - Boulogne (2.50)
22 May 1944 - Orleans (4.53)
31 May 1944 - Trappes (5.08)

12 June 1944 - Amiens (3.50)
14 June 1944 - Douai (3.59)
15 June 1944 - Fouilliard (5.12)
16 June 1944 - Domleger (3.23)
22 June 1944 - Laon (4.29)
24 June 1944 - Noyelle E.C (3.13)
25 June 1944 - Montorgueil (3.10)
27 June 1944 - Mont Condon (3.03)
1 July 1944 - St.Martin le Mortier (3.14)
4 July 1944 - St.Martin le Mortier DNCO (1.10)
5 July 1944 - St.Martin le Mortier
6 July 1944 - Croixdale (3.20)
12 July 1944 - Thiverny (3.39)
23 July 1944 - Kiel (5.04)
24 July 1944 - Stuttgart (2.29) DNCO
28 July 1944 - Foret de Nieppe (3.13)
7 August 1944 - TOTALIZE (3.29)
9 August 1944 - Foret du Mormal (3.10)
10 August 1944 - Dijon (6.25)
14 August 1944 - Falais (3.38)
15 August 1944 - Tirlemont (3.33)
17 August 1944 - Brest (.22) DNCO
25 August 1944 - Watten (3.00)

This officer has now completed his first operational tour consisting of 37 sorties (119 points) involving a total of 160 hours.

He has on a number of occasions, in spite of very heavy flak opposition, pressed on and dropped his bombs and returned with a photograph. He has also shown great resourcefulness and considerable skill in handling his aircraft. Recently when taking off on operations with a full bomb load his port outer engine cut at the end of the runway at a height of only 50 feet. The weather conditions were bad at the time and the aircraft heavily laden as it was, was very difficult to climb on only three engines. The pilot handled the situation with great skill and coolness in very difficult circumstances. After a considerable time he managed to climb sufficiently to enable him to drop two bombs on "safe" on the bombing range, when he was able to obtain enough height to take his bombs out to sea to the jettisoning area where he dropped a sufficient number of his bomb load to bring him within the prescribed weight for landing. He then returned to base and made a perfect landing on three engines.

For this officer's fine operational record and first class fighting qualities so often shown, he is most strongly recommended for the award of the Distinguished Flying Cross.

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CHRISTIE, P/O James Oliver (J17256) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 29 November 1922 at Griffin, Saskatchewan; educated in Qu'Appelle schools; farming before the war; home in Regina; enlisted in Calgary, 17 March 1941 and posted that day to No.2 Manning Depot, Brandon. To No.10 Repair Depot, 27 April 1941. To No.2 WS, 20 July 1941. Promoted LAC, 18 August 1941. To No.5 BGS, 6 December 1941. Graduated and promoted Sergeant, January 1942. To No.31 OTU, 26 January 1942. To "Y" Depot, date uncertain. To RAF overseas, 9 February 1942. Disembarked in Britain, 19 February 1942. To No.1 Signal School, Cranwell, 24 March 1942. To No.2 (Observer) Advanced Flying Unit, 12 May 1942. To No.25 OTU, 16 June 1942. Promoted Flight Sergeant, 5 July 1942. To No.9 Conversion Flight, 21 September 1942. To No.50 Squadron, 1 November 1942. Promoted WO2, 5 January 1943. Commissioned 13 May 1943. To No.1660 Conversion Unit, 29 April 1943. To No.16 OTU, 15 August 1943. Repatriated 23 September 1943. To No.2 ITS, 30 October 1943. To No.5 EFTS, 25 February 1944 for pilot training. Killed in flying accident (Cornell 10880), 3 April 1944, at which time he had flown 18 hours 20 minutes dual and 16 hours solo on type.. Award presented to next-of-kin, 27 June 1945.

Pilot Officer Christie has taken part in many operational sorties against most of the enemy's heavily defended German targets. His aircraft has been severely damaged on several occasions but this has not diminished his enthusiasm for operational flying. At all times this officer's technical ability and devotion to duty have been outstanding.

For Combat Reports of actions at which he was present, see entry for Sergeant Norman Leslie Schofield.

Tour: His application for Operational Wings (21 February 1944) listed the following sorties:

10 September 1942 - Wellington aircraft - Dusseldorf (5.50), with No.25 OTU
13 November 1942 - Lancaster - target not stated (2.35, probably aborted)
6 December 1942 - Lancaster - mining in Baltic (3.05, probably aborted)
8 December 1942 - Lancaster - Turin (6.50)
9 December 1942 - Lancaster - Turin (7.05)
14 January 1943 - Lancaster - mining, Bordeaux (7.15)
16 January 1943 - Lancaster - Berlin (7.20)
22 January 1943 - Lancaster - Essen (4.20)
23 January 1943 - Lancaster - Dusseldorf (5.05)
27 January 1943 - Lancaster - target not stated (2.45, probably aborted)
11 February 1943 - Lancaster - Wilhelmshaven (4.50)
14 February 1943 - Lancaster - Milan (8.20)
16 February 1943 - Lancaster - Lorient (5.20)
18 February 1943 - Lancaster - Wilhelmshaven (4.45)
21 February 1943 - Lancaster - Bremen (5.05)
26 February 1943 - Lancaster - Cologne (4.55)
28 February 1943 - Lancaster - St. Nazaire (5.05)
1 March 1943 - Lancaster - Berlin (6.50)
3 March 1943 - Lancaster - Hamburg (4.40)
5 March 1943 - Lancaster - Essen (4.20)
9 March 1943 - Lancaster - Munich (2.45, obviously aborted)
11 March 1943 - Lancaster - Stuttgart (6.00)
12 March 1943 - Lancaster - Essen (3.50)
26 March 1943 - Lancaster- Duisburg (4.30)
27 March 1943 - Lancaster - Berlin (6.00)
29 March 1943 - Lancaster - Berlin (6.40)
3 April 1943 - Lancaster - Essen (5.00)
4 April 1943 - Lancaster - Kiel (5.15)
8 April 1943 - Lancaster - Duisburg (5.05)
9 April 1943 - Lancaster - Duisburg (4.25)
13 April 1943 - Lancaster - Spezia (9.25)

Training: Interviewed 4 November 1940 by F/O E.J. Christie, Regina. "Very good type. Healthy and of good appearance."

Course at No.2 Wireless School was 21 July to 7 December 1941. Flew 40 minutes as First Operator, two hours 20 minutes on Listening Watch and seven hours in a two-seat aircraft as sole operator. Ground Training subjects and marks as follows: Theory (36/50), Radio Equipment (148/250), Morse (110/200, wrote supplemental and scored 190/200), Procedure (164/200), Signals Organisation (125/150), Armament (86/100), Drill and P.T. (37/50). Placed 15th in a class of 180.

Course at No.5 BGS was 8 December 1941 to 5 January 1942. Flew in Battle aircraft (seven hours ten minutes on gunnery and 110 minutes as passenger). Fired 300 rounds on ground, 400 rounds air to ground and 1,750 rounds air-to-air. Hits on Beam Test were three percent, on Beam Relative Speed Test were five percent and Under Tail Test were ten percent. Scored 65 percent on written tests, 66 percent on practical and oral tests; Graded 170/250 on "Ability as Firer". Placed 14th in a class of 27. "A student of average ability - with further experience should make a satisfactory Non-Commissioned Officer."

Course at No.25 OTU was 17 June to 21 September 1942. Flew in Wellingtons (35.45 day, 41.35 night) and Anson (9.30 day, 21.45 night). Ground Gunnery involved 25 yard range (200 rounds by day, 200 rounds by night) and one aerial exercise firing at drogue (500 rounds fired, 16 percent hits). Much wireless training in Morse, Loop Bearings, Medium and High Frequency Direction Finding. "Very good operator who has been keen to improve his knowledge on his equipment."

Upon his return to Canada he seems to have let matters slide at No.2 ITS. His marks were good - Aircraft Recognition (98/100), Armament (86/100), Principles of Flight (122/150), Engines (93/100), Law, Discipline, Administration and Organization (87/100), Mathematics (62/100), Meteorology (79/100), Navigation (126/150) and Signals (98/100). Nevertheless, under "Qualities of Leadership" he was graded only 61/100. On 28 January 1944 the Commanding Officer wrote, "This officer has worked hard on the course and given it everything within his possibilities. He has not received extra high marks but cooperated quite well. He seems to be even in temper and impresses one as knowing what he wants. He has also got the bad habit of not attending regularly and punctually the classes scheduled for his instruction."

Assessment: On 24 February 1944 F/L G. Warnock, No.2 ITS, wrote of him: "This officer found it very hard to settle down at first following operations but eventually settled down to do a good academic job at Initial Training School."

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CHRISTIE, P/O Kenneth (J88370) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 12 August 1919 in Rocanville, Saskatchewan; home there (farmer); enlisted Regina, 14 January 1942 as a Tradesman (Guard) and posted that day to No.1 Manning Depot. Posted elsewhere, 7 March 1942. To No.3 SFTS, 28 March 1942. Promoted LAC, 14 July 1942. Remustered to aircrew and posted to No.1 Air Gunner Ground Training School, 15 June 1943. To No.9 BGS, 21 August 1943. Promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Further trained at No.84 OTU and No.1657 Conversion Unit. Commissioned 16 September 1944. Repatriated to Canada, 22 November 1944. Released 20 February 1945. Returned to farming. Died in Rocanville, Saskatchewan, 5 May 2011. Award sent by registered mail 11 March 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 22 September 1944 when he had flown 30 sorties (133 hours 39 minutes), 2 May to 6 September 1944.

* denotes daylight sortie

2 May 1944 - GARDENING, Frisians (2.32)
15 May 1944 - GARDENING, Ile de Ro (5.50)
25 May 1944 - Air/Sea Rescue (6.20)
2 June 1944 - GARDENING, Heydt and Flushing (2.28)
3 June 1944 - GARDENING, Knocke (2.15)
5 June 1944 - Special Duties, no target given (4.39)
21 June 1944 - Northern France (2.55)
24 June 1944 - Rimeaux (2.52)
27 June 1944 - Cleres (3.22)
30 June 1944 - Villers Bocage (3.22)
2 July 1944 - Beauvoir (3.01)
5 July 1944 - Wizernes (2.12)
7 July 1944 - Varies (4.34)
9 July 1944 - Nucourt (3.38)
22 July 1944 - Mont Caudon (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 (5.21)
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 - Port Remy (3.31)*
5 September 1944 - Le Havre (3.34)*
6 September 1944 - Le Havre (3.47)*

As tail gunner, this officer has been involved in several combats with German night fighters over enemy territory. On no occasion, however, has his own aircraft sustained damage, and this has been largely due to the fine team work which he has achieved with his pilot. He has always applied himself assiduously to the improvement of this co-operation, and the results have had a direct bearing on the success of many sorties. His careful vigilance has resulted in the shooting down of one enemy aircraft and probably a second, and his clear directions have enabled his pilot to evade combat on several occasions. This officer has displayed courage and determination of a high order, and the award of the Distinguished Flying Cross is recommended.

Public Record Office Air 50/199 has combat reports which identify him as rear gunner for F/L Henry John Fritz, RCAF, also awarded DFC. His mid-upper gunner was a Sergeant Clifton (not further identified). The combats were as follows:

25/26 July 1944 (1) - Lancaster XY-R/90, serial LM169 - target Stuttgart. FISHPOND carried and operator was trained but it was not used. Time 0027 hours, 16,000 feet, position 47° 37" North 02° 32" East - 10/10 cloud below, no moon, good visibility, dark night. No ground activity observed. First visual sighting was at 700 yards on starboard beam, enemy type unidentified. Enemy approached on starboard beam level, breaking away to starboard quarter down. Bomber corkscrewed to starboard. Fighter did not fire. Sergeant Clifton did not fire but Flight Sergeant Christie did (100 rounds, 500 yards closing to 300 yards, no stoppages). No damage seen and no claim made.

25/26 July 1944 (2) - Time 0037 hours, 16,000 feet, heading 080, position 47° 42" North 02° 38" East. First visual contact was by rear gunner (Christie) on port quarter below, dark sky, range 300 yards. Enemy machine identified as Bf.109 with pale blue lights on wing tips. Bomber took corkscrew to port. Sergeant Clifton did not fire as he was searching other parts of the sky; Flight Sergeant Christie fired 400 rounds, 250 yards to 100 yards, one stoppage. No damage to bomber; enemy's engine caught fire and after another burst from rear gunner the fighter was seen to explode on the ground. **Claim of Destroyed submitted.** Narrative as follows:

Our aircraft Lancaster XY-R/90 was outward bound to Stuttgart at 16,000 feet when Rear Gunner [Christie] saw single-engined aircraft on port quarter down at 300 yards. He immediately ordered Corkscrew port and opened fire with a short burst. Enemy aircraft closed to 100 yards without firing and then broke away on starboard quarter down with smoke and flames issuing from engine.

Rear Gunner fired another short burst on break away which struck enemy aircraft. The Mid-Upper searched the beams during the attack as enemy aircraft was carrying blue lights on wing tips and a decoy was suspected.

25/26 July 1944 (3) - Time 0049 hours, 16,000 feet, position not stated. First visual contact was by rear gunner (Christie), enemy astern, single unidentified enemy machine. Enemy approached from astern breaking to port quarter down at 450 yards while bomber corkscrewed to port. Mid-upper gunner did not fire. Rear gunner fired 150 rounds, 550 yards to 450 yards, no stoppages. No damage to either party and no claim made.

28/29 July 1944 (1) - Lancaster XY-R/90, serial LM169 - target Stuttgart. FISHPOND carried and operator was trained but it was not used. Time 0142 hours, 18,000 feet, heading 65 degrees magnetic; position 48 50" North 08 40" East - 5/10 cloud below, moon setting astern, good visibility. Flares seen but no ground activity observed. First visual sighting was at 500 yards on starboard beam level, enemy type identified as Ju.88. Enemy broke to port at 180 yards. Bomber corkscrewed to starboard. Fighter opened fire at 300 yards, closing to 180 yards. Sergeant Clifton fired 100 rounds from 300 to 180 yards; Christie fired 400 rounds, 450 to 180 yards, no stoppages. Port motor caught fire and wing later dropped off. Enemy aircraft seen to be burning on ground. **Claim of destroyed.** Narrative as follows:

Our aircraft XY-R/90 outward bound for Stuttgart was attacked by a Ju.88 at 500 yards on starboard beam. R/90 corkscrewed port and fire from enemy aircraft passed above. Rear Gunner and Mid-Upper replied and Rear Gunner claims strikes on port motor and wing both of which caught fire.

The enemy aircraft burst into flames completely, broke into three pieces and struck the ground where it continued to burn for some time. Claim destroyed.

28/29 July 1944 (2) - Lancaster XY-R/90, serial LM169 - target Stuttgart. FISHPOND carried and operator was trained but it was not used. Time 0150 hours, 14,000 feet, position 48 46" North 07 00" East - 5/10 cloud below, moon setting astern, good visibility. Flares seen but no ground activity observed. Unidentified enemy aircraft seen dead astern down, 600 yards; it opened fire at 600 yards down to 550 yards, breaking to starboard quarter down. Sergeant Clifton fired 80

rounds, 600 yards to 550 yards; Christie fired 150 rounds, 600 yards to 550 yards. No stoppages; no damage to bomber and no claim made.

12/13 August 1944 - Lancaster XY-R/90, serial LM169 - target Brunswick. FISHPOND, AURAL MONICA, VISUAL MONICA and BOOZER carried but operator not trained and these aids not used. Time 2336 hours, 18,000 feet, position 52° 40" North 08° 00" East - low cloud, no moon and good visibility. Unidentified enemy aircraft detected at 800 yards when it attacked another Lancaster. The enemy machine did not attack R/90. Christie fired 100 rounds (500 yards to 300 yards; no claim made.

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CHRISTIE, F/L Ralph MacLaren (C1278) - **Distinguished Service Order** - No.407 Squadron - Award effective 30 May 1942 as per **London Gazette** dated 16 June 1942 and AFRO 880-881/42 dated 12 June 1942. Born at L'Original, Ontario, 15 February 1919. Educated in North Bay, Ontario; home there (Royal Bank employee, commercial pilot for 18 months, Northern Flying Service, Ottawa, 1,300 hours before enlistment). Appointed to a commission, Camp Borden, 9 October 1939. To Trenton, 12 December 1939. Graduated from CFS, Trenton, 8 January 1940. To Camp Borden, 23 January 1940. To No.4 (BR) Squadron, Vancouver, 25 March 1940. To No.6 (BR) Squadron, 10 June 1940. To Trenton, 18 November 1940 (Central Flying School course, 23 November 1940 to 18 January 1941). Promoted Flight Lieutenant, 1 December 1940. To No.5 SFTS, Brampton, 19 January 1941. To "Y" Depot, 12 February 1942. Arrived overseas 17 February 1942 and posted to No.1 (Coastal) OTU. To No.407 Squadron, 8 April 1942. Promoted Squadron Leader, 15 May 1942. To No.4 OTU, 10 June 1942. To No.423 Squadron, 18 August 1942. To RCAF Overseas Headquarters, 2 November 1942. Repatriated to Canada 11 December 1942. To Composite Training School, 10 January 1943 for administration course. To No.12 Operational Training Group, Eastern Air Command, 14 February 1943. To No.2 Group Headquarters, Victoria, 8 March 1943. To Western Air Command Headquarters, 20 July 1943. Promoted Wing Commander, 15 August 1943. Attended War Staff College, Toronto, January to March 1944. To No.8 AOS, Vancouver, 12 March 1944. To AFHQ, 15 July 1944. Member, Canadian Air Liaison Mission (CALM) to Southeast Asia. To No.8 AOS, Ancienne Lorette, 22 December 1944. To Eastern Air Command, 15 April 1945. Served in Gander, Newfoundland, 20 April to 2 July 1945. With Eastern Air Command Headquarters, 2 July to 24 August 1945. Served at Station Sydney, 25 August to 3 November 1945. With Eastern Air Command Headquarters again, 4 November to 19 December 1945. To Release Centre, 19 December 1945. Released 20 December 1945. Inquired about rejoining RCAF, December 1948 when living in North Bay. Died in Oliver, British Columbia, 17 September 1986 as per **Legion Magazine** of December 1986. Award presented 1942. Cited with P/O Francis Albert Kay, DFC

On the 15th May 1942, Flight Lieutenant Christie and Pilot Officer Kay each led a

force of bombers in an attack on an enemy convoy including armed ships and destroyers off the Dutch coast. The escorting vessels also carried balloons and the attack which was delivered in the fading light was pressed home in the face of a barrage of the utmost intensity. Pilot Officer Kay, who was first to attack, received wounds on the fingers when shrapnel tore through the floor in front of him. Despite this he flew in firing his guns and bombs were released on a ship almost at deck level. Flight Lieutenant Christie followed in and releasing his bombs from mast height scored hits on a large ship. Both aircraft were damaged and that of Flight Lieutenant Christie was hit in wings, fuselage and tail causing damage which made the aircraft exceedingly difficult to control. Pilot Officer Kay's aircraft was hit in both engines while he himself received a further wound in the arm. Despite extreme difficulties both Flight Lieutenant Christie and Pilot Officer Kay flew their damaged aircraft back to this country and made a skilful crash landing. Throughout both these officers displayed skill and daring of a high degree.

CHRISTIE, F/L Ralph McLaren, DSO (C1278) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943.

Notes: Assessed as a Flying Instructor at No.5 SFTS, 15 April 1941, at which time he has flown about 100 hours instructing. His total flying time to date was 145 hours single-engine solo, 43 hours single-engine dual, 140 hours twin engine solo, 18 hours twin-engine dual. Assessed under following headings - Sequence (fair), Voice (clear), Manner (pleasant), Ability to Impart Knowledge (fair), Ability as Pilot (average). "This instructor should brush up on his sequence and demonstrations and should make a capable Instructor with experience."

Course at No.1 (Coastal) OTU, Silloth, 16 March to 5 April 1942. Fired 350 rounds air-to-ground. Dropped 32 bombs. Flew 6.20 day dual, 5.15 day as first pilot, 6.05 day as second pilot, 55 minutes night dual, 45 minutes as first pilot, one hour as second pilot. "An officer with above average ability as a pilot; he handles Hudson aircraft very satisfactorily. His understanding of the professional knowledge required in an up-to-date operational pilot was limited on arrival but he applied himself studiously in learning while at this OTU with great success. It is considered he will prove a very satisfactory officer in an Operational Squadron." (5 April 1942, Group Captain, name illegible, Commanding Officer of the OTU).

Course at No.4 (Coastal) OTU, 10 June to 18 August 1942, flew Sunderlands - 2.40 day dual, 34.40 day captain, 1.00 night dual, 5.55 night captain. On crew training, 3.15, instrument flying 2.00, Link time one hour. Graded "above average" in all categories except instrument flying (average). Instructed in Engines, Ship Recognition, Astro Navigation and Signals. "Has already had operation experience and should make a good Flying Boat Captain."

A statement dated 12 October 1943 (Application for Operational Wing) stated that he had flown operationally from April 1940 to December 1942, logging 88 sorties (515 operational hours). He broke this down as 53 hours on Shark aircraft, Canadian Home War Establishment (No.6 Bomber Reconnaissance Squadron), 208 hours low level anti-shipping and offensive patrols on Hudsons, and 254 hours on anti-submarine and escort patrols on Sunderlands.

RCAF Press Release No. 1012 (date uncertain) read as follows:

When a vicious hail of Nazi "flak" riddled the wings, fuselage, and tail of his Hudson bomber and shot away some of his controls, Squadron Leader Ralph M. Christie, first R.C.A.F. flyer in this war to win the D.S.O., found his bush flying experience mighty helpful.

The men in Canada's R.C.A.F. ordinarily fly by instrument but Squadron Leader Christie is convinced that it was 1800 to 1900 hours of flying "by the seat of his pants" over the lakes, forest, and muskegs of Canada's northland which enabled him to crashland his big U.S.-built bomber after his instruments had been shot away, his landing gear tangled, and his plane riddled by shrapnel holes in the course of knocking out the biggest ship in a German convoy off the Dutch coast last May.

"The experience I had in northern Ontario really paid big dividends that night," said the leader of the famed Canadian "Demon" Squadron, after surrounding the largest steak his Toronto mother could locate at the family butcher's.

"I don't know how I would have got that aircraft back if it hadn't been for the things I learned the hard way flying up north."

The steak, by the way, was the first thing he asked for when he got back to Canada. His mother saw that he got one. It was a foot in diameter and two inches thick at the thinnest section.

"Up north", to a bush pilot, means anywhere in the tangled mining country of northern Ontario, Quebec, and Manitoba. This territory was opened in the late Twenties and early Thirties by the gay and gallant band of bush pilots who carried men, mining machinery, food and even live cows, into isolated mining camps in early-model cabin planes whose pontoons sometimes scraped the tips of the tamaracks which fringe the northern lakes. Water in summer and ice in winter were their only landing fields.

Christie was early exposed to the lure of this adventurous vocation. He spent his childhood and youth in North Bay, gateway city to the northland, and scenic locale for several of the bush-flying shots in "Captains of the Clouds". He married a home city girl, the former Helen M. Angus, who still lives in North Bay.

He wore the uniform in which he had won the D.S.O. when King George presented him with the coveted award. He didn't have his good uniform at hand so he appeared at the ceremony in his "working clothes". Some more meticulous spirits tried to dissuade him.

"You can't appear in an old thing like that. This is a king you're going to appear before, you know," said a shocked colleague.

"This uniform was good enough to win the D.S.O. in. I guess it's good enough to wear when I receive it," said the practical young Canadian.

That's typical of Ralph Christie. He feels that the decoration is a tribute to every airman who went out with him on the attack on the Nazi vessels. "Every member of my crew shared in that attack and without their skilled assistance and daring I would never have come through at all," he explains.

Only when the suggestion was advanced that his bush-flying background had brought him through did he tell the story of his flight against the heavily-armed Nazi convoy.

"On these raids," he explained, "we fly at zero feet—by that I mean just over the wave tops. There is a double reason for this. For one thing, it makes it more difficult for the ship we are attacking, to bring its guns to bear on us. For another, it offers protection in some degree against enemy fighters, as they don't like to have to dive so close to the sea as they would have to attack us successfully."

"This particular night it was not a long flight until we were in enemy waters. Then everybody was on the qui vive trying to spot the convoy. It was dusk and the light was fading when we went in to attack off the Dutch coast. It was a very important convoy protected by armed ships and destroyers. All h--- broke loose as we swept in to deliver our attack. There was a veritable screen of fire coming up from the German ships escorting the convoy. I saw one of our aircraft hit fully and then crash into the sea."

"The aircraft in front of me was hit and the aircraft sort of shuddered, picked up and got through the fire. I learned afterwards that the first burst of flak had peppered up through the floor of that plane, wounding the pilot, Frank Kay, of Montreal, but in spite of this, he went on and managed to drop his bombs almost at deck level. There was no doubt of the hit he scored. Frank got a well-deserved D.F.C. for that trip."

"Meantime, while I saw all these things, I didn't have much time to stooge around taking a grandstand view of things. They all happened in seconds, and by that time, I was on my way into the ship I had selected for my attack."

"I don't mind admitting I was scared and scared plenty, but we didn't have much time to think of what was going to happen to us."

"I gave the engines full throttle, pulled her up to mast height and when we were directly over the deck, I let the bombs go. We were credited with direct hits and destruction of the largest ship in the convoy."

"However, we hadn't come through scot free ourselves. We caught a rather nasty burst of flak. The wings, fuselage and tail were all pretty well peppered. Some of the controls were shot away. It was a real job of work to keep the aircraft flying. My navigator was wounded and my instruments were useless but somehow we made it to base."

"We came in and did a crash landing at terrific speed and seemed to skid along the ground forever. We got out safely and we were really glad to get back on solid ground. I got the D.S.C. but that D.S.C. I feel is a tribute to every airman who went out on that operation. Their courage was magnificent. They are entitled to every honor that can be given to them."

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CHRISTIE, F/L Robert Davison (C1508) - **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 1916 in Hamilton, Ontario; home in Regina; enlisted Montreal, 15 December 1939. Commissioned December 1939. As of 18 May 1941 he was at No.1 ANS. See below for Court Martial offence. To "Y" Depot, 25 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Repatriated 18 June 1945. To Debert, date uncertain. To Release Centre, 13 October 1945; retired 5 December 1945. Award presented 18 February 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.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had completed 24 sorties (126 hours 50 minutes) from 6 June to 6 September 1944.

Flight Lieutenant Christie has displayed outstanding ability as a Navigator. He has while on this squadron put to the best of use the extensive knowledge of navigation which he had acquired as an instructor.

His personal leadership soon singled him out as Deputy Navigation Leader of the squadron. He has always carried out his operational duties with the utmost determination.

The fine courage with which Flight Lieutenant Christie has undertaken his duties fully deserve the award of the Distinguished Flying Cross.

The sortie list was as follows:

6 June 1944 - Conde sur Noireau (6.30)
8 June 1944 - Mayenne (5.45)
9 June 1944 - Le Mans (5.50)
12 June 1944 - Arras (4.40)
15 June 1944 - Boulogne (4.20)
16 June 1944 - Sautrecourt (4.50)
21 June 1944 - Oisemont (5.10)
25 June 1944 - Gorenflos (4.45)
27 June 1944 - Wizernes (4.30)
28 June 1944 - Metz (7.15)
4 July 1944 - Villeneuve St. George (5.50)
18 July 1944 - Caen (4.50)
18 July 1944 - Wesselling (5.00)
24 July 1944 - L'Hey (3.40)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.50)
31 July 1944 - Foret de Croc (4.15)
3 August 1944 - Foret de Nieppe (4.20)
5 August 1944 - St. Leu d'Esserent (4.40)
16 August 1944 - Kiel (5.20)
17 August 1944 - La Rochelle (7.00)
18 August 1944 - Anderbelck (4.00)
25 August 1944 - Point Robert (5.25)

6 September 1944 - Emden (4.50)

NOTE: Air Force Routine Orders issued 30 December 1941 carried the following under the heading "Sentence of a General Court-Martial":

1. Flight Lieutenant Robert Davison Christie (C1508), an officer of the Royal Canadian Air Force, serving at No.1 Air Navigation School, Rivers, Manitoba, was tried by a general court-martial on the 26th day of November 1941 and was found guilty of the following charges:

(a) Flew one of His Majesty's aircraft as a pilot contrary to written orders which directed that under no conditions were instructor officers (non-pilot) to fly as pilot or co-pilot.

(b) Negligently damaging one of His Majesty's aircraft while acting as pilot contrary to orders.

(c) An act in flying which was likely to cause bodily injury to a person.

2. He was sentenced to take precedence in the rank held by him as if his name had appeared twenty-three places lower in the Royal Canadian Air Force List dated the 1st November 1941, and to be severely reprimanded. The findings and sentence having been confirmed by His Excellency, the Governor General in Council, were duly promulgated.

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CHRISTIE, FS (now P/O) Robert Gunn (R133381/J18884) - **Distinguished Flying Medal** - No.97 Squadron (deceased) - Award effective 22 September 1943 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 4 May 1914 in River Hebert, Nova Scotia; educated at Okanagan Falls; home in Regina or Edmonton (farmer); enlisted Vancouver, 8 October 1941. Attended No.3 Manning Depot, Edmonton, 8 October to 7 December 1941; at No.3 SFTS, Calgary (non-flying duties), 7 December 1941 to 31 January 1942. Posted to No.4 ITS, Edmonton, 1 February 1942; graduated 27 March 1942 when promoted Leading Aircraftman; he placed third in a class of 66). To No.3 AOS, Regina, 29 March 1942; graduated 31 July 1942 and promoted Sergeant. To "Y" Depot, Halifax, 2 August 1942; to No.3 Personnel Reception Centre, Bournemouth, 2 September 1942; to No.3 (O) AFU, 13 September 1942; to No.16 OTU, 29 September 1942; promoted Flight Sergeant, 31 January 1943; to No.1654 Conversion Unit, 2 February 1943; to No.1661 Conversion Unit, 16 February 1943; to No.97 Squadron, 27 March 1943. Commissioned 15 September 1943. Killed in action 23/24

September 1943 (Lancaster ED868). Award presented to next-of-kin, 10 December 1947.

This airman has taken part in a large number of operational missions against the enemy in the course of which he has invariably displayed the utmost courage, fortitude and devotion to duty.

He had married on 25 April 1942 while still at No.3 AOS. On 25 September 1943 his Commanding Officer wrote to the widow:

Since your husband joined the squadron in March of this year, he had taken part in 29 operations over enemy territory. He was a member of one of the most outstanding crews who had taken part in all the important operations against Germany. He performed his duties as Navigator efficiently and his keenness was a good example to others. The loss of such a crew is a sad loss to the squadron.

Public Record Office Air 50/200 has a Combat Report for sortie on which he was involved. Crew was Warrant Officer L. Steveson (pilot), Flight Sergeant J. Brett (flight engineer), Sergeant H.G. Mitchell (WOP), Flight Sergeant R.G. Christie (navigator), Sergeant J. Bradford (air bomber), Sergeant J. Mallaber (mid-upper gunner) and Sergeant T.G.G. Pugh (rear gunner). Particulars as follows:

www.bombercommand.com/forums/105.ca

Date: 6/7 September 1943

Target: Munich

Position: In target area.

Weather: Good 9/10ths cloud at 10,000 feet.

Time: 23.45

Height: 19,000 feet

Heading: 228 degrees Magnetic.

Lancaster aircraft A, ED868 was leaving the target and flying straight in a slight dive. The rear gunner reported enemy aircraft coming in to attack from almost starboard beam. He instructed pilot to turn to starboard. This was done and height was lost of about 2,000 feet. The enemy aircraft and our rear gunner opened fire at the same time at about 350 yards. The fighter was a ME.109 with "day" markings on it. The enemy's fire consisted of cannon shells which passed over the top of the fuselage. The enemy aircraft then broke away towards the stern of our aircraft and the rear gunner fired again. It is thought that this burst hit the fighter. The fighter then dived away to port and was not seen again. The enemy aircraft is claimed as damaged.

Several searchlights illuminated cloud.

No damage sustained by our aircraft or crew.

Number of rounds fired - 100.

The website "Lost Bombers" gives the following on his final sortie. Lancaster ED868 (OF-A of No.97 Squadron), target Mannheim, 23/24 September 1943. It was delivered to the Aircraft and Armament Establishment, April 1943, joining No.97 Squadron on 19 May 1943. It took part in the following major operations: Dortmund 23/24 May 1943; Dusseldorf 25/26 May 1943; Bochum, 12/13 June 1943; Cologne, 3/4 July 1943; Turin, 12/13 July 1943; Hamburg. 24/25 July 1943; Hamburg, 27/28 July 1943; Hamburg, 2/3 August 1943-aborted; Peenemunde, 17/18 August 1943; Mannheim, 23/24 September (missing). When lost this aircraft had a total of 235 hours. ED868 was one of two No.97 Squadron Lancasters lost on this operation; the other was JA708. Airborne at 1939 hours, 23 September 1943 from Bourn. Crashed at Rucheim, 10 km W of Ludwigshafen. Crew (all killed) were Warrant Officer L. Stevenson, Sergeant J.Brett, F/O R.G.Christie, RCAF, P/O J.d. Bradford DFC, Flight Sergeant H.G.Mitchell, Sergeant J.Mallaber and Sergeant T.G.G.Pugh.

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CHRISTIE, Sergeant Thoburn Wesley (R262844) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 16 July 1909 at Watertown, New York; educated in Ontario; home given as Ottawa, Ontario where he was a painter and decorator. Enlisted in Ottawa, 30 August 1943. To No.5 Manning Depot, Lachine on enlistment; to No.3 Training Command, Montreal, 18 October 1943; to No.10 BGS, Mount Pleasant, 10 December 1943; promoted LAC, 31 January 1944; graduated and promoted Sergeant, 10 March 1944. To No.3 Aircrew Graduate Training School, Trois Rivieres, 24 March 1944. To "Y" Depot, 23 April 1944. Embarked from Halifax, 3 May 1944| disembarked in Britain, 10 May 1944. To No.82 OTU, 6 June 1944. To No.61 Base, 23 August 1944. Attached to No.1666 Conversion Unit, 6 September to 21 October 1944. To No.426 Squadron, 21 October 1944. Missing, 2 November 1944; subsequently reported safe. Promoted Flight Sergeant, 10 December 1944. To No.405 Squadron, 6 February 1945. Repatriated with No.408 Squadron, 20 June 1945. To "Y" Depot, 12 September 1945. Released 16 September 1945. Award presented 10 December 1947. Cited with F/O Robert J Brodie (RCAF, pilot, awarded DFC). Incident was 2 November 1944. Died in Ottawa, 24 August 1997.

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, 15 November 1944 when he had completed two sorties (nine hours 25 minutes):

Sergeant Christie was the Rear Gunner of an aircraft detailed to attack Dusseldorf on the night of November 2nd, 1944. Shortly after leaving the target

area he saw three lights following them and warned his crew. Shortly after the lights went out and Sergeant Christie, feeling that they were enemy aircraft, gave evasive directions and opened fire, as the three Me.110 closed in to attack, scoring hits on one aircraft which disappeared. His own aircraft suffered severe damage from cannon fire during the attack and the enemy aircraft continued to attack at intervals as the captain sought cloud cover. All this time, Sergeant Christie directed skilful evasive action at the same time beating off these attacks in conjunction with the mid-upper gunner. Sergeant Christie's alertness in realizing the significance of the white lights in the distance and warning his crew, coupled with his skilful direction in evasive action and determined defence of his aircraft were largely responsible for the crew escaping without injury. This was his first sortie. He is therefore strongly recommended for the award of the Distinguished Flying Medal (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).

Training: Course at No.10 BGS was 13 December 1943 to 10 March 1944. Bolingbroke aircraft - flew 10 hours 45 minutes. Completed three cine exercises; fired 300 rounds air-to-ground and 1,900 rounds air-to-air. Three percent hits in air. Tested in Guns, Pyrotechnics and Ammunition, and Guns, Practical (220/300), Sighting, oral (148/250), Turrets, practical (173/200), Aircraft Recognition (112/150) and Signals (80/100). "Fair student but little interest in course."

Course at No.82 OTU was 6 June to 14 August 1944. Flew in Wellington aircraft - 40.15 day and 33.45 night. Involved in fighter affiliation exercises (9.15 by day and 30 minutes by night). "This air gunner's marks on turrets and sighting are below the standard obtained by the course. His work in flights was very satisfactory and he is very interested in his work," Completed ten aerial cine gun exercises (assessed 54 percent), three day air-to-sea and three night air-to-sea firing exercises, one daylight air-to-air exercise, three day and three night self-tow exercises. Scored 1.3 percent hits. Tested in Aircraft Recognition and Range Estimation (184/200), Guns (162/200), Reporting and Fighting Control (154/200) and Turrets, drill and components (136/200).

Course at No.1666 Heavy Conversion Unit was 5 September to 19 October 1944. Fired 400 rounds air-to-air. Tested in Guns (42/50), Turrets (43/50), Aircraft Recognition (74/100) and

Sighting (71/100). Did two day and one night fighter affiliation exercises. Rated in Range Estimation (Fair) and Patter (Fair).

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CHRISTISON, F/L William Ritchie (J15143) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 17 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 19 September 1919 in Montreal. Home in Lennoxville, Quebec where he was educated. Wool packer for Canadian Cooperative Wool Growers. Enlisted Sherbrooke, 21 July 1940. To No.1 Manning Depot, Toronto, 23 July 1940. To No.2 ITS, Regina, 30 August 1940. Promoted LAC, 22 October 1940 and posted that date to No.2 EFTS, Fort William. While there he flew 28 hours 40 minutes (dual) and 23 hours 55 minutes (solo) in Tiger Moths and five hours in Link. Seemed prone to dizziness and considered a nervous pupil. "He tries hard and is willing. Should develop into a valuable pilot." Graduated 23rd in a class of 35. To No.7 SFTS, Macleod, 19 December 1941. Flew 25 hours 45 minutes (day dual), 36 hours five minutes (day solo), three hours (night dual) and three hours (night solo), all on Ansons. Considered above average and graduated 19th in a class of 40, 6 March 1941 and promoted Sergeant. In January 1942 he was commissioned, effective 6 March 1941. Joined No.404 Squadron, 10 May 1941. Promoted Flying Officer, 1 October 1942. On 21 October 1942, damaged Beaufighter V8191 during dusk landing (swung on landing from non-operational exercise). Assessed on 29 January 1943 as "A very good and dependable operational pilot. Level headed with a very steady character and quiet but attractive personality. A good officer." (G/C J.W. Colquhoun). On 7 June 1943 he was assessed as "A very reliable, above-average officer." At that time he had flown 534 hours 30 minutes (87 hours 40 minutes in previous six months). To No.2 (Coastal) OTU, 27 June 1943. Promoted Flight Lieutenant, 14 January 1944. As of 21 January 1944 he was assessed as "An average instructor who can always be relied upon". At that time he was reported as having flown 866 hours 40 minutes as a pilot (110 hours 30 minutes in previous six months). Departed for leave in Canada, 2 February 1944. Disembarked in Canada, 13 February 1944. Departed Canada, 29 March 1941. Embarked from Canada, 31 March 1944. Arrived in Britain, 7 April 1944 and taken on strength of No.3 PRC, Bournemouth. To No.404 Squadron, 22 April 1944. In Beaufighter NE198, 6/7 May 1944, he was hit by flak prior to firing rockets. When he did fire rockets, one exploded on rack, causing severe damage to starboard wing. Promoted Squadron Leader, 27 August 1944. Killed in action with No.404 Squadron, 24 March 1945 (Beaufighter NV428); name on Runnymede Memorial. RCAF photo PL-2704 shows Sergeants R.M. Booth (Drummondville, Quebec), W.R. Christison (Lennoxville, Quebec), J.B.M. Vilandre (Montreal), R.A. Ellis (Montreal) and W.F. Kenwood (Montreal). Photo PL-3109 shows graduating pilots at No.7 SFTS - R61786 G.E. Kerley, R62709 W.R. Christison, R69887 T. Hare, R51983 T.B. Lee. RCAF photo PL-41455 (ex UK-17712 dated 21 December 1944) shows four members of No.404 Squadron who are on their second tours and are veterans of Blenheim operations with the unit - S/L Bob Schoales, DFC (Fort William, a flight commander), W/C Edward W. Pierce (Wolverhampton, England, the Commanding Officer), S/L W.R. Christison, DFC (Lennoxville, the other flight commander) and F/O L. Bolli (Jasper, Alberta) - this might be a misspelling of L.S. Boileau. Caption says, "After

finishing their first tours they all went to the same OTU for six months instructional duties and then went to Canada on leave, with the exception of the Wing Commander who acted as a Chief Instructor at an OTU for another six months." At the time of his death he was reported as having flown 1,042 hours 15 minutes (93 hours in previous six months) and was described as "A well-above average pilot; an able leader and a fine type of officer" (W/C E.W. Pierce) and "An outstanding operational pilot who has displayed very high courage and leadership"(G/C R. Terence Corry)

This officer has completed a large number of sorties and has at all times displayed exceptional coolness and determination. On a recent sortie he was flight commander in an attack upon enemy shipping in Le Verdon harbour. During the action his aircraft was hit by anti-aircraft fire rendering one engine useless. However, Flight Lieutenant Christison completed the attack and made a successful return flight, landing at an advanced base in France. This officer has led his squadron with great skill and has set a fine example to all.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by the Officer Commanding, Station Davidstow Moor, 27 August 1944 when he had flown 93 sorties (290 operational hours):

Flight Lieutenant Christison was the leader of eight aircraft of No.404 Squadron in a highly successful attack upon two enemy destroyers in Le Verdon harbour in the Gironde estuary on 24th August 1944.

Flight Lieutenant Christison led his squadron with great skill and gave the Wing Leader every confidence that the attack would be successful.

His aircraft was hit by flak during the attack and the port engine was rendered useless. Despite this, Flight Lieutenant Christison carried on and made a successful landing at an advanced base in France.

His coolness and determination have set the highest example to his squadron.

Recent information indicates that both enemy destroyers were sunk.

I therefore strongly recommend that an immediate award of the Distinguished Flying Cross be made to this officer.

The Air Officer Commanding, No.19 Group, wrote (28 August 1944):

Flight Lieutenant Christison backed up his wing leader in a most courageous and determined manner in the face of very heavy opposition. Two formidable enemy warships were sunk as a result of this attack. Strongly recommended for an

immediate award of the Distinguished Flying Cross.

This was approved on 2 September 1944 by Air Chief Marshal Sholto Douglas, Air Officer Commanding-in-Chief, Coastal Command.

Coastal Command Intelligence Summary of this action reported that the action of 24 August 1944 was between 1904 and 1910 hours involving ten Beaufighters of No.236 Squadron and eight of No.404 Squadron, all armed with rockets (25-pound warheads). W/C E.W. Tacon was leading. The summary read:

Aircraft on recce in formation sighted one Seetier destroyer and one Elbing torpedo boat in line astern, which got under way on a northerly course as aircraft circled to attack. Three aircraft made attacks on the leading vessel, scoring 12 hits on the waterline astern and amidships, no results being seen owing to evasive action. Then aircraft attacked the second vessel, scoring a large concentration of strikes which caused a huge explosion. The superstructure was hurled into the air and smoke rose to a height of 400 feet. This vessel was left on fire forward and amidships. Two aircraft were unable to attack the vessels as they were obstructed by other aircraft, but one of them attacked electrical installations on shore. One aircraft (W/236) was seen to ditch after the attack, and no details have been received on two aircraft which landed away from base. Severe flak was encountered from targets and shore batteries, several aircraft being damaged; one crash-landed at base.

Results: one Torpedo-boat severely damaged and on fire after explosion
one destroyer seriously damaged.

CHRISTISON, S/L William Ritchie, DFC (J15143) - **Bar to Distinguished Flying Cross** - No.404 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945.

Since being awarded the Distinguished Flying Cross this officer has taken part in a number of attacks on enemy shipping and throughout has displayed courage and resolution of a high standard. In February 1945, Squadron Leader Christison participated in an attack against an enemy force of eleven naval vessels. The ships were sheltered by high cliffs rising steeply from the water's edge and defended by anti-aircraft batteries on the shore. In the face of fire from these guns and from those of all the enemy ships and also opposition from enemy fighters, Squadron Leader Christison led his squadron into the attack which was pressed home with the greatest determination. His undoubted skill contributed materially to the success achieved.

NOTE: Lost with F/L F.J. Toon, DFC (RAF). Ditched at 58 degrees 15 minutes North, 5

degrees 30 minutes Easy. On 27 March 1945, W/C E.W. Pierce wrote letters to Christison's widow and mother. They are substantially the same. The description of his final mission is most detailed. That to the mother read:

On the 24th of March at about four o'clock in the afternoon, some thirty aircraft were detailed from this Station, together with an escort of twelve Mustangs, to attack a concentration of enemy shipping that had been sighted earlier in the day in Ehersund Harbour in southern Norway. Chris, as he was known to everybody, led the whole formation, of which six aircraft were from this Squadron. They set off from this aerodrome and an hour and three-quarters later the harbour was sighted and your son immediately gave the order to attack. The target consisted of three merchant vessels and three escort vessels, all heavily armed and in a narrow harbour, protected by shore defences. On Chris' instructions, all the aircraft in the formation dived to the attack which they pressed home in a most courageous and determined manner, inflicting very severe damage on all the ships, two of which were known to have sunk immediately and the others to have been damaged seriously. These ships were carrying valuable food and war material to the enemy garrison in Norway and their damage and loss will be a serious blow to the enemy. Unfortunately, however, this success was not achieved without loss. Four aircraft in all failed to return from this sortie of which one was your son's and several others were badly damaged but managed to return to base. I interviewed all the crews as soon as they came back here in an effort to ascertain what happened to Chris and to the other crew which this squadron lost. I am sure you will realize that in an attack such as this where there are lots of aircraft milling around the sky, it is difficult to know which is which, but it would appear that two aircraft of the four missing crashed on land in the vicinity of the harbour, and two more were seen to make a landing on the sea, one three miles and the other ten miles from the Norwegian Coast. It would further appear that your son's aircraft was very probably the one that ditched about ten miles from shore. The ditching was very well executed and was seen by another of our aircraft, and immediately after the aircraft hit the sea, one person was seen in the dinghy, apparently uninjured. It is further thought that your son was heard to call up another aircraft in the formation immediately after the attack and say that his navigator was wounded and that his aircraft was damaged and that he would have to land on the sea. It would appear highly probable, therefore, that the person seen in the dinghy was Chris. Nothing, I am sorry to say, is definitely known and it cannot be stated definitely that this was the case, but I have interviewed all the crews who took part in this operation myself, and I think that it is quite fair to assume that this happened. Another of our aircraft ditched about three miles from the enemy coast, and both occupants were seen to be safely in their dinghy and waving. Immediately the approximate position of these two dinghies was known, a Catalina aircraft was sent out with special search equipment in an effort to locate the dinghies, and again at dawn the following morning three Beaufighters

with an escort of Mustangs made a further search, all without success. However, after the attack, the position of the two dinghies was also immediately broadcast on the international distress wave and would certainly be picked up by the enemy. There is an agreement between the Germans and ourselves whereby if either of us have aircrew forced to ditch near the other's coast, attempts will be made to pick the aircrew up by that country whose coast they are close to....

I myself have known Chris for a very long time now. We trained together in Fort William away back in 1940, and since then he and I have been together almost the whole time - almost five years now. He was very close as a personal friend of mine as well as a most excellent flight commander. He was looked up to and admired and respected by everybody with whom he came into contact, and his operational record is an outstanding one...

RCAF Press Release No. 6324 dated 26 August 1944 from F/O T. Mosher, transcribed by Huguet Mondor Oates, reads:

WITH RCAF BEAUFIGHTER SQUADRON IN BRITAIN: - Surprising two enemy destroyers at the mouth of the Gironde Estuary in France on Thursday, rocket carrying Beaufighters of the RCAF Buffalo Squadron made a spectacular attack which left one destroyer aflame and smoking, and the other damaged by cannon and rocket shells.

Led by W/C W.N. Tacon, DFC and Bar, AFC, of New Zealand, the Beaufighters, patrolling in the evening, came upon the destroyers steaming toward the mouth of the Estuary, Atlantic waterway to the city of Bordeaux, and as the enemy craft increased speed, the Beaufighters split into two groups and dived on the ships in a beam attack.

Heavy return fire from the destroyers and shore batteries damaged four aircraft and one RAF Beaufighter was forced down in the sea off the French coast, its crew being later rescued by an Allied warship. The remaining three damaged aircraft were "shepherded" to an airfield in Brittany known to be in American hands, by W/C Tacon, accompanied by a fifth Beaufighter.

F/L W.R. Christison of Lennoxville, P.Q., (23 Church Street) lost the use of one engine when his aircraft was hit by flak. "I just felt a thud and the next thing I knew, my kite was weaving all over the place. I regained control and, a few moments later, W/C Tacon was telling me and the other two crews who were in trouble the course to fly to this American-held airfield in Brittany", Christison said. "With only one engine, my Beaufighter flew beautifully for an hour and a half. When we reached the field, W/C Tacon first sized it up, then went in, landed first and sat in his cockpit directing each of us in. I made a perfect three-pointer."

F/L Christison and his navigator, F/L K. Fred Toon of the RAF were brought back to a British base half an hour later with one of the other crews whose aircraft had been crippled. W/C Tacon and F/O James Allan of the RAF flew them back, carrying four men in each aircraft normally built for two.

The pilot of the third crippled plane, who was slightly injured in landing, remained at the French field with his navigator. F/O Ivor Johnson of Montreal, P.Q., had his tailplane damaged so badly that although he reached Britain safely his controls jammed just after landing. The aircraft, however, came to a safe stop.

RCAF Press Release No. 8091 dated 9 January 1945 reads:

WITH CANADIANS FLYING WITH COASTAL COMMAND: - Squadron Leader W.R. Christison, DFC, of Lennoxville, Quebec, (23 Church Street), led the attack on a medium-sized Nazi merchantman yesterday, when Beaufighters of RAF Coastal Command burst upon it with rocket projectiles and cannon in Lyse Fjord, Norway. Thick brown smoke poured from the merchantman, and smoke and steam were seen billowing out from another ship, a tug and a barge, which were also hit.

Following the attack, S/L Christison said: "Crews following me saw many hits both above and below the waterline on both the large vessels and the tug was hit with cannon".

F/O Y.A. Wallace of 596 Vallur Road, Port Arthur, Ontario, skippering another Beaufighter said "I don't think they expected us but we met quite a lot of flak from both shore and ships. Our target was tucked well under the cliffs. We beat up the flak positions then the rest of the strike force came in and let go their rockets. Some saw rockets go right through a ship and out the other sides. Every ship appeared to be hit.

Coastal Command Mosquitoes provided fighter cover, but no enemy fighters came up to meet them. All aircraft returned safely.

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CHRISTLE, FS Richard Harold (Can 6052) - **British Empire Medal** - No.116 Squadron (Canada) - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born 5 November 1906 at Minnedosa, Manitoba. Home in Plumas, Manitoba; enlisted in Winnipeg, 15 September 1939 as Aero Engine Mechanic. To No.5 (BR) Squadron, 26 September 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 June 1942. To No.116 (BR) Squadron, 1 July 1942. To Shelburne,

12 November 1942. To No.116 Squadron again, 21 March 1943. Posted to another unit, identity uncertain, 6 July 1943. To No.11 (BR) Squadron, 24 July 1944. To Flight Engineer School, 16 November 1944. To Technical School, 31 March 1945. Released 12 October 1945. Re-engaged, 28 October 1946 with No.401 Auxiliary Squadron. Discharged 28 October 1948. Award presented 16 April 1943.

The services of this NCO at this squadron have been exceptional and his skill and diligence have, in no small part, contributed to the efficiency of the squadron. While working under unfamiliar and adverse conditions it has been due to his untiring efforts that vitally required aircraft have been available for operations. He sets a very fine example to those under him by his devotion to duty. This NCO is keen, conscientious and reliable.

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CHRISTMAS, S/L Beverly Evans (C925) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born at St.Hilaire, Quebec, 1 November 1919. Educated in Westmount and at Lakefield School. Joined RCAF, 3 January 1939, being commissioned that date at Trenton. To Camp Borden, 2 May 1939. To Trenton, 4 September 1939. To No.1 Manning Depot, 24 November 1939. To No.1 (Fighter) Squadron, Dartmouth, 15 January 1940. Proceeded overseas with No.1 (Fighter) Squadron. Flew with No.1 (C) Squadron in Battle of Britain when credited with the following: **31 August 1940**, one Bf.109 destroyed; **1 September 1940**, one Do.215 damaged (shared with two others); **11 September 1940**, one He.111 damaged; **27 September 1940**, one Ju.88 destroyed (shared with another pilot); **5 October 1940**, one Bf.109 destroyed. To No.59 OTU, 1 April 1941. To No.1 GDGS whatever that is), 24 April 1941. Promoted Flight Lieutenant, 1 November 1940. To No.403 Squadron, 16 May 1941. To Station Debden, 11 September 1941. To Air Headquarters, Western Desert, 30 September 1941. To No.4 Squadron, South African Air Force, 3 November 1941. Shot down in January 1942 but parachuted to safety. To No.260 Squadron, 23 March 1942. To No.1 Middle East Training School, 14 May 1942. Promoted Squadron Leader, 1 June 1942. Attached to South African Air Force, Pretoria, for liaison duties, 16 June 1942. Embarked from South Africa, 27 July 1942. Taken on strength of Canada (Rockcliffe), 30 July 1942. To AFHQ, 2 September 1942. To Composite Training School, Trenton, 12 October 1942. To Patricia Bay, 14 November 1942. Promoted Wing Commander, 1 June 1943. To Staff College, Toronto, 13 June 1944. To AFHQ, 10 August 1944. Emplaned from Dorval, 3 October 1944; arrived in Britain, 4 October 1944. Attached briefly to No.6 Group Headquarters. To Overseas Headquarters, 1 January 1945. To 2nd TAF, 3 February 1945 (No.126 Wing). Repatriated 11 December 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 11 February which indicates 80 hours ten minutes flown with No.1 (F) Squadron, January 1940 to April 1941, 50 hours ten minutes with No.403 Squadron, May to September 1941; Middle East service was with No.4 SAAF Squadron on Tomahawks (November 1941 to March 1942, 112 hours five minutes) and thirteen hours with No.260 Squadron (March to 5 May 1942). Total of 171 sorties. Subsequently served

at Patricia Bay. Stayed in postwar air force (25471); duties included Operations Officer at Rivers (May to December 1947), Staff Officer at Northwest Air Command (December 1947 to August 1949), American Armed Forces Staff College, Norfolk (August 1949 to May 1950), AFHQ, Establishments Branch (May 1950 to June 1951), command of Station Bagotville (June 1951 to February 1954); NATO Defence College, Paris (February to August 1954), Assistant Chief of Plans and Inspectorate Division, Training Division, Headquarters Allied Air Forces Central Europe (August 1954 to April 1955), Commanding Officer, 4 Wing, Soellingen (April 1955 to August 1957); Senior Personnel Staff Officer, Training Command, Trenton (August 1957 to July 1960), Operations and Plans Staff Officer, 25 NORAD Region, Larson Air Force Base, Washinton (July 1960 to July 1963), Commanding Officer, Portage la Prairie (July 1963 to September 1965), Commanding Officer, Winnipeg (September 1965 to June 1967), National Military Representative to SHAPE, Belgium (June 1967 to August 1971) and Deputy Base Commander, Esquimalt (August 1971 onwards). Retire 1 November 1974. Awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander at Bagotville. Promoted Group Captain, 1 January 1955. RCAF photo PL-4559 (ex-UK-297) shows him seated in Spitfire cockpit. Photo PL-4563 (ex UK-301) has Sergeant J.B. Rainville (St. Jean, Quebec), F/L B.E. Christmas (Montreal) and F/O L.E. Price (Quebec City) in front of their fighter aircraft. Photo PL-128208 is a portrait taken as a Group Captain at Trenton, 2 June 1959. When he retired (March 1973) he was the last Battle of Britain veteran in the RCAF. Died in Victoria, 17 May 1988 as per **Airforce Magazine** of October-November-December 1988. No citation to MiD.

CHRISTMAS, S/L Beverly Evans (25471) - **War Cross, 1939 (Czechoslovakia) - Canada Gazette** dated 24 January 1948 and AFRO 81/48 dated 6 February 1948.

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CHRISTOFF, Sergeant Christopher (R2003210) - **Mention in Despatches** - No.432 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 in Fort William, Ontario, 10 May 1925. Educated there and Hornpayne, Ontario. Home in Oba, Ontario (clerk in family store); enlisted in North Bay, 11 January 1943. To No.5 Manning Depot, Lachine, 6 April 1943. To No.1 WS, 31 May 1943. To No.9 Pre-Aircrew Education Detachment, 13 June 1943. Promoted LAC and posted to No.1 Air Gunner Ground Training School, 9 July 1943; to No.9 BGS, 21 August 1943. Graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943; embarked from Canada, 22 October 1943. Disembarked in Britain, 30 October 1943. To No.23 OTU (Pershore), 30 November 1943. To No.61 Base, 18 January 1944. Attached to Dalton Battle School, 18-27 February 1944. Attached to No.1664 Heavy Conversion Unit (Dishforth), 27 February to 27 March 1944. To No.432 Squadron, 27 March 1944. Missing 13 June 1944. Reported safe, 4 September 1944. Promoted Flight Sergeant, 1 July 1944. Repatriated 16 October 1944. Retired 22 February 1945. Died in Welland, Ontario, 20 April 1983. Certificate sent 22 September 1948. Public Record Office WO 208/3323 has MI.9 interrogation report.

We took off in a Halifax from Eastmoor on 12 June 1944 to bomb railway yards at Cambrai in France. We bombed our target and on the way back were hit by flak. The machine caught fire and the skipper [Pilot Officer L.R. Lauzon, which see] gave the order to bale out. When I went to put on my parachute I found it was open. I showed this to the skipper and went to jump out with the parachute in my arms, but he told me not to and to try to fight the fire. I did the best I could, but could not put the fire out. The skipper then told me to take his parachute. I would not, so he said that he would try to crash-land the aircraft. He succeeded in making a crash-landing just south of Echiet. (N.W. Europe 1:250,000, Sheet 5, N48). The machine immediately burst into flames, but we managed to get out with just a few burns. We hid our Mae Wests and my gunner's flying clothing in a bush and then ran to a wood and hid all night and the next day (13 June). We then contacted a farmer who brought us food and we stayed in the wood for eight days. Another man then came and took us to Albert, and from there we went to Hebuterne (N 38), where we stayed for one month.

We were then taken to Mencourt (H 51), where we stayed for two weeks. We were joined there by an American pilot and an RCAF bombardier (names unknown), and the four of us went to a small village outside Arras, where the RCAF bombardier stopped because of foot trouble. We were contacted there by a small boy who was guiding us south when we ran into a German patrol and my pilot, Pilot Officer Lauzon, was captured. The American and myself escaped and returned to Hebuterne and stayed there until the English troops arrived on 1 September.

The website "Lost Bombers" identifies his aircraft as Halifax LW616 (QO-E), target Cambrai, 11/12 June 1944. Delivered to squadron between 15 February and 26 February 1944. This was one of two squadron aircraft lost that night; the other was MZ601. Crew consisted of P/O L.R.Lauzon, RCAF (POW), Sergeant J.A.Cakebread (POW), WO1 H.Hodder, RCAF (evaded), WO2 G.L.Wallis, RCAF (POW), WO2 J.E.Oliver, RCAF (POW), Sergeant C. Christoff, RCAF (evaded), Sergeant J.W.Beattie, RCAF (POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Aircraft" questionnaire, filed after an interview on 18 September 1944 (see also Lauzon entry for that officer's statement). Christoff stated he had flown 18 sorties. His narrative was as follows:

The Halifax took off from East Moor at about 2100 hours and bombed the target from 6,000 feet at about 0100 hours. Fighter flares were seen on the outward route and over the target. The aircraft was evading these last flares when it was hit by flak bursts which were seen in the same area. The flak hit the aircraft on the port side just under the mid-upper turret. It cut the petrol pipe and hydraulics, smashed the turret perspex and put the intercom and guns out of use. Informant was unable to rotate his turret, which he left. He saw that the floor of the aircraft,

the fuel pipe lines and the hydraulics were on fire and a chute was near the flames. Informant saw the Flight Engineer [Cakebread] looking for the pilot's chute so informant took a chute which had been opened by flak and clipped it on. The pilot noticed that the informant's chute was open and told him not to jump, offering his own chute. Informant refused it so the pilot said he would try to ditch the aircraft. Informant put out Navigator's light. He then tried to extinguish the fires. He took three extinguishers and the axe, chopped a large hole in the wing root and used the extinguishers on the fire in the wing. He also put out the fire in the floor of the aircraft. However, the fire in the wing was still burning. He then went forward and told the pilot to get down quickly. Informant then went forward to shut front escape hatch preparatory to ditching and saw the ground just below so he ran back to the engineer position and braced himself. The pilot made a perfect crash landing and the aircraft exploded. Both informant and the pilot got out of the ditching escape hatch above the pilot's seat without serious injury. Informant stated that all the rest of the crew baled out but he did not know what had happened to them. He said that he believed the pilot had been captured. Informant appeared to be very reliable, and most anxious to give a full, accurate account of the incident.

Note: The following incident in his career is taken from the website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lw615a.html>

Halifax LW615 damaged by flak, returned to East Moor airfield.

On 23rd April 1944 this aircraft suffered flak damage whilst on an operational flight to bomb Dusseldorf, the pilot was able to make a safe return to East Moor airfield where it was repaired within two days. The flight engineer of this aircraft published his flying career on his own website in recent years which has partly gone off-line in 2011. With reference to this flak incident he stated.. "Back to Happy Valley, the flak was heavy. Dusseldorf was a very serious affair, bits of red hot flak flew about inside the 'plane as the shells burst, our navigator got hit but fortunately right on the torch in his May West (flotation vest), made him grunt a bit but he was Ok to get us home again. I had to check all manner of bits that got damaged, seem to remember the fuel control levers, about ten of them got damaged and it was a nightmare of a lottery which bit of frayed wire controlled which tank, but guess I must have done the right thing because we got home!! Just remember all this is being done in more or less pitch black darkness with the "driver" dodging flak bursts and weaving about for the gunners, none of it calculated to appeal to the faint hearted!! But I wanted to get home as well and could have been on a promise from my latest girlfriend, what more incentive could a guy have? Over Dusseldorf we were hit by flack. We returned safely. This was a full point towards our thirty needed."

Pilot - P/O Leslie R Lauzon RCAF (J/19886), of Toronto, Ontario

Flight Engineer - Sgt Reginald J. Miles RAFVR (575931), of Lydden, Dover, Kent.

Navigator - WO1 Walter Hodder RCAF (R/104153), of Grates Cove, Newfoundland. Slightly

injured.

Bomb Aimer - WO2 Gordon L. Wallis RCAF (R/155734), of Armley, Saskatchewan.

Wireless Operator / Air Gunner - F/Sgt Joseph E. Olivier RCAF (R/130351), of Coniston, Ontario.

Air Gunner - Sgt Christopher Christoff RCAF (R/200321), of Oba, Ontario.

Air Gunner - Sgt J. W. Beattie RCAF (R/204582), of North Vancouver, British Columbia.

Notes: On repatriation form (undated) he stated he had flown 18 sorties (120 operational hours) and a total of 183 hours total. Types experienced were Wellington (30 hours), Halifax (150), Harrow (one) and Dakota (two).

Training: Interviewed by F/O J.C. Laffolay, 11 January 1943. "Three years high school. Fair in Maths. Left to go to work. Always in last 10 in class. Repeated first form. No study since leaving school. Prepared to work hard. Clerk in store. Health record good. Very keen to fly. Claims to have urge for some time. Built model planes. Has had one hour flying. Can drive a truck. Never car sick. Sleeps well. Was afraid in dark as child. Not worrying type. Parents do not object. Understands aircrew selection. Willing to come in on this basis, Prefers pilot. Not interested in ground crew. Considers and justifies the means. Studied music. Promises to work very hard. Sincere average type whose enthusiasm may carry him through."

Attended No.9 BGS, 23 August to 1 October 1943. Battle aircraft (Vickers gas operated machine gun) and Bristol turret (air and ground). Flew 22 hours 25 minutes; also spent 15 hours in turret manipulation. Fired 1,000 rounds on 200-yard range, 400 rounds air-to-ground and 2,890 rounds air-to-air. Scored three percent hits in air. Ground courses in Guns, Pyrotechnics and Ammunition (142/200), Guns, practical (60/100), Sighting (167/250), Turrets, practical (155/200), Aircraft Recognition (105/150) and Signals (90/100). Placed 103rd in a class of 122. "Requires more than ordinary explanation. Applied himself diligently and does things on impulse, Occasionally takes the lead."

Attended No.23 OTU, 30 November 1943 to 31 January 1944. Wellington aircraft, Browning guns and Fraser-Nash turrets. Flew 15 hours 30 minutes by day, five hours 30 minutes by night. Took part in eight cine gun exercises, 13 air-to-ground firing exercises and one air-to-air firing exercise. Ground courses in Guns (180/200), Reporting and Fighting Control (170/200), Sighting including practice in GTST (133/200), and Turrets, drill and components (144/200). "Above average mid-upper; will show improvement with operational experience."

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CHRISTOFFERSEN, WO1 Bjorn Henning (R151767) - **Mention in Despatches** - Western Air Command Marine Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Copenhagen, Denmark, 20 October 1905. Educated at Soro, Denmark to 1925 where he served marine apprenticeship. Naturalized citizen, 11 September 1930. With Askew Boat Builders, Vancouver, 1925-1929 (gained experience in construction of wooden vessels, installation of engines and auxiliaries). With Pacific Navigation

Company, Vancouver, 1929-1934 (chief engineer, Motor Vessels **Paunaco No.1**, general coastal sailing and towing). With Northern Transport, Edmonton as marine engineer, 1934-1941 (sailing on Great Bear Lake, Bear River, Mackenzie River and Athabaska River with Motor Ships **Great Bear, Stern Wheeler, Northern Prospector, Mable Dance, and Radium Queen**. "At that time there was no machine or repair shop in the far north; all repairs and overhauls had to be done by the Chief Engineer and his staff. In changing from one vessel to another I was given better and more responsible positions. I left the last mentioned vessel, the MS **Radium Queen** at the end of the navigating season in 1941 to join the RCAF." Enlisted in Vancouver, 3 February 1942 as Marine Mechanic. Posted to Vancouver and granted rank of WO2 on enlistment. To Western Air Command, 16 March 1942. To Western Air Command Marine Section, 25 March 1942. To Western Air Command, No.3 Repair Depot, 1 April 1943. Served aboard M425 **Midnight Sun**, 4 February to 5 May 1944 and M467 **Malahat**, 28 August 1944 to 7 February 1946. Promoted WO1, 1 October 1944. To Patricia Bay, 11 October 1945. To Release Centre, 14 February 1946; retired 21 February 1946. Died in Kamloops, British Columbia, 12 September 1978.

On the night of December 27th, 1944, during a heavy storm at sea, a Supply Vessel, M467 "Malahat" under the command of Flying Officer Garrard, when towing two large transportation scows, got into serious difficulties. The second of the two scows parted the tow line and proceeded to drift on a lee shore. Flying Officer Garrard, showing superb seamanship, brought the "Malahat" alongside the drifting scow in heavy seas. Warrant Officer Christoffersen, in an attempt to save the scow from destruction, accompanied by Leading Aircraftman Hosken, leaped from the "Malahat" to the scow and passed a tow line around the towing stanchions and leaped for the "Malahat". In an attempt to save Air Force equipment this Warrant Officer showed high courage and an utter disregard for his own personal safety, thereby setting a fine example for others to follow.

Recommendation raised 17 July 1945 by S/L G.F. Robinson. Hosken awarded BEM.

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CHURCH, FS Donald Bullock (R87987) - **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 11 June 1919. Home in Vancouver; enlisted there 1 February 1941 as Clerk/Stenographer and posted to No.1 Manning Depot. To Trenton, 8 March 1941. To No.5 Equipment Depot, 19 April 1941. Promoted AC1, 1 May 1941. To Newfoundland, 23 May 1941. Promoted LAC, 1 August 1941. Promoted Corporal, 1 September 1941. To AFHQ, 21 March 1942. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, 1 June 1943. To No.7 Photo Wing, 3 July 1945 although he had clearly been performing duties with its predecessors. To No.8 Release Centre, 11 November 1945; retired 16 November 1945. Award presented 29 January 1947.

This non-commissioned officer has been in charge of the orderly room of No.7

Photographic Wing for over three years, except for a period of a few months. He has at all times displayed outstanding ability and devotion to duty. The calm efficiency and exceptional resourcefulness and initiative which he exerts have been a steadying hand on those working under him and of great assistance to his officers. He has developed the work during the expansion of the unit into squadrons and wing headquarters in a most praiseworthy manner.

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CHURCH, F/L Robert Douglas (J3266) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 27 May 1942 as per **London Gazette** dated 2 June 1942 and AFRO 880-881/42 dated 12 June 1942. Born Ottawa, 4 May 1910; enlisted there 4 June 1940. To No.1 ITS, 24 June 1940. Graduated and promoted LAC, 15 July 1940; to No.1 AOS, 19 July 1940; to No.1 BGS, 13 October 1940; to No.1 ANS, 24 November 1940; promoted Sergeant, 25 November 1940. Graduated and commissioned 24 December 1940. To temporary assignment, 31 December 1940. To RAF overseas, 21 January 1941. Promoted Flying Officer, 29 December 1941. Promoted Flight Lieutenant, 28 February 1942. Repatriated 19 September 1942. To No.13 EFTS, 7 November 1942. To No.2 SFTS, 23 January 1943. Qualified as pilot, 14 May 1943. To No.1 Flying Instructor School, 28 May 1943. To No.2 SFTS, 22 July 1943. To AFHQ, 29 June 1944. To Canadian Air Liaison Mission to Southeast Asia, 28 June 1944, returning to Canada 4 December 1944. To Release Centre, 4 January 1945; retired 1 February 1945. Award presented 25 February 1944. Died in Toronto, 12 March 1998. Public Record Office Air 2/9588 notes that when he was recommended he had flown 429 operational hours and 41 sorties.

As an observer this officer has performed his operational tasks in an efficient and conscientious manner. He has at all times shown great keenness and courage thereby setting an excellent example to his fellow navigators. For the past three months he has fulfilled the duties of Squadron Navigation Officer.

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CHURCHILL, Nursing Sister Eva Blanche (C5015) - **Associate, Royal Red Cross** - No.6 Convalescent Hospital - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Richardson, Saskatchewan, 27 March 1905. Home in Natiskemin, Alberta. Originally Eva Blanche MacLean. Educated at Victoria Hospital, London, 1923-1926. Floor Duty at Mount Sinai Hospital, New York City, 1927-1928. Operating Room Nurse, Victoria Hospital, London, 1927-1928. Special duty nursing, 1928 to 1940. Royal Canadian Army Medical Corps, 4 March 1939 to 15 November 1940. Enlisted in RCAF, London, Ontario, 16 November 1940 as Nursing Sister. Posted that date to Technical Training School. To No.1 BGS, 12 May 1941. To Newfoundland, 16 June 1941. Discharged on non-medical grounds, 31 August 1941 (to be married to Major Bramwell E. Churchill). As Eva Blanche Churchill re-enlisted on 10 September 1943, in London, Ontario while husband overseas. To Technical Training School, 12 September 1943. To No.2 Convalescent Hospital, 5 January 1944. Confirmed in rank of Nursing Sister, 1 April 1944. To Western Air Command, 10

June 1944. To No.6 Convalescent Hospital, 14 June 1944. To Patricia Bay, 9 September 1945. To No.3 Release Centre, 23 October 1945; retired 25 October 1945. Award sent by registered mail 18 November 1955 (living in Hamilton). Died in Victoria, 14 November 1979 as per British Columbia Vital Statistics.

A deep and mature understanding of human nature with a full appreciation of the scope and objective of medical convalescent treatment in its fullest concept has stimulated and given guidance and direction to all associates and patients of this Nursing Sister. The attitude of helpfulness and willingness which permeates her work has assured the success of the convalescent hospital atmosphere and program. Its very purpose is exemplified in her genuine interest in all patients and staff.

Recommendation raised 18 July 1945 by S/L L.O. Bradley. Her position was stated as Senior Nursing Sister, No.6 Air Convalescent Hospital, Victoria; text as follows

A deep and mature understanding of human nature with a full appreciation of the scope and objective of medical convalescent treatment in its fullest concept has stimulated and given guidance and direction to all associates and patients of this Nursing Sister, to the greatest good of the unit and its principles. The contagious attitude of helpfulness and willingness which permeates her work has assured the success of the convalescent hospital atmosphere and program. Its very purpose is exemplified in her genuine friendliness and interest in all patients and staff.

Selected Assessments: "Exceptional ability to assume responsibility for patients and other hospital personnel." (F/L A.A.K. Bochner, No.2 Convalescent Hospital, Hamilton, 22 February 1944).

"Shows outstanding ability to handle hospital staff. Consistently demonstrates her aptitude for supervisor's or matron's position. Recommended for retention in service on expiration of first six months of second period of service." (F/L A.A.K. Bochner, No.2 Convalescent Hospital, Hamilton, 27 March 1944.)

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CHURCHILL, F/O John Mervyn (J16176) - 9th USAAF - **United States Distinguished Flying Cross** - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 22 June 1922 at Vernon, British Columbia. Educated in Kamloops, 1928-1930, Edson, Alberta, 1930-1939, Calgary, 1939-1940 and five months of Saskatchewan College of Engineering. Home variously given as Kamloops, British Columbia or Prince Albert, Saskatoon; described as a Student and employed as a Drag Line Labourer by the CNR, 1 July to 15 September 1940. Enlisted Saskatoon, 16 April 1941. To No.2 Manning Depot, Brandon, 15 May 1941. To No.11 SFTS, Yorkton, 24 May 1941 (guard duty). To No.4 ITS,

Edmonton, 15 July 1941; graduated and promoted LAC, 19 August 1941; to No.16 EFTS, Edmonton, 29 August 1941; graduated 10 October 1941 and posted to No.4 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, Halifax, 4 January 1942; to RAF Trainee Pool, 22 January 1942; taken on strength of No.3 PRC, 10 February 1942. To No.12 SFTS, 1 April 1942. Attended course at No.1515 Beam Approach Training Flight, 9 May to 18 May 1942. Posted from Station Grantham to Station Cottesmore, 22 June 1942 (No.14 OTU). Promoted Flight Sergeant, 2 July 1942. To No.1653 Conversion Unit, 27 September 1942. Commissioned 17 October 1942. To RAF Station Snaith, 20 November 1942. To No.178 Squadron, December 1942. Arrived in Middle East, February 1943. Promoted Flying Officer, 27 April 1943. Temporary Duty with No.107 Squadron, 16-24 June 1943. Posted from No.178 Squadron to No.203 Group, 24 October 1943. Posted to No.1675 Conversion Unit, 9 November 1943. To Station Abu Sueir, 1 August 1944. Embarked for United Kingdom, 8 October 1944, arriving 24 October 1944. Promoted Flight Lieutenant, 27 October 1944. Repatriated to Canada via Rockcliffe, 27 November 1944. To No.5 OTU, Boundary Bay, 16 January 1945. To No.5 OTU Detachment, Abbotsford, 3 July 1945. To No.9 Release Centre, 10 September 1945. Retired 14 September 1945. Upon release he stated his intention to seek airline work in Kamloops. Instead studied Geology, University of Alberta, Edmonton, 1946-1949. Returned to RCAF service, 19 September 1955 to 31 March 1958 as Primary Reserve flying instructor; on discharge he was with Shell Oil in Calgary. RCAF photo PL-32468 (ex UK-14500 dated 1 September 1944) is captioned as follows: "Flying Officer Ron Churchill, Prince Albert, Saskatchewan, models what the well-dressed young aviator wears in the Middle East on his off-duty hours around camp." RCAF photo PL-32470 (ex UK-14502 dated 1 September 1944) shows S/L A.J. Mackie in conversation with F/O Ron Churchill, Prince Albert - "Both have done an operational tour and are now spending their non-operational tour instructing." Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944. A news clipping datelined "Kamloops, March 22" says he won it with No.178 Squadron, attached to American forces; had left RCAF in December 1944; was a native of Vernon, British Columbia. Died 17 December 1979 at Oyama, British Columbia as per **Legion Magazine** of May 1980.

For extraordinary achievement while participating in aerial flights during the successful invasion of Sicily by Allied Forces. These operations, which included the destruction of strategic enemy targets, were conducted despite intensive anti-aircraft fire of enemy ground installations, strong fighter opposition by enemy aircraft, and adverse weather and field conditions. The outstanding performance of his duties contributed in a marked degree to the successes achieved by his squadron on operational missions while with the Ninth United States Air Force in the Middle East prior to 24 July 1943.

Training: At No.4 ITS, course was 15 July to 16 August 1941. Courses and marks as follows: Mathematics (87/100), Armament (81/100), Signals (99/100), Hygiene and Sanitation (34/40), Drill (76/100), Law and Discipline (55/60). Scored 65 % in Visual Link. Placed 71st in a class of 243. Described as "Good average material, active. Neat in work. Active in sports. One brother,

RCAF aircrew. Father, officer in last war.”

Course at No.16 EFTS was 20 August to 10 October 1941. Flying in Tiger Moth (25 hours 25 minutes dual, 27 hours 45 minutes solo, plus nine hours 50 minutes on instruments. Ten hours in Link. Described as “Weak instrument flying. Poor gliding turns. Tendency to neglect air speed.” Courses and marks as follows: Airmanship (172/200), Airframes (76/100), Engines (80/100), Signals, Practical (94/100), Theory of Flight (66/100), Air Navigation (148/200), Armament, Oral (154/200), Qualities as Officer (123/200). Placed 16th in a class of 33.

Course at No.4 SFTS was 13 October 1941 to 2 January 1942. Flying on Cranes (47.05 day dual, 57.45 day solo, 4.10 night dual, 8.00 night solo; logged 21.35 on instruments, 20 hours in Link. Described as “Soloed quickly but did not progress well as was expected throughout the rest of his course. Is reasonably intelligent and hard working but is lacking in natural ability. Lacking in air sense, and his flying is not accurate. Landings are erratic and he requires practice in formation, navigation and instrument flying. Shows promise of becoming an average service pilot.” Ground school courses were Airmanship and Maintenance (147/200), Armament-W (74/100), Armament-P (75/100), Navigation (126/150), Meteorology (40/50), Signals-W (34/50) and Signals-P (95/100)/. Placed 41st in a class of 53.

In Britain, No.12 SFTS became No.12 AFU, and his course there was 1 April to 22 June 1942. All flying on Oxford aircraft - 26.20 day dual, 55.30 on day solo, 5.15 night dual, 7.55 night solo, four hours in formation and 8.15 on instruments (plus 8.45 in Link). Described as “an average pilot.”

Course at No.14 OTU was 23 June to 19 September 1942. Graded as “Average” in all categories. Dropped 58 bombs by day and 28 by night. Described as “Recommended for medium bombers. Started very well in this flight but crashed into hillside on night raid. This set him back but has since regained confidence and has done two successful operational trips. A quiet, conscientious type.” A note on his file states he had flown 35.40 by day and 39.00 by night in Hampdens which seems to be connected with this OTU. It appears that his accident at No.14 OTU was on 16 August 1942 when he was described as “slightly injured” in Hampden P4318. This could not have been a minor accident, as Flight Sergeant J.M. Henry and Sergeant T.B. Phillips (both RCAF) were killed. In claiming 1939-1945 Star he indicated at least one sortie at No.14 OTU - 10 September 1942 (Dusseldorf).

Notes: On 16 August 1942, as R98696 Sergeant John Mervyn Churchill, he was pilot of Hampden P4318 on a night navigation flight. Flying in poor weather they became disorientated, left their intended route and ended up over the high ground of the Pennines. Churchill reduced height to 2,000 feet assuming they were over low ground and probably to try and get a visible fix of their position. The aircraft crashed around 0230 hours. Those aboard were Churchill (seriously injured), Observer Flight Sergeant John Magwood Henry (RCAF (R106552, Vancouver, died of injuries); Wireless Operator/Air Gunner Sergeant Robert Oliver Lumgair (RCAF R86155, Thornhill, Manitoba, injured) and Wireless Operator/ Air Gunner Sergeant

Thomas Bowman Phillips (RCAF R103788) Vancouver, died of injuries).

On 8 October 1942, at 1700 hours, No.1653 Conversion Unit, Station Burn, Yorkshire, had an incident with Liberator AL541 (no serious damage or injures). He had landed following his first solo trip as captain. It was raining hard and windscreen blurred badly, necessitating opening of side windows. As he taxied he found a tractor-truck parked, unattended, two yards from the track. He pulled to right to pass it but misjudged distance. The No.1 airscrew struck the truck, damaging two blades and the truck seat. The incident was put down to pilot inexperience (no logbook endorsement); criticism of civilian contractor who had left the vehicle where it was.

On 11 January 1944 at 2130 hours, No.1675 Heavy Conversion Unit, Lydda, in Liberator AL563, with a Flight Sergeant Dalrymple (flight engineer), engaged on night instruction of the flight engineer. Immediately after becoming airborne on third takeoff the No.1 engine failed completely. The aircraft went into a sharp turn to port with considerable bank. He instructed flight engineer to feather it. That done, he ordered boost to be brought back to 32 inches and RPM to 2,250, enabling climb to 1,000 feet. He then made a right-hand turn and landed successfully on three engines.

On 27 October 1944 he signed a form stating he had flown 1,007 hours of which 305 had been operational (39 sorties).

His first operational sortie with No.178 Squadron appears to have been 29 March 1943 (Benghazi) and he flew operationally until 2 October 1943.

Assessments: On 13 June 1944, at No.1675 Heavy Conversion Unit, described as having flown 927 hours 25 minutes, 179.15 in previous six months. Employed as flying instructor. "A young Canadian officer, very conscientious in the limited sphere of flying instructor and excellent in that work. He has not yet held any responsible post but he is of the right stamp and will rise to the occasion when it comes." (W/C D.B. Harris, CO and CFI).

7 March 1945, No.5 OTU, Boundary Bay, described by W/C H. Malkin and G/C D.A.R. Bradshaw as follows: "As a pilot instructor this officer is performing his duties in a very satisfactory manner. Qualified and recommended in accordance with AFRO 1674/44 (1) (d) for promotion to the rank of T/F/L in that he has been awarded the Operational Wings."

An undated report by W/C V.M. Terry, No.1 Central Flying School, described his performance at an Instructor Course, apparently in the spring of 1945:

This officer reported to No.3 OTU Instructors' Course from No.5 OTU, Boundary Bay, B.C., where he has been instructing on Liberators.

Out of 1,100 hours flying, all but his EFTS training has been on twin or four-engined aircraft. His experience has consisted of some Hampden and Wellington

time, a tour on Liberators, followed by ten months instructing on the latter. He held no instructor category prior to arrival at this unit.

From the start, he has worked willingly and conscientiously, aiming to obtain an instructor category as well as to improve his general knowledge and flying ability. Although unused to briefing methods and detail, he completed the course satisfactorily and displayed sound flying ability throughout. He was introduced here to radio range flying, and applied himself to it with interest.

In final Ground School examinations, he placed 5th in a class of twelve. At Link Trainer he was assessed as High Average.

On his category test he obtained a "B" (T.E.) category.

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CHURCHILL, FS Joseph Ronald (R207967; later J90995 and 17661) - **Distinguished Flying Medal** - 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 1923 in Bathurst, Ontario; home in Perth, Ontario (farmer and textile worker); enlisted in Ottawa, 16 February 1943. Trained at No.9 BGS (graduated 1 October 1943). Award presented 19 November 1948. Served in postwar RCAF (17661). Died in Trenton, Ontario, 29 January 2009. Gunner in crew of F.G. Mann. 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 21 August 1944 when he had flown 37 sorties (169 hours 42 minutes) as follows:

* denotes Daylight sortie

17 April 1944 - Tergnier (4.40)
20 April 1944 - Ottignies (4.43)
22 April 1944 - Dusseldorf (4.44)
24 April 1944 - Karlsruhe (6.56)
26 April 1944 - Villeneuve (5.26)
27 April 1944 - Aulnoye (4.37)
30 April 1944 - Acheres (4.50)
22 May 1944 - Orleans (5.22)
24 May 1944 - Aachen (4.27)
27 May 1944 - Bourg Leopold (4.46)
31 May 1944 - Trappes (5.28)
2 June 1944 - Harinzeles (3.24)
4 June 1944 - Boulogne (3.40)
5 June 1944 - Mont Fleury (4.55)
6 June 1944 - Chateaudun (5.48)
8 June 1944 - Alencon (6.41)
11 June 1944 - Massy Palaiseau (4.47)
12 June 1944 - Amiens (4.24)
15 June 1944 - Foulliard Dump (5.15)
22 June 1944 - Siracourt (4.02)*
4 July 1944 - St.Martin L'Hortier(3.49)*
6 July 1944 - Croixdale (3.54)*
9 July 1944 - Les Cartelliers (3.50)*
12 July 1944 - Thiverny (4.39)*
15 July 1944 - Nucourt (4.32)
17 July 1944 - Bois de la Hai (3.46)*
18 July 1944 - Vaires (4.34)*
20 July 1944 - Bottrop (4.21)
24 July 1944 - Stuttgart (7.48)
28 July 1944 - Foret de Nieppe (3.40)*
30 July 1944 - Battle area (4.12)*
1 August 1944 - Anderbelck (3.21)*
2 August 1944 - Le Nieppe (3.22)*
3 August 1944 - Foret de Nieppe(3.24)*
6 August 1944 - Hazenbrouck (3.00)*
9 August 1944 - Foret de Mormal (4.01)*
18 August 1944 - Sterkrade (4.43)*

Flight Sergeant Churchill has completed 37 sorties totalling 169.42 hours during which he has taken part in many operations upon targets in strongly defended areas in Germany and occupied territory.

This Air Gunner's aggressive spirit during many operations and his instant readiness to deal with any onslaught, combined with a steady coolness during combat, have on more than one occasion ensured the safe arrival of his aircraft at the target after passing through areas of considerable fighter activity. In particular his calmly spoken running commentary, not only assisted his captain when engaged by fighters but had the effect of reassuring his crew. In this way, therefore, he contributed an essential part towards the exceptionally good operational record of his crew.

His courage and fortitude are of the highest order and his conscientious devotion to duty deserve great praise. It is recommended that he should receive the award of the Distinguished Flying Medal.

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CHURCHILL, F/L Rae Edward (J23054) - **Netherlands Flying Cross** - No.295 Squadron - Award effective 28 September 1945 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Born 4 May 1920. Home in Edmonton; enlisted in Vancouver, 26 September 1940. To No.7 Equipment Depot, 23 October 1940. To No.2 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.16 EFTS; graduated 20 February 1941 when posted to No. 10 SFTS; graduated and promoted Sergeant, 28 May 1941. To Trenton, 7 June 1941; to No.4 Training Command, 25 August 1941 for instructional duties at No.32 EFTS. Promoted Flight Sergeant, 1 December 1941. Commissioned 3 November 1942. To "H", 23 November 1942. To No.34 OTU, 7 January 1943. Promoted Flying Officer, 3 May 1943. Promoted Flight Lieutenant, 3 November 1944. Retained rank of Flight Lieutenant in postwar RCAF (service number 26384). Still in RCAF as of 1954. Public Records Office Air 2/9556 has recommendation for "Dutch Award" dated 18 August 1945 from W/C H.E. Angell, CO of No.295 Squadron. Mentioned 21 sorties (93 hours).

Flight Lieutenant Churchill completed a tour of operations with this squadron in May 1945. During this tour he carried out 21 operational sorties over the Continent in support of the Underground Movements of France and Holland. Also he took part in the three major Airborne Invasions over the Continent. Of these 21 sorties, 19 were highly successful.

On the night of the 3rd/4th of February 1945, Flight Lieutenant Churchill was captain of an aircraft detailed to drop two S.A.S. troops and five containers on FABIAN 23. This operation was completely successful.

During his tour Flight Lieutenant Churchill proved himself to be an extremely capable and efficient captain of aircraft. He displayed great courage and devotion

to duty in the face of extremely bad flying weather and heavy enemy opposition and he always showed great keenness for operational flying.

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CINQ MARS, LAC Jean Jacques Rene Armand (R179185) - **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 19 June 1921. Home in Chambly, Quebec; enlisted in Montreal 23 July 1942 for General Duties. To No.5 Manning Depot, 30 August 1942. To No.41 SFTS, 19 October 1942. Promoted AC1, 27 October 1942. Promoted LAC, 27 January 1943. To "Y" Depot, 8 March 1943. To RAF overseas, 27 March 1943. Reclassified as Armament Assistant, 14 July 1943. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for "Tiger Force", 31 July 1945. To "Y" Depot,, 6 September 1945. Released 10 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 dated 3 February 1945; had served eight months in Canada and 21 months overseas. ACH/Armament Assistant.

This airman has been employed in the Bomb Stores as an Armament Assistant for the past year. During that time he has been called upon to work in all weather and at all hours at a particularly heavy task of rolling High Explosive bombs. He always undertakes willingly any task given him and is an inspiration to his fellow workers.

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CIRKO, F/L August (J9139) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 27 July 1920. Home in Fort William, Ontario; enlisted Winnipeg, 28 April 1941. To No.8 Repair Depot (guard duty), 15 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 16 July 1941 but not posted to No.18 EFTS until 26 July 1941; graduated 11 September 1941 and posted to No.15 SFTS; graduated and commissioned 5 December 1941. To No.1 GRS, date uncertain. To Eastern Air Command, 1 March 1942. To No.2 ANS, 3 March 1942. To No.10 (BR) Squadron, 15 April 1942. To No.11 (BR) Squadron, 4 August 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 December 1943. To No.2 Air Command, 23 January 1945. To No.2 Air Command, 12 February 1945. To Release Centre, 12 September 1945; retired 16 September 1945. Award sent by registered mail 19 February 1949. As of recommendation he had flown 2,372 hours 45 minutes, of which 1,507 were on operations (163 sorties).

This officer has completed very many operational sorties, entailing hundreds of hours of flying. The high degree of success he has obtained has been largely due to his untiring efforts and outstanding skill as a pilot. His cheerfulness and devotion to duty have been noticeably reflected by the keenness which he has inspired in his crew. He is a courageous and resourceful captain of aircraft, who has made an outstanding record throughout his flying career.

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CLACKEN, F/L Courtenay O'Brien Robertson (J39101) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born 15 January 1919 in Stanmore or Malvern, Jamaica. Educated at Munro College, Jamaica, August 1928 to February 1930; at Racenswood Preparatory School, England, October 1930 to April 1933; at Tonbridge Public School, Kent, England, June 1933 to April 1937. Manager on his father's Jamaica cattle ranch. First applied to RCAF from Jamaica, 3 January 1940. Enlisted in Ottawa, 5 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940; to Edmonton Flying Club, 14 September 1940; to No.5 EFTS, 17 November 1940; to No.3 SFTS, 28 November 1940; graduated and promoted Sergeant, 23 February 1941. To Central Flying School, Trenton, 25 February 1941. Instructed at No.4 SFTS, 10 May 1941 to 3 February 1942 and at No.11 SFTS, 3 February to 12 March 1942. He was most unhappy with this, as he had travelled to Canada at his own expense and resented not having been commissioned on gaining wings. With Communications Flight, No.8 Repair Depot, 12 March to 2 November 1942; posted to No.1 OTU, Bagotville, 2 November 1942. To No.111 Squadron, 1 March 1943 until it went overseas (as No.440). Commissioned 9 October 1943. Embarked from Halifax, 20 January 1944; disembarked in Britain, 31 January 1944. To No.143 Airfield, 12 February 1944. To No.440 Squadron, 12 February 1944. Promoted Flying Officer, 9 April 1944. To No.83 Group Rear Area, 20 November 1944. To No.56 OTU, 29 December 1944. Repatriated 2 August 1945; released 5 October 1945. Immediately after the war he returned to Jamaica and in 1947 was employed by British West Indian Airways. Eventually to British Columbia because his wife was from there. Died in Nanaimo, 13 October 1992. Award presented postwar through British Colonial Office. RCAF photo PL-28787 (ex UK-9846 dated 27 April 1944) is captioned as follows: "Flying Officer Brian Clacken with RCAF Typhoon squadron in Britain. Born January 15, 1919 in Jamaica, B.W.I. Home address c/o F.C.E. Clacken, RCAF Station Patricia Bay, B.C. (wife). Educated Tonbridge Public School, Kent, England. Career: farmer until enlistment June 6, 1940 [sic]. Sports and Hobbies: boxing, took colours at Tonbridge School from 1935-37. Gymnastics, took colours from 1935-37. Hobbies: horseback riding, polo, golf. Former instructor at No.4 SFTS and No.11 SFTS for a year. Eight months at Stevenson Field, Winnipeg as ferry communication and test pilot. Joined a Canadian squadron in Alaska, later with another fighter squadron in the Aleutians. Picture shows F/O Clacken holding 'Chip', fox terrier pet of the squadron, owned by S/L W.H. Pentland, Commanding Officer, of Calgary."

This officer has taken part in numerous sorties over enemy territory and his outstanding ability and fine fighting spirit have largely contributed to the many successes attained. On one occasion he flew through a withering barrage of anti-aircraft fire to attack enemy concentrations and stopped a counter-attack. Another time he participated in the destruction of a heavily defended bridge. At all times Flight Lieutenant Clacken's exceptional skill and great devotion to duty have inspired confidence in all who have flown with him.

NOTE: Public Records Office Air 2/9045 has recommendation drafted 19 November 1944 by S/L A.E. Monson when he had flown 103 sorties (105 hours 25 minutes). Sortie list and

submission as follows:

- 12 April 1944 - Dive-bombing Noball, Mayenneville (1.15)
- 25 April 1944 - Dive-bombing bridge, Agon (1.30)
- 26 April 1944 - Dive-bombing viaduct near Bolbec (1.25)
- 30 April 1944 - Air-sea rescue, Channel (1.35)
- 3 May 1944 - Bombing destroyer (1.05)
- 4 May 1944 - Bombing Noball, St. Ally le Haut Clocher (1.30)
- 9 May 1944 - Bombing bridge near Lonbg (1.10)
- 12 May 1944 - Bombing bridge four miles south of Amiens (1.30)
- 19 May 1944 - Bombing near Ghent, Belgium (1.30)
- 20 May 1944 - Bombing near ABombingeville (1.30)
- 20 May 1944 - scramble to intercept hostile aircraft ten miles north of Cherbourg (30 minutes)
- 24 May 1944 - Anti-shipping patrol, Cherbourg (1.00)
- 27 May 1944 - Strafing gun positions near Cherbourg (55 minutes)
- 30 May 1944 - Bombing Noball four miles east of Anvin, France (1.25)
- 5 June 1944 - Bombing Freya, Guernsey Island (1.05)
- 6 June 1944 - Bombing transport near Caen (1.30)
- 10 June 1944 - Bombing Patrey, west of Caen (1.20)
- 10 June 1944 - Bombing motor transport near Martinville (1.45)
- 12 June 1944 - Bombing Blainville (1.15)
- 12 June 1944 - Bombing Verveville (1.45)
- 13 June 1944 - Bombing 21st Panzer Division ten miles southeast of Cabourg (1.25)
- 14 June 1944 - Bombing Langrave, France (1.20)
- 14 June 1944 - Bombing pontoon bridge near Goustanville (1.30)
- 15 June 1944 - Bombing bridge, Amaye-sur-Orne (1.30)
- 17 June 1944 - Bombing bridge north of Caen (1.20)
- 20 June 1944 - Bombing Noball near St.Omer (1.45)
- 22 June 1944 - Armed reconnaissance west of Paris (1.30)
- 23 June 1944 - Bombing marshalling yards south of Tilly (1.15)
- 8 July 1944 - Bombing motor transport and troops near Lalande (45 minutes)
- 13 July 1944 - Bombing bridge south of Caen (50 minutes)
- 14 July 1944 - Bombing railway east of Lisieux (45 minutes)
- 16 July 1944 - Bombing troops south of Evercey (45 minutes)
- 17 July 1944 - Bombing gun positions, Maltot (50 minutes)
- 18 July 1944 - Bombing troops near Bourguebus (30 minutes)
- 25 July 1944 - Bombing motor transport concentrations near Conteville (45 minutes)
- 29 July 1944 - Bombing troop concentrations south of Cagny (40 minutes)
- 31 July 1944 - Bombing tank concentrations south of Caymont (1.15)
- 1 August 1944 - Bombing petrol dump, Hamars (1.00)
- 6 August 1944 - Bombing troops, guns, motor transport, Le Plessis Cyenault (30 minutes)
- 7 August 1944 - Bombing troops and tanks south of Fresney de Puceux (1.00)
- 8 August 1944 - Bombing troop and supply concentrations, Fierville la Campagne (40 minutes)
- 8 August 1944 - Bombing enemy counter-attack concentrations 15 miles south of Caen

(30 minutes)

- 9 August 1944 - Bombing tank concentrations near Usay (45 minutes)
- 9 August 1944 - Bombing troops four miles southeast of Argentan (1.05)
- 10 August 1944 - Bombing troop concentrations, Qilly le Tesson (35 minutes)
- 11 August 1944 - Bombing gun positions ½ mile east of Quesnay (35 minutes)
- 12 August 1944 - Bombing bridge, Nede de Rocher (45 minutes)
- 12 August 1944 - Bombing bridge, St. Marc d'Ouilly (30 minutes)
- 15 August 1944 - leaflet bombing, Falaise (50 minutes)
- 18 August 1944 - strafing motor transport, Lisieux-Bernay area (1.15)
- 18 August 1944 - strafing motor transport, Lisieux-Bernay area (1.05)
- 18 August 1944 - strafing motor transport, Lisieux-Bernay area (1.05)
- 19 August 1944 - strafing motor transport, Lisieux-Bernay area (1.05)
- 19 August 1944 - strafing motor transport, Lisieux-Bernay area (1.05)
- 19 August 1944 - strafing motor transport, roads near Orbec (1.05)
- 20 August 1944 - armed reconnaissance, Bernay-Boglie area (1.10)
- 22 August 1944 - armed reconnaissance, Bernay area (1.05)
- 25 August 1944 - Bombing ship on Seine River (50 minutes)
- 26 August 1944 - Bombing crossroads four miles south of Rouen (1.10)
- 28 August 1944 - mission aborted, turned back (45 minutes)
- 31 August 1944 - Armed Reconnaissance, Amiens-Hornay area (1.25)
- 8 September 1944 - Armed Reconnaissance, Utrecht area (1.10)
- 8 September 1944 - Armed Reconnaissance, Breda-Eindhoven area (30 minutes)
- 8 September 1944 - Armed Reconnaissance, Breda area (45 minutes)
- 9 September 1944 - Armed Reconnaissance, Venlo-Eindhoven-Tilburg area (1.05)
- 9 September 1944 - Armed Reconnaissance, Eindhoven area (40 minutes)
- 10 September 1944 - Bombing barracks, Turnhout (40 minutes)
- 10 September 1944 - Armed Reconnaissance, Eindhoven-Breda area (1.10)
- 10 September 1944 - Bombing sawmills, Wandelgam (45 minutes)
- 11 September 1944 - Armed Reconnaissance, Venlo-Nijmegen-Eindhoven area (1.05)
- 12 September 1944 - Armed Reconnaissance, Bergen-op-Zoom, Breda, Tilburg, Turnhout area (1.05)
- 13 September 1944 - Armed Reconnaissance, Berge-op-Zoom, Breda, Tilburg area (1.15)
- 15 September 1944 - Armed Reconnaissance, Turnhout area (55 minutes)
- 16 September 1944 - Armed Reconnaissance, Venlo area (1.10)
- 20 September 1944 - Armed Reconnaissance, Nijmegen area (45 minutes)
- 22 September 1944 - Bombing bridge, Cleve (1.10)
- 24 September 1944 - Armed Reconnaissance, Breda-Gertruidenberg area (1.05)
- 26 September 1944 - Bombing railway junction, two miles northeast of Amersfoort (1.10)
- 27 September 1944 - Bombing railway junctions, Sasson and Kemmen (1.00)
- 27 September 1944 - Bombing railway junction east of Boninghar (1.05)
- 28 September 1944 - Bombing railways, Menzele and Issum (1.00)
- 28 September 1944 - Bombing railways, Winterswijk (1.00)
- 29 September 1944 - Bombing railways, Deventer and Holten (1.10)
- 30 September 1944 - Bombing railways, Holten and Varsseveld (45 minutes)

1 October 1944 - Bombing railways, Isselburg (1.05)
2 October 1944 - Bombing railways, Bacholt (1.00)
2 October 1944 - Bombing railways, Aaltan (1.10)
2 October 1944 - Bombing railways, Winterswijk (1.10)
4 October 1944 - Bombing railways east of Wesel (1.00)
5 October 1944 - Bombing railways, Rhade (1.05)
6 October 1944 - Bombing marshalling yards, Geldern (1.00)
6 October 1944 - Bombing railway lines, Velen (1.05)
7 October 1944 - Bombing railway lines near Wesel (45 minutes)
12 October 1944 - Bombing railway lines north of Zutphen (1.00)
13 October 1944 - Bombing railway lines, Stroe (1.10)
15 October 1944 - Bombing railway lines north of Geldern (55 minutes)
19 October 1944 - Bombing railway lines east of Zutphen (1.00)
21 October 1944 - Bombing railway lines south of Borken (1.15)
28 October 1944 - Bombing railway lines southwest of Almelo (1.10)
29 October 1944 - Bombing Dortmund canal near Gruuenhorst(1.20)
11 November 1944 - Bombing railway line north of Zwolle (1.10)
17 November 1944 - weather reconnaissance, Venlo area (1.00)

This officer's courage, skill and determination in action has been second to none. His ability to make instant decisions in emergency, skilful pilotage and cool judgement have contributed to the repeated successes of this squadron.

He has led numerous offensive sorties over enemy territory, many of which praise of the highest order was received. On one occasion near Quesnay, he led his flight down through a withering barrage of flak to bomb enemy concentrations and stopped a counter-attack. On another, a heavily defended bridge was wiped out to stop the enemy. The successful completion of these flights as well as many others was due to the initiative, resourcefulness and skilful leadership of this officer.

His outstanding ability and fine offensive spirit in action inspires confidence in those who fly with him. He is a leader of men who has consistently shown great devotion to duty and fully merits the award of the Distinguished Flying Cross.

On 21 November 1944 W/C F.G. Grant wrote:

A cool and courageous Flight Commander, F/L Clacken has led many highly successful squadron sorties. He has also personally destroyed a large number of MT and trains. This officer highly merits immediate award of the DFC.

On 25 November 1944, G/C P.Y. Davoud added his remarks:

This officer has shown himself to be one of the ablest leaders in this wing. His determination to reach his objective and push home his attacks has always been of the highest order. He is a good disciplinarian who has set a fine personal example and I consider that his excellent record as a fighter-bomber pilot merits an award

of the DFC.

On 3 December 1944 an Air Vice-Marshal (signature illegible) wrote:

Flight Lieutenant Clacken has given great service as a fighter-bomber pilot and has led many sorties in the face of intense anti-aircraft opposition. He has well earned the non-immediate award of the DFC for which I very strongly recommend him.

Air Marshal A. Coningham added his endorsement on 22 December 1944. Date of final approval not known.

Notes: Assessed 14 May 1942 - "This NCO has shown himself to be extremely keen, reliable and an excellent pilot; should make an excellent leader in fighter squadron." (G/C A.O. Adams, No.8 Repair Depot).

Assessed 14 May 1943 - "This NCO has shown himself to be an excellent and reliable pilot. He is good officer material." (F/L H.O. Gooding, No.111 Squadron)

Assessed 12 December 1944 when he had flown 1,477 hours 25 minutes (97.15 in past six months). "An outstanding character with exceptional ability as a leader and a pilot." (S/L P.E. Monson, No.440 Squadron). To this, G/C P.Y. Davoud adds, "Will make a first class squadron commander after a rest."

On repatriation form dated 7 July 1945 he listed types flown and hours as follows - Kittyhawk (105), Typhoon (145), Tempest (50), Hurricane (45), Dominie (20) and Auster (four). Claimed 145 operational hours (125 sorties). Claimed six trains, 32 MET destroyed. Was "A" Flight Commander at No.56 OTU.

Training: Interviewed 13 May 1940 in Ottawa by F/O C.S. Stonehouse. "Applicant is a fine young man, truly of officer calibre. He is clean cut and most anxious to serve, Came up to Canada from Jamaica and remaining at his expense awaiting his call to enlist. Urge that he be take in training as soon as possible."

Attended No.2 ITS, 1-27 July 1940. Courses in Mathematics (92/100), Armament, practical and oral (74/100), Drill (80/100) and Law and Discipline (93/100). Placed 38th in a class of 216. "Splendid background - excellent type - officer material."

Attended No.5 EFTS, 7 October to 27 November 1940. Tiger Moth aircraft - 27.45 dual, 24.05 solo. Logged five hours in Link. "No bad faults - steady instrument pilot." (F/L R.F. Gladden). Ground courses in Airmanship (175/200), Airframes (177/200), Engines (164/200), Signals, practical (50/50), Theory of Flight (87/100), Air Navigation (155/200). Rated 150/200 in qualities as NCO or Officer. Placed sixth in a class of 21. "Above average ability. Quiet, polite."

Attended No.3 SFTS, 29 November 1940 to 15 February 1941. Twin-engine aircraft 27.40 day dual, 35.20 day solo, 2.55 night dual, 4.00 night solo. Nine hours in Link. "Quick to learn, above average pilot." Courses in Airmanship (131/200), Armament, written (63/100),

Armament, practical (85/100), Navigation (132/200 on supplemental and Signals (146/150). Placed 29th in a class of 51 "Quiet, neat, good manners. Course delayed due to illness."

Attended Central Flying School. 17 March to 5 May 1941. Flew on single engine aircraft (10.45 dual, 12.25 solo) and Anson (17.30 dual, 17.20 solo). Tested in Airframes (92/100), Engines (91/100), Airmanship (90/100) and Air Navigation (86/100). Tested 5 May 1941 in Lockheed 10A by F/L R.W. Reid - assessed under following headings - Sequence (good), Voice (good), Manner (pleasing, a little nervous), Ability to Impart Knowledge (good), Ability as Pilot (high average), Remarks (No outstanding faults, High average as pilot. Should make a very good instructor with experience." Rated as "C" Instructor.

Retested 3 November 1941 on Crane by F/L R. Bannock; he had logged 334 hours instructing. Assessed under following headings - Sequence (average), Voice (clear), Manner (pleasant), Ability to Impart Knowledge (good average), Ability as Pilot (high average, instrument flying good average), Remarks (A very capable instructor). Category raised to "B".

Attended No.1 OTU, 2 November 1942 to 29 January 1943. Flew 62 hours 55 minutes (45.55 on Hurricanes); dual time was 4.20. Average as pilot. S/L L.G. Schwab wrote, "Excellent material. Should make a very good officer."

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CLAIRMONT, WO Joseph Gerald (Can 9816) - **Mention in Despatches** - No.431 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 3 October 1916. Home in Trenton, Ontario; enlisted there 25 November 1937 as Armament Assistant. With No.8 (BR) Squadron as of 28 August 1939. Promoted Corporal, 1 December 1939. Reclassified as Fitter/Armourer, 1 July 1940. Promoted Sergeant, 1 September 1940. Promoted Flight Sergeant, 15 March 1941. Promoted WO2, 1 July 1941. To No.115 (Fighter) Squadron, 10 September 1941. Promoted WO1, 1 April 1942. To No.8 (BR) Squadron, 15 April 1942. To Sea Island, 2 June 1942. To Patricia Bay, 31 July 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 22 October 1942. Repatriated 10 September 1945. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944 by G/C D.M. Edwards, CO Station Croft.

This Warrant Officer enlisted November 1937, and has served in the United Kingdom since November 1942, and he has filled the position of Senior Warrant Officer in his trade for the last twelve months. During the past eighteen months, he has been in charge of armament daily servicing for two squadrons. Due to his initiative and skilful supervision, this work has been done, at all times, performed with a high standard of efficiency. He has, despite long and arduous hours of work, always proven to be highly dependable, efficient and totally devoted to his duties. He has been a fine example to his men and other NCO's on the squadron.

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CLAPPISON, A/C Henry Gordon (C2047) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Hamilton, Ontario, 1 October 1898. Served First World War and awarded Belgian Croix de Guerre (see that data base). Entered University of Toronto, 1916, graduating 1923 in Civil Engineering. Worked for Nickelson Co. of New York until 1930, which he left to become Managing Director, Dominion Security Corporation. Enlisted in RCAF, Toronto, 8 May 1940 and immediately granted rank of Flight Lieutenant. To Station Trenton, 2 June 1940 for administrative course, lasting to 29 June 1940; to AFHQ, 1 July 1940; promoted Squadron Leader, 1 January 1941; promoted Wing Commander, 1 September 1941; promoted Group Captain, 1 June 1942; promoted Air Commodore, 1 May 1945; released 10 October 1945. While at AFHQ, was on Temporary Duty to Goose Bay and Gander, 10-11 September 1942 and New York, 8-11 January 1943. Award presented 8 April 1948. Died 15 May 1977 in Toronto. Photo PL-1318 shows him as Flight Lieutenant, 1940.

This officer has done outstanding work with the Construction and Engineering Branch, especially during the hectic days when the British Commonwealth Air Training Plan was growing so rapidly and new stations and units were required to be constructed with the greatest possible speed. His cheerful personality, his tact and ability to get the best out of his officers and the contractors did much to ensure the successful completion of all buildings, etc., well in advance of the planned dates. He has been head of the branch since late 1944 and has been responsible for the closing of units and the maintenance of all station, landlines, etc., a responsibility he has carried out in a most commendable manner.

NOTE: On 11 October 1943, A/V/M R.R. Collard recommended him for an OBE:

Group Captain Clappison in his capacity as Deputy Director of Works and Buildings has borne a very large share of the responsibility for the design and construction of aerodromes, stations and other buildings throughout the Dominion of Canada and Newfoundland. In the execution of his duties he has displayed outstanding qualities of leadership and devotion to duty coupled with the ability to secure the cooperation of all who have been concerned in this vast enterprise, the completion of which on scheduled dates has been so vitally important to the British Commonwealth Air Training Plan and the defence of Canada.

This did not go through. Collard, on 28 February 1944 and again on 25 August 1944, submitted the same recommendation, this time suggesting a CBE. A/V/M Frank McGill made a similar recommendation on 31 January 1945. This failed to get priority for the Birthday List 1945. Finally, on 9 August 1945, McGill made the recommendation that finally cleared all hurdles. Text then was as follows:

Air Commodore Clappison has done outstanding work with the Construction and Engineering Branch, having been assistant to A/V/M Collard during the hectic days when the British Commonwealth Air Training Plan was growing so rapidly and new stations and units were required to be constructed with the greatest possible speed. His cheerful personality, his tact and ability to get the best out of

his officers and the contractors did much to ensure the successful completion of all buildings, etc., well in advance of the planned dates. He has been head of the branch since November last and has been responsible for the closing of units and the maintenance of all stations, landlines, etc., a responsibility he has carried out in a most commendable manner. It is strongly recommended that his fine contribution to the war effort be recognized at this time.

Notes: Course at School of Administration course from 3 June to 29 June 1940. Courses in Air Force Law (93 percent), Central Registry (93 percent), Orderly Room Procedure (88 percent), Drill (68 percent), Messes and Canteens (80 percent), Equipment and Supply (82 percent) and Organization Discipline, Administration, oral exam (85 percent). Placed fifth in a class of 42. "A conscientious officer with sound knowledge of Administrative duties. He should have no difficulty in performing the duties of an Adjutant in an efficient manner." (F.J. Mawdesley, 29 June 1940).

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CLARAHAN, F/L Lawrence Earl (J90841) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 25 April 1918 in Calgary; home in Olds (farmer); enlisted Calgary, 4 December 1942. To Manning Depot, 29 December 1942. To No.4 ITS, 11 February 1943; graduated and promoted LAC, 23 July 1943 (the reasons for this long spell at No.4 ITS in unexplained). To No.5 EFTS, 24 July 1943; graduated 18 September 1943 when posted to No.15 SFTS; graduated and promoted Sergeant, 11 February 1944; to No.2 Air Graduate Training School, 25 February 1944; to "Y" Depot, Lachine, 22 March 1944; taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Commissioned 6 October 1944. Repatriated with No.408 Squadron, 16 June 1945. Retired 14 September 1945. Award presented 14 June 1947. Died 6 July 2006 in Westlock, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

Flight Lieutenant Clarahan has completed numerous sorties including attacks on such heavily defended targets as Bohlen, Chemnitz, Hamburg and Leipzig. He has at all times displayed a high degree of skill and determination to complete his missions. In March 1945, during an attack against Chemnitz, his aircraft was twice attacked by enemy fighters while over the target area and the second time by a jet propelled aircraft which was shot down. His keenness and fine fighting spirit have always been most commendable and have set an inspiring example to the other members of his squadron.

The original recommendation was drafted by W/C F.R. Sharpe, 20 May 1945 when he had flown 19 sorties (129 hours 15 minutes); sortie list and text as follows:

28 January 1945 - Stuttgart (7.00)
4 February 1945 - Austerfield (6.00)
13 February 1945 - Bohlen (9.25)
14 February 1945 - Chemnitz (9.00)
17 February 1945 - Wessel (6.35)
5 March 1945 - Chemnitz (8.45)
7 March 1945 - Hemmingstadt (6.30)
8 March 1945 - Hamburg (5.45)
11 March 1945 - Essen (6.10)
12 March 1945 - Dortmund (6.05)
14 March 1945 - Zweibrucken (6.40)
15 March 1945 - Hagen (6.35)
29 March 1945 - Munster (5.40)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Harburg (5.35)
8 April 1945 - Hamburg (5.55)
10 April 1945 - Leipzig (7.50)
22 April 1945 - Bremen (5.40)
25 April 1945 - Wangerooge (4.15)

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Flight Lieutenant Clarahan has completed a large number of sorties against the enemy as pilot and captain of a four-engined bomber. These sorties included attacks on such heavily defended targets as Bohlen, Chemnitz, Hamburg and Leipzig. At all times this officer has displayed a high degree of skill and a determination to carry out his missions. Although this crew has encountered severe opposition on several trips, the pilot's keenness for operations has continued unimpaired. On a sortie to Chemnitz on the night of March 6th, 1945, three aircraft of this station crashed, due to icing conditions, just prior to Flight Lieutenant Clarahan's turn for take-off. His own take-off was uneventful but over the target area he was twice attacked by enemy fighters, the second being a jet-propelled plane, which was successfully evaded and shot down.

On April 10th this officer operated as deputy gaggle-leader, and on April 25th, during an attack on Wangerooge, he was assigned the responsibility of leader of the gaggle.

It is considered that Flight Lieutenant Clarahan has fully merited the award of the Distinguished Flying Cross (Non-Immediate).

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CLARK, F/L Austin Thomas (J86332) - **Distinguished Flying Cross** - No.57 Squadron (deceased) - Award effective 25 August 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 21 December 1918 in Montreal; home in Lachine, Quebec where he was a clerk, salesman, and collections agent. Served in Canadian Grenadier Guards, November-December 1940. Enlisted in RCAF, Montreal, 5 February 1942 and posted to No.5 Manning Depot, Lachine. To No.3 ITS, Victoriaville, 7 June 1942. Promoted LAC, 1 August 1942 but not posted to No.4 EFTS, Windsor Mills, until 13 September 1942. To No.13 SFTS, St. Hubert, 28 December 1942. Qualified as pilot and promoted Sergeant, 14 May 1943. To "Y" Depot, Halifax, 29 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. Taken on strength of No.3 PRC, Bournemouth, 2 July 1943. To No.15 (P) AFU, 3 August 1943. Damaged Oxford NN837, Category AC, 24 September 1943 at 0315 hours. Approaching to land at night he was opening engines slightly when starboard motor failed and aircraft sank to ground short of the airfield. At that time he was credited with 21 hours on Oxfords and 126 hours on all types. To No.16 OTU, 16 November 1943. Damaged Wellington BK245, Category B at 1655 hours, 25 January 1944 during fighter affiliation exercise. Prior to commencing the exercise he was instructed to do one circuit and landing. A strong gusty wind blowing and after his first touchdown the aircraft ballooned. He failed to open throttle sufficiently quickly and aircraft dropped heavily on port wheel. To No.51 Base, 29 February 1944. Attached to No.52 Base, 2-27 March 1944 and then back to No.51 Base. Attached to No.1661 Conversion Unit, 27 March to 9 May 1944. Commissioned 25 April 1944. Attended No.5 Lancaster Finishing School, May 1944. To No.57 Squadron, 25 May 1944. Killed in action 26/27 August 1944 (Lancaster LM278); name on Runnymede Memorial. Award sent by registered mail to next-of-kin by Governor General.

Flight Lieutenant Clark has taken part in many operational sorties which have included attacks against targets located in the most heavily defended areas in Germany and enemy occupied territory. On one occasion in July 1944, he was captain of an aircraft detailed to attack St.Leu Desserent. When twenty-five miles from the target one engine of his aircraft was hit by anti-aircraft fire. Fire broke out but was extinguished and the target was successfully attacked. Shortly after leaving the target another engine became unserviceable. The aircraft was illuminated by searchlights and heavily attacked by enemy ground defences. Largely owing to this officer's skilful handling it escaped further damage and although the hydraulic system was shot away a forced landing was safely accomplished at base. Flight Lieutenant Clark displayed cool courage and fortitude in continuing to his target in such hazardous circumstances. At all times his devotion to duty and determination have been worthy of the highest praise.

The website "Lost Bombers" provides the following on his last flight. Lancaster LM278 (DX-L) of No.57 Squadron, on Gardening mission, 26/27 August 1944. LM278 was delivered to 57 Squadron July 1944. This Gardening operation involved 30 Lancasters of which five including LM278 were lost plus 15 Halifaxes. When lost this aircraft had a total of 190 hours. Airborne at 2017 hours, 26 August 1944 from East Kirkby. Crew consisted of F/L A.T.Clark, DFC, RCAF (killed), Sergeant F.J.Wilson (killed), Sergeant H.W.Lugg, RCAF (killed), Sergeant L.K.Johnson, RCAF (killed), Sergeant H.Souci (POW), Sergeant H.C.J.Winslade (killed), Sergeant R.H. McNabb, RCAF (killed).

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CLARK, S/L Cecil Herbert (C284) - **Member, Order of the British Empire** - No.10 SFTS (since moved to No.3 WS). Award effective 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 6 February 1899 in Wimbledon, England (RCAF Press Release 4907 reporting award). Educated in England. Enlisted at Camp Borden, 21 June 1929 (Flying Officer, Non-Permanent List). Awarded wings on same date ! Transferred to Reserve of Officers, 1 April 1932. Rejoined as Administrative Officer, 19 December 1939. Attained rank of Squadron Leader, 1 March 1941. To No.4 ITS, 7 October 1941. To No.10 SFTS, 13 June 1942. To No.3 WS, 16 July 1944. To No.12 SFTS, 21 January 1945. To No.3 ANS, 4 June 1945. Retired 24 July 1946. Award presented 27 April 1945. Believed to have died in Edmonton, 22 June 1950.

This officer, presently employed as chief ground instructor, has fulfilled his duties with vigour and industry and by his efforts over and above those normally required, has been of exceptional value to this station. Before his present employment he served most successfully in several capacities as an administrative officer. Because of his energy, determination and untiring devotion to duty throughout his extensive career, his service has been highly meritorious.

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CLARK, F/L Donald Hartford (J6993) - **Distinguished Flying Cross** - No.210 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born Winnipeg, 29 November 1918; home in New Westminster. Worked for British Columbia Concrete, 1937 to 1940 as pipe maker, truck driver, pipe layer and book keeper. Enlisted Vancouver, 14 December 1940. Trained at No.2 ITS (graduated 10 March 1941). Attended No.8 EFTS, 30 March to 15 May 1941; attended No.3 SFTS, Calgary, 28 May to 20 August 1941. Commissioned 20 August 1941. Attended No.31 GRS, 13 September to 15 November 1941. At No.31 OTU, Debert, 22 November 1941 to 13 March 1942. Attached to RAF Ferry Command, Dorval, 14 March 1942. Ferried Hudson FH295 to Britain via Dorval-Gander-Prestwick, 29 March (Dorval-Gander, six hours five minutes) and 1-2 April 1942 (Gander-Prestwick, eleven hours of which two hours were on instruments). To No.119 Squadron, being based at numerous units as follows: Lough Erne, 5 May to 4 July 1942; based in Reykjavik, Iceland, 4-14 July 1942; with No.119 Squadron at Lough Erne again, 14 July to 4 August 1943. At Movements Unit, Greenoch, 4-16 August 1942; at Reykjavik, Iceland, 16 August to 7 September 1942; at Akureyri, Iceland, 7-28 September 1942; to Gibraltar, 9 November 1942, flying with No.119 Squadron from there until 9 April 1943. Flying with No.210 Squadron, 15 May 1943 to 11 November 1943.. Commenced flying at US Naval Air Station, Pensacola, December 1943. Killed in flying accident at Pensacola, Florida, 7 February 1944 when a US Navy SNJ-4 (Harvard trainer) collided with his PBY; eight killed. Award sent by registered mail to next-of-kin, 29 December 1944.

For the last fourteen months Flight Lieutenant Clark has been employed as captain of aircraft. On all occasions this officer has displayed courage, determination and cool judgement.

NOTE: On 15 November 1942, at Gibraltar, he was injured when getting out of a Catalina FP117 as it was sinking (struck on back of left hand by a propellor). At the time of the crash he was second pilot; on taking off at 1850 hours the wooden inlay of the step caved in and the aircraft began sinking. He stood up in second pilots seat to fire a Very pistol. The wing tip floats retracted, the starboard wing went down and he lost balance, falling into idling starboard propellor. It turned out that the aircraft, following an earlier accident, had been fitted with a wooden "jury bottom" to enable it to fly for a full repair, but this failed on the first take-off attempt.

On 26 January 1943, Sunderland DV958 he was on a practice bombing exercise at Angle Bay on the western side of Milford Haven. On climbing away from bombing target both starboard engines failed. Opening and closing throttles had no effect. At 600 feet he throttled back the port engines and landed straight into wind in a moderate swell. After several bounces the aircraft dropped its port wing, losing the float. Investigation was inconclusive (an air lock in the fuel system was suspected). The Commanding Officer of No.119 Squadron concluded, "Pilot made the best landing possible under the circumstances and damaged aircraft in swell through no

choice of alighting area.”

Assessments of him are revealing:

An officer of promising operational ability. (W/C R.C. Lovelock, No.119 Squadron, 18 June 1943, noting that at the time he had flown 890 hours, 224 in previous six months)

A sound captain of aircraft. Has overcome a number of personal disappointments and is settling down well. Should develop into a first class officer. (W/C R.C. Lovelock, No.119 Squadron, 22 July 1943, noting he had flown 979 hours, 272 in previous six months).

Despite a marked tendency to complain about flying conditions and aircraft equipment generally while on the ground, this officer has proved courageous and determined in action. His tour of operations has been protracted owing to drawings of type of aircraft and squadron and he will probably develop into a better captain now this source of grievance has been removed. (W/C C.H. Brandon, No.210 Squadron, 22 November 1943, noting he had flown 1,309 hours (431 in previous six months).

I like this officer and he has done well in action, but, for the reasons stated in para 13 [W/C Brandon's remarks] his influence on the ground (and particularly in the mess) has not always been beneficial, more especially as he has plenty of personality and is a good “mixer”. (G/C E.A. Healy, 29 November 1943).

His logbook has been preserved and includes the following entries:

13 April 1941 - first solo on Tiger Moth 4085.

9 July 1942 - Catalina FP533 - Reykjavik to Akureyri (5.15). “Crossed Arctic Circle 66° 33' North, 22° 28' West at 1312 GMT, proceeded to 66° 52' North, 22° 28' West at 1326 GMT”

12 September 1942 - Catalina FP528 (11.40). “Anti-submarine escort, naval force. Sighted BV.138 and gave chase but enemy aircraft lost in cloud.”

15 November 1942 - Catalina FP117. “Gibraltar-Greenock. Bottom caved in on take off - rescued by Royal Navy”.

24 September 1942 - first flight on a Sunderland, bringing DP176 and W/C Gordon from Greenock to Pembroke Dock (2.55).

17 February 1943 - Sunderland W4030 (6.40). "Anti-submarine patrol BP 24. Lost all four engines." (This is not explained).

25 February 1943 - Sunderland W4030 (13.10). "Attacked by Junkers 88; no damage".

1 March 1943 - Sunderland W4030 (11.35). "Anti-submarine patrol; returned on three engines".

23 June 1943 - Catalina FP185 (17.10) - Anti-submarine patrol - sighted raft, three alive - stayed till P.L.E. [Prudent Limit of Endurance]."

8 July 1943 - Catalina FP131 (14.30). "Anti-submarine patrol - one U-Boat sighted and attacked with depth charges. 'Probably Sunk'. One U-Boat sighted and attacked with machine guns, fought with cannons for 15 minutes and submerged." **NOTE:** Ragnar J. Ragnarsson, writing on RAF Commands website, 15 March 2004, advises that the first submarine was **U-641**. Clark dropped six depth charges six seconds after it submerged; the stern was still visible under water. The attack took place at 1545 hours, GMT at 42° 60' North, 14° 10' West. . The submarine escaped with only slight damage.

28 July 1943 - Catalina FP262 (12.30), apparently on anti-submarine patrol out of Gibraltar. "Port engine cut 100 miles north of Lisbon. Lost height from 8,700 feet to 140 feet. Stood by for ditching. Landed OK after jettisoning all kit and gear. Seven hours one engine."

10 October 1943 - Catalina FP254 (15.45). "Search for damaged French sub."

27 October 1943 - Catalina FP262 (3.50) - "Anti-submarine patrol - return Gibraltar, engine trouble."

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CLARK, F/L Everett Frederick Jackson (J6953) - **Distinguished Flying Cross** - No.430 Squadron. Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 18 October 1918. Home in Toronto; enlisted Hamilton, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941; posted that date to No.10 EFTS; graduated 9 June 1941 when posted to No.6 SFTS; graduated and commissioned 20 August 1941. To Trenton, 21 August 1941. To No.31 SFTS, 23 November 1941. To No.1 SFTS, 22 November 1942. To Mountain View, 20 April 1943. To "Y" Depot, 10 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Repatriated 16 September 1945. Retired 26 October 1945. Award sent by registered mail 28

June 1949.

Since joining the squadron in October 1944, this pilot has flown numerous operational sorties and his work generally has been of a very high standard and he has produced excellent results on photographic and artillery reconnaissance. Prior to the Rhine crossing, Flight Lieutenant Clark photographed parts of the river in the face of intense anti-aircraft fire. On one occasion, when detailed to investigate U-boat activity in the Kiel area, regardless of enemy patrols, he obtained valuable and essential information. Although Flight Lieutenant Clark's aircraft has twice been badly damaged by enemy fire, this has in no way lessened his keenness for operational flying and by his courage and devotion to duty he has set a fine example to other members of the squadron.

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CLARK, S/L Frederick Patrick (J5488) - **Air Force Cross** - Central Flying School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 13 March 1919. Enlisted at Montreal, 14 September 1940. Trained at No.1 ITS (graduated 22 December 1940), No.4 EFTS (graduated 21 February 1941), and No.9 SFTS (graduated 7 June 1941). As of award he had flown 2,287 hours, 2,006 hours as instructor, 139 hours in previous six months. Remained in postwar RCAF (19596), retiring 20 October 1968 and settling in Montreal. Award presented 11 April 1949.

This officer's ability to organize his flight and supervise the smooth working of flying programmes has done much to ensure the success of this phase of training at Central Flying School. The technical knowledge and skill which he possess has been used to bring about a higher standard of instruction.

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CLARK, P/O George Frederick (J18905) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born 4 October 1920 in Elkhorn, Manitoba; home in Summerland, British Columbia; enlisted Vancouver, 20 August 1941. Posted to No.2 Manning Depot, 12 September 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 WS, 28 February 1942. Promoted LAC, 2 April 1942. To No.3 BGS, 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 25 September 1942. Commissioned 15 October 1943. Repatriated 9 February 1945. Retired 12 May 1945. Award presented 27 November 1948. Died 18 March 1999 in Summerland, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 15 February 1944 when he had flown 25 sorties (158 hours 25 minutes), 15 January 1943 to 28 January 1944.

As rear gunner Pilot Officer Clark has participated in many sorties against the enemy including four attacks on Berlin. He has had many encounters with enemy night fighters and on one occasion probably destroyed a Junkers 88. The successful completion of many missions has been largely owing to his untiring vigilance and skilful determined action with his guns.

RCAF Press Release No.1104 dated 16 April 1944 from F/O Eggleston, with photo UK 7239 (transcribed by Huguette Oates) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- With the probable destruction of three enemy night fighters, two Ju88's and an Me109 to his credit in the course of 25 operational sorties over enemy territory, P/O G.F. "George" Clark, rear-gunner, Summerland, B.C., with the Bison squadron of the RCAF Bomber Group in England was "screened" on his first tour recently, which means that for the next few months at least he will take over instructional duties with some other unit.

P/O Clark has seen all his operational service with two squadrons. An outstanding feature of his first tour is the fact that he has flown with five different skippers at various times, indicating that this 23-year-old gunner at all times showed keenness and devotion to duty.

A clerk in a departmental store in Summerland, B.C., before he joined the RCAF, P/O Clark came overseas in October, 1942. On completion of the usual training in England, he was posted to the Goose squadron, but saw no flying service there and moved on to the Moose squadron where he was crewed up with W/C M.M. "Merv" Flemming, DSO, Ottawa, Ontario, who was then commanding the squadron. He did 20 trips with the Moose squadron, including 15 with the officer commanding.

"I got my first taste of excitement with the Moose squadron", Clark related. "I was flying as spare one night during an attack on Munchan Gladbach, just off the edge of the Ruhr, when we were attacked and shot up by a Ju88. The 'kite' caught fire, the bomb doors burned up, the flaps dropped 10 degrees and all the instruments went useless. Luckily we had dropped our bomb-load a few minutes before or it might have turned out to be serious", he went on. "After this trip, the flight engineer, an Englishman, was awarded the DFM for his good work in extinguishing the fire," he commented.

"I got my revenge though before I left the Moose squadron. One night during an attack on Pilsen an Me.109 attacked us over the target and I got him trained in my sights. I gave him a long burst and the flight engineer reported that the last he saw of the enemy fighter was when he went underneath us in flames. The other probable credited while I was with the Moose squadron was during an attack on

Aaken in the Ruhr Valley. This time, it was a Ju.88 which attacked and although we were not certain we got him, the last we saw of him he was headed earthward out of control,” Clark said.

After completing 20 trips with the Moose squadron, P/O Clark then moved on to the Bison squadron, where he took his place in the rear turret of a Halifax bomber with W/C J.D. Pattison’s crew, officer commanding the squadron and holder of the D.F.C., hailing from Toronto. He did five more trips with the Bison squadron and during that time had another scuffle with enemy night fighters over Berlin. During the evasive action taken by the skipper, Clark managed to get in a burst at an attacking Ju88 and he veered off out of control. Then to finish the tour off in good style, another trip to Berlin resulted in the skipper having to fly back from the target area on three good engines.

Included in P/O Clark’s tour were four sorties to Berlin, Hamburg, Dusseldorf, Duisburg and most of the targets in the Ruhr Valley.

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CLARK, F/O George Robert (J25257) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 22 November 1923 in Grandview, Manitoba. Educated in Oak Ridge (1930-1939) and Killarney, Manitoba (1939-1941). Manitoba Pool Elevators Clerk, 1941-1942. Home in Ninga, Manitoba; enlisted Winnipeg, 5 March 1942. Granted Leave Without Pay until 29 April 1942 when posted to No.2 Manning Depot. To No.3 BGS, Macdonald, Manitoba (guard duty), 22 June 1942. To No.2 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.19 EFTS until 25 October 1942; may have graduated 18 December 1942 but not posted to No.10 SFTS until 27 December 1942; graduated and commissioned 16 April 1943. To No.1 GRS, 16 April 1943; to No.31 OTU, 25 June 1943; to “Y” Depot, 5 October 1943; to No.145 (BR) Squadron, 10 October 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. To Station Dartmouth, 30 June 1945. To Station Torbay, 25 August 1945. To No.1 ANS, Summerside, 15 September 1945. Released 2 December 1945. Date of release uncertain. Rejoined RCAF as pilot, Winnipeg, 16 June 1951 (38951). To OSC, London, 15 August 1951. To No.3 FTS, Claresholm, 28 September 1951. To PRTS, Calgary, 14 October 1951. To Trenton, 3 November 1951. To No.4 FTS, Lincoln Park, Calgary, 8 March 1952. To No.4 FTS, Penhold, 3 July 1953. To No.3 AFS, Gimli, 27 September 1953 to instruct. Retired 15 June 1956. Died 2 November 1984 in Winnipeg as per Royal Canadian Legion “Last post” website and **Legion Magazine** of January 1985.

Flying Officer Clark has carried out many long and arduous anti-submarine patrols on the Canadian East Coast and has at all times displayed a spirit which has inspired others and an enthusiasm which was unequalled. Many of his patrols have been carried out despite very bad weather and in such a way as to invite the

admiration of the squadron.

Recommended 9 April 1945 when he had flown 1,225 hours (315 in previous six months), on 100 sorties; text as above. Supported by A/V/M Morfee, 13 April 1945.

Training: Interviewed 2 March 1942 - "Nice appearing lad. Appears intelligent and should do well with training."

Course at No.2 ITS was 1 August to 26 September 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 763 points out of a possible 1,000. Placed 40th in a class of 127. "He is a very straight forward type of airman. He is most anxious to become successful aircrew. He had trouble with Navigation at first but by hard work was more than successful at the final. He is trying hard to be good aircrew. He is very cooperative throughout the course. He is a good team worker and will work hard to be successful."

Course at No.19 EFTS was 26 October to 18 December 1942. Tiger Moth aircraft (29.25 day dual including 7.45 to first solo, 32.55 day solo, 3.30 night dual, 1.30 night solo). Was 8.55 on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, and Signals (practical). Scored 569 points out of possible 700. Placed 30th in a class of 40. "Above average student. Conscientious. Cooperative and good worker. Has a good sense of leadership. Appearance and attitude very good."

Course at No.10 SFTS was 29 December 1942 to 16 April 1943. Cessna Crane aircraft (62.45 day dual, 69.15 day solo, 9.00 night dual, 9.00 night solo). Was 20.10 on instruments. Logged 21 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 627.5 points out of possible 750. Placed 15th in a class of 54. "Alert and enthusiastic around the flight. Cooperative and reliable."

Course at No.31 GRS was 26 April to 25 June 1943. Anson aircraft (42 hours 55 minutes, all by day). Courses and tests in DR Navigation Intermediate (77/100), DR Navigation Final (245/300), DR Navigation Air Work (242/300), Reconnaissance (131/200), Reconnaissance Air Work (75/100), Astro Navigation (76/100), Compasses and Instruments (132/200), Meteorology (101/200), Signals (59/100), Coding (72/100), Ship Recognition (161/200), Photography (76/100) and Visual Signals (Pass). Placed 17th in a class of 24. "An intelligent pupil whose work was very satisfactory throughout. His character is rather youthful, as yet, and he needs to settle down."

Course at No.31 OTU was 12 July to 21 September 1943. Hudson aircraft (14.35 day dual, 62.20 day as captain, 6.45 day as second pilot, 2.10 night dual, 10.20 night as captain, 1.05 night as second pilot. Flew five hours on instruments, logged 16 hours in Link. Fired 800 rounds air-to-air, 2,300 rounds air-to-sea. Dropped 33 bombs. "Low level bombing of moving target not carried out as no suitable target was available. The total number of bombs dropped is low due to

a shortage of practice bombs. No 10-foot target available for the air to ground exercises.” Ground courses in Navigation (89 percent), Signals (73 percent), Armament (83 percent), Airmanship (64 percent), Ship Recognition and Coding (64 percent), Meteorology (64 percent), Photography (75 percent), Intelligence (66 percent) and Tactics (60 percent). Ground work above average. “A good officer with plenty of drive but inclined to be over confident. Should do very well with more experience.”

Notes: As of 12 August 1952 he stated he had flown 325 hours (single engine) and 1,184 hours (multi-engine) on Tiger Moths, Crane, Anson, Hudson, Ventura, Beechcraft and Harvard. A statement of flying hours showed that to 31 December 1952 he had flown the following types - Tiger Moth (67.20), Crane (150), Hudson (126.30), Ventura (799.25), Beechcraft (101.10), Anson (62.20) and Harvard (336.40).

By 31 December 1955 he had flown 646.10 on T-33 aircraft.

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CLARK, F/O Hollis Andrew Taylor (J26760) - **Mention in Despatches** - No.550 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 17 February 1915 in Toronto; home there. Attended University of Toronto for three years and served in university COTC, 1939. Enlisted in Toronto, 16 March 1942. To No.1 Manning Depot, 18 April 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 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, Halifax, 12 June 1943; to RAF Trainee Pool Overseas, 22 June 1943; arrived in Britain, 1 July 1943; to No.14 (P) AFU, 20 July 1943. To No.83 OTU, 12 October 1943; to No.11 Base, 15 February 1944; attached to No.11 OTU for Merlin course, 28-31 March 1944; to No.550 Squadron, 5 June 1944. Killed in action 19 July 1944 (Lancaster DV279).

On 23 July 1944 W/C A.F.M Sisle, Commanding Officer of No.550 Squadron, noted he had flown 14 sorties (65 hours 50 minutes) and wrote:

The officer concerned was in my opinion a reliable and capable officer and an extremely efficient operational pilot, as his last operational sortie proved.

A report on the loss of DV279 “M”, 18/19 July 1944, read:

Lancaster aircraft DV.279 “M” took off from RAF North Killingholme at 2311 hours to attack target in Hydrierwerke Scholven A.G. Gelsenkirchen/Buer in accordance with Headquarters No.1 Group Operations Instruction Form “B” serial number 1384 dated 18th July 1944.

On the bombing run, the aircraft was hit by heavy flak and damaged Port Outer engine, which caught fire and was feathered. The aircraft bombed at 0130 hours and at 0132 hours the Port Inner Engine caught fire and was also feathered. Both fires were rapidly extinguished and no casualties resulted. The aircraft lost height and crossed the Dutch coast at 14,000 feet. Port Outer was ticking over, giving no lift but keeping "G" serviceable. Shortly afterwards the Starboard Inner engine caught fire and cut, extinguished by Gravenor, but loss of this engine rendered instruments unserviceable, including "George". It was decided to make a base in Norfolk instead of ditching.

The searchlights marking Colitshall were not seen and the Captain gave the order to abandon, and signified his intention of following the crew. He maintained the aircraft straight whilst the crew baled out, all landing successfully and without accident. The aircraft continued on its course and crashed into overhead cables in open country. The Pilot crashed with the aircraft and lost his life.

A further report on the loss of the aircraft read:

The sequence of events was as follows. (i). During the bombing run F/O Clark's aircraft was hit by flak while at a height of 19,000 feet. None of the crew was injured but the port outer engine and port inner were both damaged. The port outer was reduced to zero and 1,800 revs and would not respond to the engine controls. The port inner burst into flames and the engine was feathered. The fire went out. (ii). F/O Clark dropped his bombs on the target and when 20 miles on the homeward journey the starboard inner caught fire and was also feathered, leaving one serviceable engine. F/O Clark decided to try and reach England and crossed the coast at 2,500 feet, whereupon he ordered his crew to abandon and himself tried to effect a landing. In this he failed and in the crash lost his life.

Other members of the crew (all uninjured) were 638124 Sergeant Aspinall (flight engineer), R.169607 FS C.W. Janes (navigator), 1399233 FS W.E. Reed (air bomber), 1198527 Sergeant P.E. Binder (WOP), 1819790 Sergeant W.N. Johnson (mid-upper gunner) and 1709204 Sergeant D.L. Marks (rear gunner).

Letter from W/C A.F.M. Sisley to Mr. F.W. Clark, 21 July 1944:

It is with the deepest regret that I have to confirm the news that your son, Flying Officer H.A.T. Clark was killed on the morning of 19th July after returning from an operational flight.

After making a successful attack on the target your son piloted his crippled aircraft back to this country, but unfortunately the machine was so badly damaged as to make a normal landing unsafe at all his crew. Andy (as he was affectionately

known) gave the order to abandon the aircraft and gallantly steered his rapidly sinking aircraft clear of a village in an attempt to crash and on a nearby airfield. Unfortunately his superhuman effort was in vain and he lost his life in the crash. His gallant act of self-sacrifice undoubtedly saved the lives of numerous families living in the surrounding village, and also of his crew who safely landed by parachute.

During the six happy weeks Andy has served with my squadron he has successfully carried out fourteen flights against the enemy with the true determination of an officer of the Royal Canadian Air Force.

May I take this opportunity of expressing my most profound sympathy to you on behalf of the whole squadron in your sad loss; his memory will live always in the hearts of the countless friends he made on the squadron.

The website "Lost Bombers" (repeating some of the above) has the following information re Lancaster DV279 (BQ-M) of No.550 Squadron, target Scholven-Buer, 18/19 July 1944. This aircraft was delivered to No.550 Squadron on 20 January 1944. It took part in the following operations: Berlin, 27/28 January 1944 (aborted); Berlin, 30/31 January 1944; Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Schweinfurt, 24/25 February 1944; Stuttgart, 15/16 March 1944; Schweinfurt, 26/27 April 1944; Mailly-le-Camp, 3/4 May 1944; Duisburg, 21/22 May 1944; Caen 7 July 1944 (daylight); Scholven-Buer 18/19 July 1944 when it crashed on return due flak damage. When lost this aircraft had a total of 302 hours. Airborne at 2311 hours, 18 July 1944 from North Killingholme. Hit by flak. The crew managed to regain the East Anglia coast and six baled out at 0333 hours 19 July 1944 near Seething, 9 miles southeast of Norwich. It is thought that F/O Clark was unable to leave the controls to bale out himself, attempted a forced-landing but crashed in the process. He is buried in Brookwood Military Cemetery. Crew consisted of F/O H.A.T.Clark, RCAF (killed); Sergeant W.Aspinall; Flight Sergeant G.W.James, RCAF; Flight Sergeant W.E.Reed; Sergeant P.E.Binder; Sergeant W.E.Johnson; Sergeant C.L.Marks.

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CLARK, P/O Jack (J85854) - **Croix de Guerre (France)** - No.622 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 9 October 1922. Home in North Vancouver; enlisted Vancouver, 18 March 1942 and posted to No.3 Manning Depot. To No.3 SFTS (guard duty), 8 May 1942. To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.6 EFTS until 23 August 1942; graduated 24 October 1942 when posted to No.7 SFTS; graduated and promoted Sergeant, 19 February 1943; to "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Commissioned 9 May 1944. Repatriated 13 August 1945. Retired 2 October 1945. Re-engaged as Air Cadet Officer (No.103 Squadron, Vancouver), 20 April 1949 to 31 March 1958. Died in Nanaimo, 1 April 1996. Public Records Office Air 2/9645 has citation.

Pilot Officer Clark has been a member of No.622 Squadron since February 1944, and has established himself as a resolute captain of aircraft and an admirable leader. On the opening of the Normandy offensive on the 6th June 1944, and also prior to the invasion, he engaged the enemy in all stages of the attack and undoubtedly contributed greatly to the operational success of his squadron. By his inspired leadership and total disregard of personal danger he was always a source of encouragement to the personnel of his flight. His devotion to duty and gallantry in action were outstanding.

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CLARK, F/L James Anthony (J17412) - **Mention in Despatches** - No.1666 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 31 January 1919. Home in Montreal; enlisted there 10 February 1941 and posted to No.1 Manning Depot. To "H", 9 April 1941; to No.1 ITS, 21 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.10 EFTS. Ceased training and posted to Trenton, 12 September 1941; to No.9 AOS, 26 October 1942; may have graduated 29 January 1942 but not posted to No.6 BGS until 31 January 1942; graduated and promoted Sergeant, 14 March 1942. To No.2 ANS, 14 March 1942. To "Y" Depot, 14 April 1942; to RAF overseas, 30 April 1942. Commissioned 11 March 1943. Promoted Flying Officer, 11 September 1943. Repatriated 19 November 1944. Retired 3 January 1945. Died in St.Catharines, Ontario, 30 May 2004. DHist file 181.009 D.2813 (RG.24 Vol.20632) has recommendation dated 22 July 1944 stating he had served 21 months in Canada, 20 months in UK. Navigation Instructor.

Flight Lieutenant Clark is an exceptional Navigator and by his outstanding ingenuity and organizing ability has made a great contribution to the production of highly trained crews. By his personal drive and leadership he organized an H2S Flight and commenced training, despite lack of equipment, workshop space, offices and trained personnel. His keenness and initiative have been an inspiration to all crews with whom he has come in contact...

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CLARK, S/L John Frederick Percival (J15167) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 July 1943 as per AFRO **London Gazette** dated 9 July 1943 and 1724/43 dated 27 August 1943. Born 4 May 1916 in London, Ontario; home there; enlisted there 6 June 1940. To No.1 ITS, 24 June 1940. Graduated and promoted LAC, 19 July 1940; posted that date to No.1 WS; to No.4 BGS 19 January 1941; graduated and promoted Sergeant, 17 February 1941. Posted that date to No.16 Explosives Depot. Posted overseas 8 April 1941. Commissioned 26 January 1942. Promoted Flying Officer and Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 23 May 1943. Award presented by King George 9 May 1944. Promoted Wing Commander, 25 September 1944. Repatriated 18 April 1946. Retired 16 May 1946. RCAF photo PL-32131 (ex UK-14440 dated 30 August 1944) is captioned as

follows: "Squadron Leader John F. Clark, DFC, of London, Ontario, veteran of three years operational flying, passes on his experience to hundreds of new air gunners in his position as gunnery leader of RCAF Bomber Group overseas - Release 6/1617 refers)."

Throughout all the sorties in which he has participated, this officer has displayed great presence of mind and courage. He has shot down one enemy aircraft and completed many missions against the most strongly fortified targets in Germany. These have included Frankfurt, Berlin, Hamburg, and Dortmund. Squadron Leader Clark's skill as a rear gunner has greatly contributed to the success of the squadron. As squadron gunnery leader he has completed his allotted tasks with marked success and his zeal, enthusiasm and organizing ability has been a great asset.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 30 May 1943 when he had flown 30 sorties (189 hours 32 minutes). Sortie list and submission as follows:

| | |
|-------------------|--|
| 7 August 1941 | Dortmund (4.55, made four runs over target) |
| 12 August 1941 | Berlin (6.55, shown down Me.110) |
| 14 August 1941 | Hanover (6.20) |
| 16 August 1941 | Cologne (5.50) |
| 19 August 1941 | Kiel (5.00) |
| 22 August 1941 | Mannheim (7.00, oil leak, port motor; returned on one engine) |
| 29 August 1941 | Duisburg (5.00, coned by searchlight for 15 minutes) |
| 2 September 1941 | Brest (5.35) |
| 7 September 1941 | Berlin (8.10, shot up badly by flak) |
| 10 September 1941 | Turin (7.30) |
| 12 September 1941 | Frankfurt (6.35) |
| 15 September 1941 | Hamburg (6.00) |
| 19 September 1941 | Stettin (7.50) |
| 30 September 1941 | Hamburg (5.25, kite shot full of holes; rear turret hit) |
| 31 October 1941 | Hamburg (5.35) |
| 7 November 1941 | Berlin (8.35, kite hit by lightning; landed at Docking with ten gallons of petrol) |
| 30 November 1941 | Wilhelmshaven (6.00) |
| 16 December 1941 | Emden (4.25) |
| 22 December 1941 | Brest (5.35) |
| 28 December 1941 | Wilhelmshaven (4.10, got good photo) |
| 26 March 1942 | Essen (4.40) |
| 6 April 1942 | Dusseldorf (6.00) |
| 8 April 1942 | Essen (5.55) |
| 10 April 1942 | Paris (5.40) |
| 12 April 1942 | Emden (4.35) |
| 31 May 1942 | Cologne (5.50, 1,000 bomber raid) |

| | |
|-------------|--|
| 1 May 1942 | Essen (4.40, 1,000 bomber raid) |
| 4 May 1943 | Dortmund (6.00, dropped green Target Indicators, Pathfinder Force) |
| 23 May 1943 | Dortmund (4.10, dropped green Target Indicators, Pathfinder Force) |
| 29 May 1943 | Wuppertal (4.15, dropped Target Indicators, Pathfinder Force) |

Squadron Leader Clark has shown great presence of mind and courage in all his sorties. He has shot down one Messerschmitt 110 and participated in many sorties against the most heavily defended targets in Germany. His skill as a Rear Gunner has contributed greatly to the success of the squadron. He at present is on his second operational tour, a member of a Pathfinder crew, and is carrying out the duties of Squadron Gunnery Officer with marked success. His zest for action, enthusiasm and organising ability are a great asset.

CLARK, W/C John Frederick Percival, DFC (J15167) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

CLARK, W/C John Frederick Percival, DFC (J15167) - **Mention in Despatches** - Station Dalton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. On 23 June 1945, A/C J.G. Kerr (Officer Commanding, No.76 Base) sent to Headquarters, No.7 Group a recommendation for an OBE for W/C Clark, originally drafted by G/C W.A.G. McLeish. This noted that he had flown 54 sorties (400 operational hours) of which 15 sorties (105 hours) had been since his previous award. Document held in DHH files (precise document not identified when photocopy made).

This officer has to his credit a most brilliant career. He has successfully completed two operational tours, during which all his sorties, with one exception, were carried out over German targets, such as Berlin, Hanover, Essen, Magdeburg, Stuttgart. Following his first operational tour, he served with Coastal Command for a period of six months, and was then appointed Chief Ground Instructor at a Heavy Conversion Unit.

Wing Commander Clark has always given his very best and has contributed a high earnestness for work and his natural skill for organisation towards the furtherance of the war effort. As Officer Commanding an Aircrew School, at RCAF Station Dalton, he has performed invaluable work in the training of crews for operational duty and the improvement in the efficiency of many aircrew personnel is directly traced to his keenness and enthusiasm. During the winter months of 1944-45 his determination and steadfastness were highly typical, as he refused to allow the inclemency of the weather and trying living conditions to

interfere with the functioning of his unit, the training of crews thus proceeding uninterrupted. His excellent leadership, his inspiring airmanship and unselfish devotion to duty have at all times been a glowing example to his subordinates and are worthy of the highest praise. I strongly recommend that he be awarded the Order of the British Empire.

RCAF Press Release No.6333 dated 24 August 1944 from S/L T.C. McCall, transcribed by Huguette Oates, reads as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: The general impression of an air gunner in a bomber turret as a dead-eye dick who spends his time looking for enemy fighters so that he can shoot them down is about 100 percent wrong, according to "Clarkie".

"Clarkie" is number one man in the air gunner business in the Canadian Bomber Group. The lads who man the turrets in Canada's Halifaxes and Lancasters look to him for training, instruction and direction and what "Clarkie" says about gunnery is as close to gospel as they will ever get.

As group gunnery leader, Squadron Leader John F. Clark, DFC, draws from a solid bases of experience to coach the hundreds of gunners who come under his direction. He was an original member of the first Canadian bomber squadron to be formed, and during 45 missions over enemy territory has seen most of Germany's cities reeling from the blows of Bomber Command from the rear turrets in Wellingtons, Halifaxes and Lancasters. He's had 10 trips to Berlin.

In the conflict between bombers and night fighters, the 24-year-old gunnery ace figures that the bomber's role is largely passive. "Its job is to get to the target, drop its load and get back safely to base. It is not an offensive weapon where fighters are concerned, and was never intended to be one. The good gunner is one who can go through a tour and fire his guns only in an emergency. When his kite is attacked by a fighter, his job is to take control of the aircraft in directing evasive action."

"Clarkie" figures that gunners don't get sufficient kudos for the part they play in helping their skippers avoid combat. When his aircraft is attacked, the pilot must depend upon the instructions which come to him over the intercom from the gunners on whose eyes he must depend, and whose coolness and keen judgement in anticipating fighter manoeuvres is vital in saving the heavy and relatively difficult-to-manoevre bomber.

Canadian make good gunners, he says, possibly the best in the world for night operations. "They seem to have better eyesight and better night vision", is the

way he sums it up. "In Canada many people live in the country or in small rural communities which are not brightly lighted. They train themselves to see in the dark. Then again, most Canadians learn to handle firearms when they are still in kneepants.

"Clarkie" won't talk about any of his own adventures. He did two of the early "Thousand Bomber" raids to Cologne and Essen, and a daylight operation to Brest which, for some reason, lingers in his memory. "You can say that there were lots of fighters," he told an interviewer, "Me, I'm not saying a word".

While he was attending Technical School and Central Collegiate in London, Ontario, he was a star at softball, baseball and hockey, and played for both junior and senior teams in London at these sports. Stocky, fair-haired and with a competitive spirit that has brought him to the top in his own air gunner's trade, he won his air gunner's wing at Fingal in the autumn of 1940 and was in Great Britain by December.

* * * * *

CLARK, P/O John Hubert (J92980) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 30 April 1923. Home in St.Germain, near Winnipeg; enlisted Regina, 7 October 1942 and posted to No.2 Manning Depot. To No.2 WS, 3 December 1942 (although AFRO says No.3 WS). Promoted LAC, 11 January 1943; to No.7 BGS, 15 October 1943; graduated and promoted Sergeant 29 November 1943. To "Y" Depot, 7 January 1944; taken on strength of No.3 PRC, 20 January 1944. Commissioned 23 November 1944. Repatriated 9 July 1945. Retired 18 September 1945. Award sent by registered mail 24 February 1950. Died in Hinton, Alberta, 4 September 1977

On one occasion this officer, as wireless operator, was detailed for an attack against Hanall. Fifteen minutes before reaching the target area the intercommunication system failed. Pilot Officer Clark effected repairs while the aircraft was actually over the target and the mission was successfully completed. This officer has always shown courage and devotion to duty even in the most hazardous circumstances.

The following article was copied from a No.419 Squadron website, <http://www.419squadronbewarethemoose.com/Clark.html>: its presence on the website suggests that his unit has been misidentified in the AFRO:

A Travelling Man

John Clark was a travelling man from the time of his boyhood and right through

his life. Born in April of 1923 in Lambeth Ontario, he moved with his parents at age 3 to Vangard Saskatchewan. His parents passed away before he was 8. His new home with adopted parents was in Pambrun Saskatchewan.

After his repatriation from the service he went to Manitoba where he joined up with the RCMP. With the Mounties he became part of the world famous Musical Ride, travelling with the Ride across Canada. His stay with the Mounties took him to postings in Ottawa, Lac la Biche and Jasper. He was also posted to Austria working with the interviewing of post-war applicants for immigration to Canada.

RCAF

Listing his home as St. Germain, a community in Winnipeg Manitoba, Clark enlisted in Regina Saskatchewan on October 7th, 1942. After joining the RCAF and volunteering for aircrew duty, his friends nick named him "Dodger", for going with the air force instead of the Army.

After is Manning Depot training he was posted to No. 3 Wireless School located in Tuxedo, another community in Winnipeg as the first leg of his training as Wireless Operator/Air Gunner. The courses covered theory, practical and applied electronics. The air force still pushed for a high degree of skills in Morse Code. Although many of the communications would be verbal over the wireless, keying and interpreting Morse was a necessary skill.

The keying and reading of the code started out at a learning level and quickly accelerated in it's pace. Testing was a regular part of the course and the wash out rate increased as the course demand for higher speed and more importantly higher accuracy was increased. His DFC citation shows him graduating on October 15th of 1942, but most likely was 1943.

No.7 Bombing and Gunnery School

Clark's next posting was to Paulson Manitoba, No.7 BGS, for his training as a gunner. His secondary position on the aircraft would be the nose gun. The training pattern followed the exact same path for Air Gunners. Classes in armaments, judging distances, heights, learning angles of deflection. The school used different aircraft, but mostly the Fairly Battle a single engine aircraft which from a distance had the look of the Spitfire fighter. The much larger Battle had an open gun position in the rear section of the cockpit area. Here the trainee gunners were learning the craft by shooting at target drones while in a moving, rolling shaking platform. Gunners also had training on the target range on gun turrets mounted on tracks, aiming at small moving targets off in the distance. On November 29th 1943, Clark completed his training and received his WAG Wings.

Overseas

Once overseas he was posted to a OTU where he became a member of P/O William Osborn's crew. At OTU the all new crew worked together to build a tight knit team, while flying the normal cross-country flights and training developed at a OTU base.

Once they completed this Sgt. Clark moved with the crew to No. 1664 HCU. Here two more crew members were added and Clark and the rest of the crew became familiar with the four engine heavy bombers.

419 Squadron

Arrival at 419 squadron in August of 1944, brought them to the air war over Europe and on September 28th they took part on their first operation. As part of Osborn's crew they flew together right up to May of 1945, which was a point where the air war was over and 419 squadron was preparing to return their Lancaster's to Canada.

His crew were:

Navigator F/O M. R. Young
Bomb Aimer H. S. Paisley
Pilot P/O William Osborn
F/E Sgt. H. W. Roper
A/G M/U Sgt. J. W. Aitken
A/G R/G Sgt. S. F. Campbell

A WAG's Operational Day

Sgt. Clark's operational day would not end until his Lancaster touched down at it's base. Then the aircraft would have to safely move along the paths to it's concrete dispersal pad. The time to get there gave Clark a chance to gather all his notes and documents he had been given for the operation.

Once the bomber was parked and the propellers stopped turning, Clark would report to the pilot any problems for the ground crews to look into regarding his intercom and radio equipment. After de-planeing the crew would wait for a drive back to the main section of the base which could be miles away by following the roads or paths leading to it. It would not be wise in any case to try to trek across an operating airfield at night or in the dark of early mornings, the normal times when all the crews returned from the sortie.

Once the WAAF driver dropped them off at the buildings, Clark along with the rest of Osborn's crew and all the other crews would wait to debrief with the Squadron Intelligence Officer or one of his men. In the mean time they would store their kit, have coffee or tea while waiting.

When their turn came the aircraft's captain would give his report on what he saw on the raid. Anyone else would give any information which they thought might be of importance. Then depending on if it was late evening or early morning, breakfast and then bed was in order for most of the men.

The next day a walk to the Sergeant's or Officer's Mess, Clark would go to the board and read the "Battle Order" for the day. Their listed in two columns broken down into a number of rectangles would be the names of the pilot and crews who were to be on operations that night. No target would be listed, that was secret. The serial number and the squadron code of which aircraft they would be flying on that night was shown in the rectangle. Beside the pilot's name would be a number, which would indicate the number of operations that pilot had flown.

In the bottom right corner would be listed two times. One the time for the meal to be served for those on for the night and the second time would reveal when the crews would meet to find out the details for the night. Between the current time and the time for the meeting Sgt. Clark could have lectures to attend, or not. Time to relax at the Mess and mingle with the others for a time. Or there may even be a parade or inspection to get ready for, the military never stops for individual pleasures.

As the time for the meeting draws near the crews find their way into the hall, hoping to catch an idea of what the target for the night will be. The carefully covered message boards and maps stay covered until all are in the hall and the area secured. The veterans of operations hazard a guess based on what they can see, the fuel load or length of the sortie which can sometimes be seen slightly. These veterans know the more fuel the deeper the operations is going to be into enemy territory.

For Clark and the other wireless operators the completion of the general briefing, brings them to gather around the Squadron Signals Officer. This officer will give them the three frequencies needed for the night's operation. One frequency will be for the normal traffic of messages, the second for identification and radio position fixes sent out by the aircraft to the receiving stations back in Britain during their trip. The final frequency is for homing and for distress procedures. The Signals Officer will relate any new information on wireless problems or the procedures for sending Mayday signals.

When they have finished Clark will go to his locker, empty pockets of forbidden articles, climb into his flying gear, then wait as the others in the crew gather and are again transported out to the dispersal area.

Sgt. Clark will make a series of quick checks of the intercom with each of the crew , then test his radio set. He tests the wireless with the Watch Office, somewhat like the control tower at an airport. Clark will call up the Watch Office giving his aircraft's code letter, and the Watch Office will reply to him as VR-E for "Easy" received loud and clear strength "niner". Once all his and the other crews complete

their tests, it's time for all the bombers to start marshalling towards the main runway. Keeping an eye out for each other's movements, collisions with fully fueled and bombed aircraft were rare but still required the pilot's attention to move along the paths. Then wait until it is time to take off, individually taking off in two to five minute intervals.

Unlike the USAAF, the aircraft of Bombe Command takeoff one after the other, not in pairs.

So after a few short hours after returning from an operation, Clark is off again into the dark skies towards Europe. During these operations Clark's aircraft was hit by heavy flak on the way to the target and still continued on with one engine knocked out of service. The crew were a determined one, and not a crew to let things stop them from their duty.

On an operation to Hanau, while over the target with flak shells all around his aircraft, and through the movements of the aircraft in this turbulence the intercom within the Lancaster stopped operating. During this vital time when communications between the Bomb Aimer and the pilot was lost, with only the option of shouts between these two to direct the bomber on to the correct path or to abort the mission at this time, P/O Clark worked at and successfully repaired the intercom system. For his actions he was awarded the DFC.

DFC Comments

On one occasion this officer, as wireless operator, was detailed for an attack against Hanall. Fifteen minutes before reaching the target area the intercommunication system failed. Pilot Officer Clark effected repairs while the aircraft was actually over the target and the mission was successfully completed. This officer has always shown courage and devotion to duty even in the most hazardous circumstances.

The critical need of an aircraft to have a functioning intercom was recognized by Bomber Command, an "U/S" intercom would class a bomber as "unserviceable" in their eyes. The need for not only pilot, navigator, or pilot B/A communications within the noisy fuselage was important. But the need for the rear gunner to be able to fully communicate with his pilot to avoid attacks was highly important.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/hr855.html> has the following:

HALIFAX HR855 AT WOMBLETON AIRFIELD.

During the evening of 8th August 1944 the crew of this 1666 Heavy Conversion Unit aircraft were

to undertake a practice bombing exercise when it swung violently to port on take-off from Wembleton airfield at 18.05hrs. The aircraft left the runway and crossed the grass for some three hundred yards. As it was nearing a parked aircraft on dispersal near the airfield boundary fence the pilot raised the undercarriage to try and avoid a collision. The starboard undercarriage retracted slightly earlier than the port and the aircraft crashed onto its belly, buckling the forward fuselage and the starboard wing tip contacted the ground resulting in ripping off the starboard outer engine. The crew of eight evacuated the safely. Upon inspection it was considered that the main spar was possibly bent and the aircraft was later assessed and deemed beyond economic repair. Crew listed as being: Pilot - F/O William Ward Osborn, RCAF (J.26673 later DFC); Navigator - P/O Hugh Robert Young, RCAF (J.37737, later DFC); Bomb Aimer - F/O Herbert James Paisley, RCAF (J.36701); Wireless Operator - Sgt John Hubert Clark, RCAF (R.192159, later DFC); Air Gunner - Sergeant John W Aitken, RCAF (R.214118, killed 21 March 1945); Air Gunner - Sergeant Silas Francis Campbell, RCAF (R.218396, later DFC); Flight Engineer - Sergeant Harry Wilson Roper, RCAF (R118753, later DFC).

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CLARK, P/O Lawrence Wilfred (J93256) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 8 September 1922 at Morrisburg, Ontario; home there (student, ex-Royal Canadian Artillery); enlisted Ottawa, 15 September 1942. To No.1 Manning Depot, 15 September 1942. To No.2 SFTS (non-flying duties), 23 November 1942. To No.5 ITS, 6 March 1943; graduated 15 May 1943 and promoted LAC; to No.1 AOS, 5 June 1943; graduated 15 October 1943 and promoted Sergeant. To "Y" Depot, 24 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 27 November 1944. Repatriated, 23 April 1945. Released 13 July 1945. Award presented 7 August 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 2/9083 has recommendation dated 11 March 1945 when he had flown 37 sorties (196 hours), 24 August 1944 to 3 March 1945.

24 August 1944 - Brest (5.20)
25 August 1944 - Chapelle Notre Dame (3.40)
31 August 1944 - Lumbres (3.25) DNCO
10 September 1944 - Le Havre (3.40)
12 September 1944 - Munster (4.20)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.15)
20 September 1944 - Calais (3.45)
6 October 1944 - Gladbach (4.30)
7 October 1944 - Cleve (4.25)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Duisburg (5.45)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (4.55)
28 October 1944 - Walcheren (2.45)
31 October 1944 - Cologne (5.15)
2 November 1944 - Dusseldorf (5.25)
6 November 1944 - Gelsenkirchen (4.35)

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21 November 1944 - Sterkrade (6.30)
29 November 1944 - Essen (5.40)
30 November 1944 - Duisburg (5.30)
6 December 1944 - Osnabruck (6.10)
24 December 1944 - Mulheim (5.30)
1 January 1945 - Dortmund (5.00)
5 January 1945 - Hanover (5.20)
13 January 1945 - Saarbrucken (6.40)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (5.00)
4 February 1945 - Bonn (5.40)
7 February 1945 - Goch (6.10)
13 February 1945 - Bohlen (8.00)
17 February 1945 - Wesel (5.30)
20 February 1945 - Reisholz (6.40)
23 February 1945 - Essen (5.35)
27 February 1945 - Mainz (6.40)
2 March 1945 - Cologne (5.40)
3 March 1945 - Kamen (6.15)

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As a navigator this officer has now completed his first operational tour, having taken part in 37 sorties.

A member of a most successful crew of this squadron, he has contributed greatly to their achievements and due to his high standard of navigation, a fine photographic record has been obtained, which contains many aiming point photographs.

He has applied himself to his exacting task with great determination, many time in the face of strong enemy opposition. On several occasions throughout his tour his aircraft has been hit and severely damaged by flak.

In recognition of his fine record, his cool and courageous conduct in action, Pilot Officer Clark is strongly recommended for the award of the Distinguished Flying Cross.

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CLARK, P/O Ralph Johnston (J17004) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 21 February 1923 at Vulcan, Alberta; home there; enlisted Calgary, 28 May 1941. To No.37 SFTS (guard), 20 June 1941; to No.2 Training Command, 22 August 1941; promoted LAC, 16 September 1941. To No.2 WS, 17 February 1942, To No.6 BGS, 24 March 1942; graduated and promoted Sergeant, 13 or 27 April 1942. To RAF overseas, 30 April 1942. Commissioned 12 February 1943. Promoted Flying Officer, 12 August 1943. Repatriated 14 January 1944. To No.4 ITS, 26 February 1944. Promoted Flight Lieutenant, 4 April 1944. Postings unclear for much of 1944. As of 10 December 1944 he was posted to No.3 BGS. To No.7 BGS, 3 February 1945. Award presented 14 February 1945. Photo PL-23720 shows him Posted to Release Centre, 20 September 1945. Released 25 September 1945.

As air gunner of exceptional merit, Pilot Officer Clark has completed a tour of operational duty attacking some of the enemy's most heavily defended areas including Bremen, Hamburg, Stuttgart, Frankfurt, Turin, Genoa and the Ruhr Valley. This officer has at all times displayed courage, determination and devotion to duty. His coolness when in action has, on occasions, been responsible for the successful completion of the sortie and the safe return of the aircraft to base.

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CLARK, F/O Reginald Clair (C17992) - **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 27 March 1920 in Orillia, Ontario; home there where he was a dairyman and office clerk for eight years. Served in Militia, 29 July 1940 to 1 April 1941. Enlisted in RCAF, Toronto, 7 April 1941 as Radio Mechanic (R100690). To No.1 Manning Depot, Toronto, 28 April 1941; to RCAF Detachment, University of Toronto, 24 May 1941. Assessment in this course fell under four headings: Fundamental Theory (scored 72 out of 100), Applied Theory (scored 69 out of 100), Practical Laboratory Assessment (74 out of 100) and Initiative and Leadership (65 out of 100). Promoted LAC, 30 August 1941; to No.31 Radio School, Clinton, 16 September 1941. To "Y" Depot, Halifax, 20 October 1941. Taken on strength of No.3 PRC, Bournemouth, 23 November 1941; to No.2 Signal School, 12 December 1941; to No.75 Squadron, 23 December 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. To RAF Officer School, Cosford, 7 July 1943. Commissioned 4 August 1943. To Station Waterbeach, 11 August 1943. To No.33 Base, date uncertain; to No.115 Squadron, 1 February 1944; to No.33 Base, 1 August 1944; to No.32 Base, 20 September 1944, although assessments state he was at Station Tuddenham from 20 September 1944 through to the summer of 1945.; to Canada on 4 September 1945; released in Toronto, 23 October 1945. Subsequently became a clergyman.

On a form dated 4 July 1945 he described his duties as "Servicing various types of airborne radar equipment on operational Bomber Command squadrons overseas. Officer in charge of operational Radar Sections." On 30 August 1945, S/L L.F. Hubbard (Station Tottenham) wrote, "This officer took a keen interest in the welfare of his men. An excellent type of officer who always performed his duties to the best of his abilities". On 3 September 1945, G/C F.J.S. Culley added, "A first class officer, both technically and administratively. He had his section one of the most efficient in this Group."

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CLARK, P/O Reginald Ferguson (J93656) - **Distinguished Flying Cross** - No.162 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 30 September 1917 in Castelford, Ontario. Home in South Porcupine, Ontario (clerk, ex-Royal Canadian Artillery). Enlisted in North Bay, 17 June 1942

and given Leave Without Pay. To No.5 Manning Depot, 26 July 1942. To No.1 SFTS (non-flying duties), 19 September 1942. To No.1 ITS, 9 January 1943. Graduated 19 March 1943 and promoted Leading Aircraftman. To No.6 BGS, Mountain View, 29 May 1943; to No.10 AOS, 24 July 1943. Promoted Sergeant, 10 December 1943. To No.1 GRS, 31 December 1943. To No.31 OTU, 25 February 1944. To "Y" Depot, 16 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 8 February 1945. Repatriated 14 May 1945. Released 28 June 1945. Award presented 5 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 9082 has recommendation dated 20 March 1945 when he had flown 42 sorties (180 hours five minutes), 23 October 1944 to 18 March 1945. NOTE: Sorties from 23 October 1944 to 7 January 1945 with No.608 Squadron; thereafter with No.162 Squadron; sortie list shows only 41 trips.

* denotes daylight sortie

23 October 1944 - Berlin (5.05)
2 November 1944 - Osnabruck (3.55)
3 November 1944 - Berlin (4.40)
8 November 1944 - Hanover (3.40)
11 November 1944 - Wisbaden (3.35)
20 November 1944 - Hanover (3.30)
21 November 1944 - Stuttgart (4.35)
24 November 1944 - Berlin (4.40)
25 November 1944 - Duisburg (4.50)
27 November 1944 - Berlin (4.55)
28 November 1944 - Nuremburg (4.40)
29 November 1944 - Hanover (3.55)
30 November 1944 - Duisburg (4.05)*
12 December 1944 - Essen (3.20)
17 December 1944 - Munster (3.45)
23 December 1944 - Siegburg (4.10)*
29 December 1944 - Munchen-Gladbach (3.55)
31 December 1944 - Berlin (5.05)
2 January 1945 - Ludwigshaven (4.15)
7 January 1945 - Hanover (3.40)
14 January 1945 - Berlin (4.50)
18 January 1945 - Sterkrade (2.35)
22 January 1945 - Hanover (4.05)
29 January 1945 - Berlin (4.55)
1 February 1945 - Berlin (4.45)
13 February 1945 - Berlin (4.35)
14 February 1945 - Dessau (4.25)
19 February 1945 - Erfert (4.10)
21 February 1945 - Berlin (4.20)
22 February 1945 - Berlin (4.35)

25 February 1945 - Erfurt (4.10)
27 February 1945 - Berlin (4.30)
28 February 1945 - Berlin (4.20)
2 March 1945 - Berlin (4.30)
3 March 1945 - Berlin (4.35)
5 March 1945 - Berlin (4.40)
7 March 1945 - Berlin (5.10)
9 March 1945 - Berlin (4.20)
11 March 1945 - Berlin (4.25)
13 March 1945 - Bremen (3.25)
18 March 1945 - Berlin (4.15)

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This officer's work in the air and on the ground has shown him to be one of the outstanding navigators of his squadron. Of his many operational sorties to heavily defended targets in Germany, nineteen have been attacks on Berlin. He has displayed the greatest courage and resolution in the face of enemy opposition and his keenness and enthusiasm for operational flying have contributed largely to the invariable success which he has achieved. He has set and maintained a magnificent example and a very high standard for the other navigators of his squadron.

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CLARK, Sergeant Rheta Beryl (W308239) - **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. Born in Toronto, 9 December 1920. Home in Toronto; enlisted there 20 October 1943 as Tradeswoman. To No.7 Manning Depot, 29 October 1942. To Eastern Air Command, 20 November 1942. Graded as Clerk, 26 November 1942. Promoted LAW, 1 July 1943. Promoted Corporal, 1 August 1943. To Station Gander, 31 August 1943. Promoted Sergeant, 1 December 1943. To Eastern Air Command Headquarters, 15 August 1945. Released 12 June 1946. Postwar she worked for Canadian Cancer Society; married John H. Stratton. Died in Stratford, Ontario, 12 July 2012. Citation seems to have been drafted for service at EAC Headquarters.

This non-commissioned officer has, during the past two years, given continuous guidance and inspiration to subordinates in operations bomber reconnaissance [sic]. Through her application and unremitting diligence, beyond the required limits of duty, she has contributed much to the efficiency of Eastern Air Command Headquarters operations and assisted greatly in promoting harmonious relations between this Headquarters and its operational stations. Her conduct has been exemplary.

* * * * *

CLARK, F/O Robert John (J10883) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born Strathmore, Alberta, 15 June 1918; home in Edmonton. Attended University of Alberta, 1937-1940. Enlisted in Edmonton, 10 January 1941. To No.2 Manning Depot, 10 January 1941. To No.7 Equipment Depot, 4 March 1941. To No.2 ITS, 9 April 1941. Promoted LAC, 16 May 1941 and posted to No.15 EFTS. To No.11 SFTS, 3 July 1941. Ceased training and posted for re-evaluation, 17 July 1941. To No.6 AOS, 14 September 1941; to No.5 BGS, 19 December 1941; graduated, promoted Sergeant, and posted to No.1 ANS, 28 February 1942. Graduated and commissioned 3 April 1942. To "Y" Depot, 4 April 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.2 (Observer) AFU, 15 June 1942 (Anson aircraft, 44 hours five minutes). To No.19 OTU, 28 July 1942 (Anson and Whitley, 116 hours). Promoted Flying Officer, 4 October 1942. To No.1654 Conversion Unit, 16 March 1943 (Manchester and Lancaster, 42 hours 40 minutes). To No.61

Squadron, 18 April 1943 (Lancasters, 207 hours 40 minutes). To No.17 OTU, 2 September 1943. Promoted Flight Lieutenant, 4 April 1944. To No.1655 Mosquito Training Unit, 9 May 1944 (58 hours 40 minutes). To No.109 Squadron, 24 June 1944 (one hour 30 minutes). To No.571 Squadron, 12 August 1944 (130 hours 25 minutes). Repatriated 14 January 1945. To Northwest Air Command, 26 January 1945. To Station Edmonton, 27 February 1945. To No.7 Release Centre, Calgary, 6 May 1945. To No.8 Release Centre, Vancouver, 7 May 1945 and transferred to Reserve. On surveys in Northwest Territories, 1945. Attended University of British Columbia, 1945-1947 (Applied Science). Rejoined RCAF Regular Force, 16 June 1947 in Vancouver (service number 25658) with rank of Flight Lieutenant; in Aeronautical Engineer Branch. To AFHQ (Air Member for Technical Services), 18 July 1947. To No.2 Technical Training School, Camp Borden, 8 September 1948. To Station Sea Island, 5 May 1949. To No.10 Repair Depot, Calgary, 16 July 1950. To No.25 Air Material Base, Calgary, 16 June 1951. To Station Rockcliffe, 19 July 1951. To No.408 Squadron, Rockcliffe, 22 February 1953. To No.2 Fighter Wing, France, 21 September 1955. To No.3 Wing, Grostenquin, 21 October 1959. To Air Material Command, Canada, 22 October 1959. To Cold Lake, 13 March 1962. Retired 16 December 1964. Became a school teacher. Died in Kelowna, 22 September 1988. Award presented at uncertain date. NOTE: The citation published in the AFRO describes him as "captain of aircraft", a term normally applied to the pilot, not (as in his case) the navigator.

A determined and fearless captain of aircraft, Flying Officer Clark has contributed to the success of many sorties. He has guided his aircraft unerringly to the target and back, often through heavily defended areas and in adverse weather. On one occasion when his aircraft was damaged by enemy night fighters he displayed particular coolness and successfully navigated his aircraft back to base. This officer has always displayed highly commendable courage and devotion to duty.

CLARK, F/L Robert John (J10883) - **Bar to Distinguished Flying Cross** - No.571 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Award presented 29 January 1947.

This officer has participated in a very large number of operational missions and he has invariably displayed a high degree of courage and resolution. One night in October 1944, Flight Lieutenant Clark was the navigator of an aircraft detailed for a mine-laying mission. The operation necessitated a high standard of skill and precise timing. That success was achieved reflects the greatest credit on the ability of this officer, whose work was of a high order.

RCAF Release No. 8069 dated 4 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- Details of the special operations carried out by Flight Lieutenant R.J. Clark, Edmonton (11038-81st Avenue) must remain secret, but to show the high regard the RCAF holds for his work, Clark wears the ribbon of the DFC and Bar.

Now passing through an RCAF repatriation depot on his way home to Canada, F/L Clark has done two tours of operations as a navigator on Lancasters and Mosquitoes.

“I just happened to say the right thing at the right time” is the way Clark explains the exploit which earned him the immediate award of a Bar to his DFC. Clark was detailed to navigate the lead aircraft in a group of Mosquitoes ordered to attack a tiny target in Germany at night. Tactics demanded that the machines should attack after a steep dive from 8,000 feet to 200 feet, and in spite of ground fog obscuring landmarks, Clark led his aircraft squarely on to the target. “Just as we found the enemy, he found us,” Clark said. “He opened up on us with a lot of tracer and that led the other mosquitoes behind us onto the target.”

Before joining the RCAF Clark was studying at College, and on leaving the service he hopes to resume his course.

Notes: On repatriation form dated 2 January 1945 he stated he had flown 79 sorties - 346.30 operational hours and 416.20 non-operational hours.

Application for Operational Wing and Bar dated 30 January 1945 stated he had flown 29 sorties (165 hours) on first tour and 50 sorties (181 hours) on second tour, 16 April 1943 to 29 November 1944.

Training: Interviewed in Edmonton, 9 December 1940 by F/O W.M. Thomson. “Well educated and excellent young man in every respect. Should be an asset to the Air Force in the Air Crew. Well recommended as Pilot.”

Attended No.2 ITS, 10 April to 10 May 1941. Courses in Mathematics (94/100), Armament, practical and oral (63/100), Signals (95 /100), Drill (85/100) and Law and Discipline (86/100). Scored 90 percent in Visual Link. Placed 22nd in a class of 232. “Former rod man and instrument man, topographical survey (Dominion) in Rocky Mountains region. Three years university. Appears alert, lively, cool. Active in sports including team sports. One year COTC. Potential officer material.

Attended No.15EFTS, 16 May to 3 July 1941. Tiger Moth aircraft - 25.10 dual, 37.45 solo. Logged ten hours in Link. “A spirited flyer who tends to become a little careless and takes unnecessary chances. Became lost and made successful precautionary landing in early stage of elementary training.” Ground courses in Airmanship (110/200), Airframes (69/100), Engines (118/200), Signals, practical (99/100), Theory of Flight (60/100), Air Navigation (176/200), Armament, oral (118/200). Placed eleventh in a class of 27. “Alert, aggressive, possesses ability to lead.”

Attended No.11 SFTS, 5-16 July 1941. “His air work appears quite good bur his landings are very erratic.” Pilot training discontinued.

Attended No.6 AOS, 19 September to 21 December 1941. Anson aircraft - 27.15 as first navigator by day, 35.55 as second navigator by day, 8.10 as first navigator by night, 5.15 as second navigator by night. "Does excellent work. Fast, accurate and displays exceptional ability. Ground marks were in DR Plotting (141/150) DR and DF, written (182/200), Compasses and Instruments (136/150), Signals, buzzer (75/100), Signals, lamp (84/100), Maps and Charts (88/100), Meteorology (84/100), Photography (86/100) and Reconnaissance (86/100). Placed second in a class of 18. "Excellent natural ability."

Attended No.5 BGS, 19 January to 28 February 1942. Battle aircraft. 7.30 bombing and 7.30 gunnery. Dropped 42 bombs high level by day, 16 bombs low level by day, 27 bombs high level by night. Scored ten percent hits in Beam Test, six percent hits in Beam Relative Speed Test and seven percent hits in Under Tail Test. Scored 121/150 on written bombing test. 117/150 on practical bombing test, 84/100 on written gunnery test, 73/100 on practical gunnery test. Placed fifth in a class of 25. "Above average bomb aimer - Average air gunner."

Attended No.1 ANS, 2 March to 4 April 1942. Anson aircraft - 9.50 as first navigator by day, 5.30 as second navigator by day, 6.55 as first navigator by night, 5.50 as second navigator by night. "Above average; capable but not inclined to do more work than necessary; fast and accurate work, however."

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CLARK, F/L Sebert Alfred (C12596) - **Mention in Despatches** - 28 Detachment (now No.7 Radio Detachment) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 11 March 1910 in Winnipeg. Educated at River Heights School (1919-1925) Kelvin Technical School (1925-1928) and Radio and Television Institute, Chicago, (1934, incomplete). Clerk at Western Steel Products (1928-1933), Elmwood Service Station (1933-1935), Mall Service Station (1935-1937) and his own service station in Winnipeg (1937-1941). Enlisted Winnipeg, 20 October 1941 as Radar Mechanic. To No.1 Manning Depot, 20 October 1941. To University of Toronto, 17 November 1941. Promoted LAC, 6 March 1942. To No.1 Manning Depot, 10 March 1942. To No.31 Radio Detachment 18 March 1942. Commissioned 26 June 1942. To No.31 Radio School, Clinton, 25 June 1942. To School of Administration, Trenton, 19 July 1942. To No.7 Radio Detachment, Patricia Bay, 22 August 1942. Promoted Flying Officer, 26 December 1942. To Western Air Command Headquarters, 22 April 1943. To No.28 Radio Detachment, Cape St, James, 27 August 1943. Promoted Flight Lieutenant, 1 June 1944. To No.7 Radio Detachment, 19 July 1944. To "Y" Depot, Moncton, 6 April 1945. Embarked from Canada, 13 April 1945; disembarked in Britain, 22 April 1945. Duties overseas uncertain but admitted to Lymington and District Hospital, 18 September 1945 following a motor car accident. Repatriated to Canada, 10 January 1946. Released 23 February 1946. On release he gave his home as Prospect Lake, British Columbia. Died in Vancouver, 24 January 1984.

This officer volunteered to accept the responsibilities of opening this unit despite the hazards of its extremely isolated position. His level headed and responsible management of this Detachment through its first winter, under extremely trying circumstances, prevented any loss of life and maintained a high standard of efficiency in operation. His personal example of energy and cheerfulness have inspired the full co-operation of the members of his unit and have done much to maintain high morale among the airmen in this extremely isolated spot.

NOTE: DHist file 181.009 D.1688 (RG.24 Volume 20605) has letter dated 25 May 1944 in which S/L F.C. Aitkens recommends this award in much greater detail; Clark was then a Flying Officer:

This officer has, during his entire service in Western Air Command, shown exceptional devotion to duty, lack of concern for personal advantages, and outstanding ability under difficult circumstances as illustrated in the following example.

Flying Officer Clark was employed at Western Air Command Headquarters in the Radio Branch in a position subject to promotion, and from a personal standpoint, desirable, as his home and family are located in this area.

At the time No.28 Detachment, Cape St.James was about to be opened he realized that much concern was felt over providing an Officer Commanding with ability to cope with the difficulties presented by the hazards of access, lack of water, and extremely isolated position of this Detachment.

Flying Officer Clark volunteered to accept this responsibility to his personal disadvantage. His level headed and responsible management of this Detachment through its first winter under extremely trying circumstances prevented any loss of life through access hazards and maintained a high standard of efficiency in operation. His personal example of willingness and cheerfulness has kept a high standard of morale at this Detachment where due to extreme adverse climatic conditions and extreme isolation, serious consequences might have resulted from low morale among the airmen.

Actual recommendation raised 6 July 1944 by A/V/M F.M. Heakes (Air Officer Commanding, Western Air Command):

Flying Officer Clark was employed at Western Air Command Headquarters in the Radio Branch in a position subject to promotion, and from a personal standpoint, desirable, as his home and family are located in this area.

The time No.28 Detachment, Cape St. James was about to be opened he realized

that much concern was felt over providing an Officer Commanding with ability to cope with the difficulties presented by the hazards of access, lack of water, and extremely isolated position of the Detachment. Flying Officer Clark volunteered to accept the responsibility to his personal disadvantage. His level headed and responsible management of this Detachment through its first winter under extremely trying circumstances prevented any loss of life through access hazards and maintained a high standard of efficiency in operation. His personal example of willingness and cheerfulness has kept a high standard of morale at this Detachment, where due to extreme adverse climate conditions and extreme isolation, serious consequences might have resulted from low morale among the airmen.

A letter on his file (A/V/M L.F. Stevenson, Western Air Command to AFHQ, 7 June 1944) shows a command problem at retaining radar officers. In recent date, six such officers had been posted out (four to AFHQ, one to Washington and one to an Aeronautical Inspection Detachment). AFHQ was intending to post Clark to their own staff. Stevenson wrote:

The seven officers mentioned above have virtually grown up with the Radar Organization in this Command and with each posting away, suitable replacement has grown increasingly difficult.

It is pointed out that the operation of Radar in this Command, due to the mountainous terrain, the isolation of locations and monotony of the work requires probably better officers from a technical and administrative standpoint, than almost any other place in the Empire. Officers with the necessary qualifications to cope with these difficulties are rare, and unfortunately the officers selected for posting to AFHQ are the few in this Command with this ability.

In the case of Flying Officer Clark, his training for Staff work, such as employment at AFHQ, has been necessarily limited, whereas his training in Field work in this Command at isolated Detachments has been extensive and the results excellent. His posting would appear to be a case of taking an excellent Field officer, thoroughly trained in the peculiarities of Field Radar work in this Command, to make an untrained Staff officer of a man who has no natural inclination for Staff work.

It is appreciated that nothing can be done about the Officers already posted to AFHQ. However, it is felt that they represent the limit of experienced officers that this Command can afford to lose without materially affecting the efficiency of Radar on this Coast. It is requested therefore that the posting of Flying Officer Clark from Western Air Command Headquarters be reconsidered.

It is believed that well over half of the Radar Staff of the Director of Signals at

AFHQ has been drawn from this Command, and it is felt, in spite of the possible compliment to this Command in the training of its officers, that other Commands should be drawn for these commitments.

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CLARK, Corporal Thomas (R106661) - **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 12 November 1918. Home in Vancouver; enlisted there 26 May 1941 as Wireless Mechanic. To Embarkation Depot, 12 August 1941. To RAF overseas, 26 August 1941. Repatriated 12 February 1945. Retired 25 April 1945. Died in North Burnaby, British Columbia, 20 June 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Enlisted 26 May 1941; served three months in Canada, 33 months overseas.

This Non-Commissioned Officer is considered to be one of the outstanding Wireless Mechanics serving with No.426 Squadron, and his determination and devotion to duty in maintaining a maximum serviceability of signals equipment has contributed in no small measure to the operational efficiency of the squadron. On two occasions, this Non-Commissioned Officer's quick thinking and accurate workmanship in repairing vital signals equipment has enabled aircraft which would have otherwise been grounded to take off on operations.

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CLARK, LAC Wilfred Harvey (R108814) - **Mention in Despatches** - No.420 Squadron (No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 18 March 1921. Home in Toronto; enlisted there 16 June 1941. To No.1 Manning Depot, 16 June 1941. To Air Armament School, 19 July 1941. To No.3 SFTS, 14 October 1941. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. However, DHist File 181.009 D.1745 (RG.24 Volume 20608) describes him as an Armourer (Bombs); served in Canada until 28 February 1942; arrived overseas 30 March 1942. Repatriated 18 June 1945. To Debart, 19 June 1945. Retired 9 September 1945. Re-engaged in Armament Trade, 25 January 1947 to 25 February 1949 (service number 120498). No citation in AFRO. Recommended on 22 July 1944 by the Commanding Officer, No.420 Squadron, who wrote:

LAC Clark has displayed an outstanding example to others by his untiring sense of duty. When operational necessity has required long hours of endurance, his cheerful disposition in the face of trying difficulties has always been an inspiration to those around him, His ability to assume responsibility and place the task in hand above anything else has brought commendation from his officers.

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CLARK, F/L William (J9331) - **Distinguished Flying Cross** - No.279 Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 4 July 1910. Home in Weyburn, Saskatchewan; enlisted London, Ontario, 27 February 1941. To No.1 Manning Depot, 19 April 1941. To No.31 OTU, 21 May 1941 (guard duty); to No.1 ITS, 2 July 1941; graduated and promoted LAC on 8 August 1941; posted that date to No.1 EFTS; graduated 25 September 1941 and posted to No.5 SFTS; graduated and commissioned 19 December 1941. To No.31 RS, date uncertain. To No.31 OTU, 14 March 1942. To RAF Ferry Command, 30 June 1942. To RAF overseas, 24 July 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 December 1943. Repatriated 12 August 1944. Accepted for permanent postwar RCAF, 1 October 1946 with rank of Flight Lieutenant (19647). Promoted Squadron Leader, 1 June 1950. As of 1 August 1951 he was with Tactical Air Command Headquarters, Edmonton. To Directorate of Flight Safety, 1 August 1953. Retired in Ottawa, 31 October 1957. Award presented 9 July 1949. Died in Ottawa, 16 April 1983.

Flight Lieutenant Clark has taken part in numerous operational sorties, many of which have been of a difficult and dangerous nature and have called for a high degree of airmanship. He has also participated in a number of air/sea rescues. In February 1944, while on patrol and during a snowstorm, this officer sighted a dinghy. He laid a line of flame floats and guided the high speed launch to the dinghy and despite the adverse weather which was rapidly deteriorating he stayed with the launch until all the occupants of the dinghy had been rescued. More recently this year Flight Lieutenant Clark participated in a successful rescue whereby the complete crew of a Fortress were saved.

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CLARKE, H/S/L Cyril (C8513) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Birmingham, England, 12 April 1902. Attended Brookfields School, Birmingham, 1909-1917. Attended Smarts College, Newcastle-on-Tyne, 1924-1927 (Classics). Theological study at Brotherhood of St. Paul's, Bardfield, Leeds, 1927-1930. Had been missionary to the Association of Deaf and Dumb, Birmingham, 1919-1924; with Northumberland Mission to the Deaf and Dumb, 1924-1927. Proceeded to Canada in 1930 to work in Diocese of Algoma, 1930-1937. With House of Good Shepherd School, Saskatchewan, 1937-1939; Diocese of Edmonton, 1939-1941. Appointed Chaplain to Second Battalion, Edmonton Fusiliers, 26 May 1941. Enlisted in Edmonton, 10 October 1941 and granted rank of Honorary Flight Lieutenant; posted that day to No.2 Manning Depot, Brandon.. To No.33 SFTS, Carberry, 23 October 1941. To No.41 SFTS, Weyburn, 1 July 1942; to No.4 Training Command Headquarters, Calgary, 16 April 1943; to No.2 Flying Instructor School, Vulcan, 19 April 1943; to "Y" Depot, 4 May 1943; embarked

from Canada, 27 May 1945; disembarked in Britain, 4 June 1943 and sent to RCAF Overseas Headquarters. Promoted Squadron Leader, 1 June 1943; To Station Leeming, 18 June 1943. To Topcliffe, 10 August 1943. This became No.61 Base. Posted to Leeming again, 16 August 1944. Repatriated 23 July 1945; retired 20 September 1945. Died in Kelowna, British Columbia, 17 March 1968. RCAF photo PL-40063 (ex UK-16360 dated 11 November 1944) has the following caption: "F/O C.F. Carter, Ipswich, (centre), with the Lion Squadron of RCAF Bomber Group in Britain, has completed two tours without having to 'hit the silk'. He pulls the ripcord of his parachute while other Lions look on, enjoying the fun. The others are (left to right) Sergeant S.G. Mitchel, flight engineer, Coatbridge, Lanarkshire, Scotland, F/L E.T. Sherlock, DFC, Toronto and Simcoe, Honorary S/L Cyril Clarke, Edmonton, and F/L A.A. Sherlock, DFC, Toronto and Simcoe, Ontario." RCAF photo PL-40236 (ex UK-15811 dated 16 October 1944) is captioned as follows: "Squadron Leader C. Clarke, padre from Edmonton, left, gets the low-down of an RCAF Bomber Group sortie against Bochum from two Bison Squadron gunners on their return from the Ruhr target. In the centre is Sergeant J.A. Ferguson of Chilliwack, B.C. with Sergeant E.J. McCaffrey of Miami, Manitoba at the right." DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945; as of recommendation he had served 19 months in Canada, 21 months overseas.

Filling a highly responsible position in the station, Squadron Leader Clarke possesses the quiet charm, friendly good humour and strength of character which mark the ideal "Padre". No task too trivial, no requirement too great, he performs services and renders aid to all who seek him out and for many who do not. His genuine interest and solicitude for the well-being of all ranks is recognized and appreciated by all. He is always interested in station activities, and no operation is begun or ended with Padre Clarke absent. His value is inestimable.

Notes: Assessed 18 August 1942 - "This officer has carried out his duties as Station Chaplain very satisfactorily indeed. He has the confidence of the airmen and the Officers and has always worked for their benefit." (G/C C.H. Bell, No.33 SFTS).

Assessed 17 April 1943 - "An excellent preacher and takes great interest in the general welfare of the Unit. An asset to any station." (G/C E.C. Emmett, No.41 SFTS)

Assessed 3 October 1943 - "A very popular and cooperative padre." (G/C F.A. Sampson, Station Topcliffe).

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CLARKE, S/L James Weir (J4567) - **Mention in Despatches** - No.161 Squadron (Canada) - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born at Imperial, Saskatchewan, 8 February 1917. Completed high school in Vancouver, returning to Saskatchewan to attend Normal School at Moose Jaw (1936) and then take up teaching. While doing so he attended the School of Agriculture, University of Saskatchewan. Home in Moose Jaw, Saskatchewan; enlisted in Regina, 30 September 1940. To

No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 and posted that date to No.1 EFTS; graduated 4 January 1941 and posted to that date to No.2 SFTS; graduated and commissioned 17 March 1941. To Trenton, 16 March 1941. To No.8 SFTS, 5 June 1941. Promoted Flying Officer, 18 March 1942. Promoted Flight Lieutenant, 15 August 1942. To No.31 GRS, 5 February 1943. To Halifax, 22 May 1943. To No.161 (BR) Squadron, 25 May 1943. Promoted Squadron Leader, 1 February 1944. To Halifax, 1 June 1945. To Pennfield Ridge, 15 July 1945. To Release Centre, date uncertain; retired 24 August 1945. Completed advanced Agriculture degree at Saskatoon. Reengaged as a member of the RCAF Auxiliary, 29 September 1949 (70104); joined in Saskatoon and served with No.406 Squadron until retiring 1 July 1951. Continued to work in agricultural matters in Manitoba, Saskatchewan and Alberta until 1978 (with a stint in Iraq as a UN Irrigation Development Supervisor). Retired to Gabriola Island, 1979 but moved back to Saskatoon, Saskatchewan in 1997.

This officer is an extremely efficient detachment commander, whose example of courage and determination has been most inspiring. His cheerfulness and devotion to duty have been noticeably reflected by the keenness and high morale of those serving under him. He has proven himself to be a skilful pilot and a most efficient leader.

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CLARKE, FS Manley Allan (R61656) - **Mention in Despatches** -No.5 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Parry Sound, Ontario, 2 December 1906. Educated largely in Saskatchewan including vocational school, after which he worked 16 years as a machinist and welder for Imperial Oil. Home in Regina, Saskatchewan; enlisted there 26 June 1940 as Airframe Mechanic. To No.2 Manning Depot, Brandon, 26 June 1940; to School of Technical Training, St. Thomas, Ontario, 7 August 1940; promoted AC1, 14 December 1940; to No.5 (BR) Squadron, 31 January 1941. Promoted LAC, 1 July 1941. Reclassified as Airframe Mechanic (Metal Worker), 30 September 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 September 1942. Promoted Flight Sergeant, 1 April 1943. Qualified as a Master Mechanic, April 1944. He followed No.5 (BR) Squadron in its movements around Atlantic Canada and Newfoundland until 7 January 1945 when he was taken on strength of Station Yarmouth, moving on 16 April 1945 to Station Gaspé; back to Yarmouth, 8 July 1945; to No.10 EFTS, Pendleton, 20 July 1945; to No.6 Release Centre (Regina), 18 September 1945; released 21 September 1945. Died in Regina, 1972.

The following statements indicate the nature and quality of his work:

On 1 April 1943, S/L F.J. Ewart wrote:

An outstanding tradesman and capable NCO. A qualified machinist and welder including electrical welding and has considerable workshop experience.

On 15 February 1944, S/L E.C. Atkinson, Officer Commanding, No.19 Sub-Repair Depot (Gander) wrote (presumably to the CO of No.5 Squadron) with respect to Canso "A" 9811:

Please be advised that Canso "A" 9811 was despatched from this Depot yesterday for contractor for repairs.

Kindly convey the appreciation of this Depot to 5 BR Squadron and to Flight Sergeant Clarke for the valuable assistance rendered in the salvage of this aircraft. I would also like to thank you personally for your efforts and attention given to the recovery of 9811, and sincerely hope that this Depot may be in a position at a future date to retaliate.

On 12 August 1944, W/C J.M. Viau, Commanding Officer, No.5 (BR) Squadron, recommended him for an MBE (too high for his rank; it should have been a BEM). He was described as "NCO in charge Flights":

This Non-Commissioned Officer has served with the squadron for nearly four years as Air Frame Mechanic and Flight Engineer. He has shown great devotion to duty, outstanding ability as an organizer, always having the best interest of the squadron and services at heart.

On 14 October 1944, W/C J.M. Viau recommended him for a Mention in Despatches.

Since joining his squadron in March 1942 [sic], he has always displayed the utmost enthusiasm and keenness in the performance of his duties. By his technical knowledge and personal qualities, he has provided leadership of a very high order, which has been an example to all personnel.

On 29 January 1945, W/C W.M. Doherty (Commanding Officer, No.5 Squadron, Yarmouth) wrote when suggesting promotion to WO2, "Flight Sergeant Clark's work has been highly praised by the Squadron Technical Officer; he is most deserving of this recognition."

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CLARKE, Fl/Officer Mary Alice Christina (V30300) - **Member, Order of the British Empire** - Air Force 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 7 July 1901 in Kent County, Ontario (RCAF Press Release 4907 which gives rank as Squadron Officer). Attended Sarnia Collegiate, London Normal School and University of Toronto. Special Services Officer with RCAF before enlistment. Father living in Goderich as of 1944; enlisted Toronto, 5 September 1942 and posted to No.6 Manning Depot. Commissioned 5 October 1942. To AFHQ, 25 October 1942. Promoted Flight Officer, 31 October 1943;

promoted Squadron Officer, 21 October 1944. Award presented 27 June 1945. To No.2 Release Centre, 24 April 1946; released 27 April 1946.

This officer, who came to the Royal Canadian Air Force with a wide professional experience in social work, has been primarily responsible for formulating policies in connection with welfare problems, particularly in relation to the Women's Division. Her personal qualifications of leadership and general competence have undoubtedly been responsible for the establishment of excellent liaison with Government Departments and Welfare Agencies in connection with this work. By her own excellent example and good judgement the welfare officers of the Women's Division throughout the Royal Canadian Air Force have been given inspiration and guidance. This officer, deeply enthused in her work, has been completely unselfish in her devotion to duty and has made an outstanding contribution to the welfare of the Women's Division.

RCAF press release 2920 drafted 22 March 1944 reads as follows:

Flight Officer Mary Clarke of the RCAF understands people. As chief of the women Auxiliary Service Officers - experienced social workers all - she deals with welfare for the Air Force, and a day at her desk sees a court of human relations in action.

In civilian life airmen and airwomen counted on their nearest and dearest to hear their troubles. Now they frequently look to someone in the Service and that is where Flight Officer Clarke does her work.

Her office door is open, a telephone at hand. Variety is the spice of her job, and its never ending.

The \$ 64.00 question came from an anxious airwoman who rushed in, as she might to an older sister, breathless with her worries. "Please - where can I stay in New York if I go there on leave?" she asked.

"Believe it or not, I could tell her" smile the Flight Officer.

There is more drama than frivolity in most of the queries. Not only airwomen but airmen, officers and their dependents come round with them. Divorce, family illness, financial worries - they are all in a day's work. There is compensation for shouldering the sorrow, the Flight Officer thinks, when an airman's wife brings the baby who was ill round to call and show how well it is, or an airwoman comes back from special leave to say her parents are better.

No one knows better than this officer the importance of letters. "Lack of them is

tragic”, said Flight Officer Clarke. Witness the case of an airman overseas who wrote to find out why his wife hadn’t written for twelve weeks. A social worker called and found all was well except the wife, busy with four small children, had neglected her correspondence. Wives, worried about lack of overseas mail, also write to the Air Force,

Dependents, burdened with hospital bills, sometimes need help. Widows, awaiting settlement of their husbands’ estates, require temporary financial assistance. Problems of a medical or a legal nature are turned over to appropriate branches.

In a larger sphere, she prepares recommendation for welfare committees, to guide them in helping air force personnel in the service and after discharge. Liaison with national and community welfare organizations is one of her big responsibilities. She might be tabulating material on rehabilitation, drafting an order to call service personnel’s attention to assistance Travellers’ Aid is ready to give them; drawing up a discussion for officers of the women’s three services concerning joint camps where WRENS, CWAC and WD can enjoy their summer furloughs; or writing notes for a conference on “Women in the Postwar World.”

A graduate of the University of Toronto’s School of Social Science, Flight Officer Clarke worked with the Toronto Division of family welfare for the four “depression years”, was with the Ontario Provincial Unemployment Branch for two years, then spent six years with the Social Service Index of Toronto before enlisting. She is a daughter of the Rev. and Mrs. Charles F. Clarke of Goderich.

“Here at headquarters, I see most of my problems on paper” she said ruefully. “But the Auxiliary Services Officers out in the RCAF Commands see what the personal contacts are there.”

There are six in the Air Force - all, like Flight Officer Clarke, trained in social welfare. Stationed at centres from coast to coast, they visit RCAF units in each district and interview those who wish to see them.

They are: Section Officer Rhea Clarke of Toronto, Section Officer Jean Christie of Winnipeg, Section Officer Freda Smee of Calgary, Section Officer Winsome Blenkinsop of Victoria, Section Officer Isabel Hunter of Montreal, and Section officer Margaret Woodworth of Halifax.

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CLARKE, WO2 Owen Sidney Thetford (R200657) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 23 November 1945 as per **London Gazette** of 7 December 1945 and

AFRO 244/46 dated 8 March 1946. Born 28 August 1922. Home in Hamilton, Ontario; enlisted there 6 November 1942. Granted Leave Without Pay until posting to No.2 Manning Depot, 3 June 1943. To No.6 ITS, 27 June 1943; graduated and promoted LAC, 12 August 1943; to No.13 SFTS, 12 August 1943; to Advanced Ground Gunnery Training School, 19 September 1943; to No.3 BGS, 28 November 1943; graduated and promoted Sergeant, 30 December 1943; to "Y" Depot, Halifax, 15 January 1944; to Advanced Gunnery Training School, 19 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1945. Repatriated 8 July 1945. Released 6 September 1945. Award presented in Hamilton, 27 July 1949. Died in Stoney Creek, Ontario, 4 August 2009. Obituary stated he had survived an aircraft crash in training. With brother Malcolm, founded and operated Clarke Productions Limited, 1949-1988. Tail gunner.

This Warrant Officer has completed many operational sorties against heavily defended targets. On one occasion when his aircraft was engaged by an enemy fighter Warrant Officer Clarke opened fire and the enemy aircraft was seen to fall to the ground in flames. At all times his courage and devotion to duty have been worthy of the highest praise.

DHist file 181.009 D.2610 (RG.24 Vol.20627) has the original recommendation by W/C G.A. Tambling dated 21 May when he had flown 28 trips (190 hours 45 minutes), 5 December 1944 to 25 April 1945. The text and sortie list were as follows (in crew of W.G.R. Simpson):

This warrant officer has completed a large number of operational sorties, many of which involved attacks against some of the most heavily defended targets in Germany.

On his second trip, the aircraft in which he was flying was attacked by an unidentified enemy aircraft. After directing his captain to take correct evasive action, Warrant Officer Clarke opened fire and the enemy aircraft was observed to explode and fall to the ground in flames, This incident was only indicative of the cool and courageous manner in which this NCO carried on his duties at all times.

I consider his exceptional fighting qualities and fine record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

5 December 1944 - Soest (7.05)
6 December 1944 - Osnabruck (6.15)
17 December 1944 - Duisburg (5.50)
27 December 1944 - Opladen (6.00)
29 December 1944 - Oberlar (6.10)
30 December 1944 - Cologne (6.40)

2 January 1945 - Ludwigshaven (6.45)
13 February 1945 - Dresden (9.55)
15 February 1945 - Oslo (6.55)
20 February 1945 - Dortmund (6.55)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Oslo Fiord (7.15)
27 February 1945 - Mainz (6.45)
2 March 1945 - Cologne (6.00)
5 March 1945 - Chemnitz (10.20)
8 March 1945 - Gardening (5.10)
11 March 1945 - Essen (6.15)
12 March 1945 - Dortmund (6.20)
14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (7.10)
20 March 1945 - Hemmingstadt (5.40)
21 March 1945 - Hildesheim (6.50)
4 April 1945 - Merseburg (8.55)
8 April 1945 - Hamburg (6.40)
13 April 1945 - Kiel (6.10)
16 April 1945 - Schwardorf (8.15)
21 April 1945 - Kattegat (6.20)
25 April 1945 - Wangerooge Island (4.15)

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CLARKE, WO (now P/O) Robert Granville (R165335/J93471) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 20 March 1914 in Saskatoon; home in Ottawa (clerk); enlisted Toronto, 6 May 1942. Granted Leave Without Pay until 2 June 1942 when posted to No.1 Manning Depot. To No.5 SFTS (guard duty), 24 July 1942; to No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; to No.5 EFTS, 29 December 1942; ceased training and posted elsewhere, 31 January 1943; to No.5 BGS, 14 May 1943; to No.1 Central Navigation School, 7 August 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 4 October 1943; taken on strength of No.3 PRC, 4 October 1943. Commissioned 1 February 1945. Repatriated 8 February 1945. Retired 1 March 1945. Living in Petrolia, Ontario in 1949. Award presented 26 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 22 January 1945 when he had flown 34 sorties (166 hours 26 minutes), 7 August to 5 December 1944. NOTE: This list of sorties is identical to that for Warrant Officer J.J. Williams (navigator), strongly suggesting they were members of the same crew.

* denotes daylight sortie

www.bombercommandmuseumarchives.ca

7 August 1944 - Mare de Magne (3.55)
9 August 1944 - Fort d'Englos (2.38)
11 August 1944 - Lens (3.24)*
14 August 1944 - Hamel (3.58)*
16 August 1944 - Stettin (8.00)
18 August 1944 - Bremen (5.08)
25 August 1944 - Russelheim (8.29)
5 September 1944 - Le Havre (3.55)*
6 September 1944 - Le Havre (3.35)*
10 September 1944 - Le Havre (4.16)
11 September 1944 - GARDENING, Pomeranian Bay (7.09)
12 September 1944 - Frankfurt (6.32)
23 September 1944 - Neuse (4.22)
24 September 1944 - Calais (2.29)*
27 September 1944 - Calais (2.30)*
4 October 1944 - GARDENING, Kattegat (7.39)
5 October 1944 - Saarbrucken (5.23)
7 October 1944 - Cleve (4.00)*
14 October 1944 - Duisburg (4.51)*
14 October 1944 - Duisburg (4.57)
19 October 1944 - Stuttgart (5.54)
22 October 1944 - Neuse (4.16)*
2 November 1944 - Homberg (4.16)*
4 November 1944 - Solingen (4.36)*
5 November 1944 - Solingen (4.52)*
6 November 1944 - Koblenz (5.37)
8 November 1944 - Homberg (4.21)*
15 November 1944 - Dortmund (5.22)*
16 November 1944 - Heinsberg (3.49)*
20 November 1944 - Homberg (4.42)*
21 November 1944 - GARDENING, Oslo (7.08)
26 November 1944 - Fulda (5.33)*
28 November 1944 - Neuse (4.40)
5 December 1944 - Schwammanauel Dam (4.10)*

This air bomber has been of the greatest assistance to his captain in pressing home attacks in the face of formidable opposition from a large number of targets. Photographic results of his work have shown that he can be relied upon to hit his target under conditions which have at times been most exacting.

Note: See his captain, Donald Edgar MacLean. At Lancaster Finishing School described as "Above average. Keen and hard working. Should do very well. 10/10 cloud prevented bombing."

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CLARKSON, F/O Peter (J85333) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 155/46 dated 15 February 1946. Born 9 January 1916 in Cambridge, England; home there (foreman); enlisted Montreal, 20 September 1940 as Wireless Operator (Ground). To No.1A Manning Depot, 9 December 1940. Promoted AC1 and posted to Western Air Command, 21 July 1941. Reclassified as Wireless Electrical Mechanic, 21 July 1941. To No.13 Operational Training Squadron, 26 August 1941. Promoted LAC, 21 October 1941. Remustered to aircrew, reverted to AC2 and posted to No.4 ITS, 17 January 1942; graduated 13 March 1942 and promoted LAC; to No.3 AOS, 14 March 1942; graduated 20 June 1942 when posted to No.2 BGS; to No.1 ANS, 15 August 1942; graduated and promoted Sergeant, 21 September 1942. To No.1 GRS, 23 October 1942. To No.32 OTU, 4 December 1942. To "Y" Depot, 20 March 1943. To RAF overseas, 27 March 1943. Commissioned 16 February 1944. Repatriated 13 August 1945. Retired 28 September 1945. Award presented in Montreal, 25 November 1949. Living in St. Jean, Quebec at that time. Died in Brockville, Ontario, 13 August 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006.

This officer has displayed outstanding ability, determination and devotion to duty. He has flown with three different squadrons during his operational career and has completed numerous sorties. As navigator and bomb aimer Flying Officer Clarkson has taken part in numerous anti-shipping sorties over the North Sea during which his crew was responsible for the destruction of two enemy E-boats. Later in his tour of duty this officer took part in transport sorties in the Burma theatre of war, flying long hours over hazardous country. At all times his enthusiasm and fine fighting spirit have been a valuable asset to his unit.

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CLAY, Sergeant Francis James (R187051, later J94405) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 31 October 1922 in Coronation, Alberta; home in Red Deer; educated there and worked on farm; Lance Corporal in Army Cadets; enlisted in

Edmonton, 27 August 1942. To No.3 Manning Depot, 15 November 1942. To No.3 AOS, 28 December 1942. To No.4 ITS, 6 March 1943; graduated and promoted LAC, 9 July 1943; to No.2 Advanced Ground Gunnery Training School, 23 July 1943; to No.3 BGS, 4 September 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Embarked from Halifax, 24 November 1943; disembarked in Britain, 1 December 1943. To No.22 OTU, 25 January 1944. To No.61 Base, 17 April 1944. Attached to No.1664 HCU, 17 April to 12 May 1944. To No.431 Squadron, 12 May 1944. Promoted Flight Sergeant, 15 July 1944. Wounded 28 July 1944. Fit for non-operational duty, 18 October 1944. Reboarded and declared fit for flying duty, 18 December 1944. Promoted WO2, 15 January 1945. To No.425 Squadron, 21 January 1945. Commissioned 3 March 1945. To No.22 OTU, 16 April 1945. Attached to No.91 Group, 30 April to 21 May 1945. To No.429 Squadron, 16 June 1945. Award presented by King George 13 July 1945. Promoted Flying Officer, 3 September 1945. Attached to No.1687 BDTF (Base Defence Training Flight ?), 29 September 1945. To Topcliffe, 5 March 1946. Repatriated via Lachine, 12 March 1946. Released 30 April 1946. Died in Victoria, 23 May 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1993. Cited with F/O Robert G. Holden (RCAF, awarded DFC).

Flying Officer Holden was detailed one night in July 1944 to attack Hamburg and Sergeant Clay was his rear gunner. Whilst over the target the aircraft was swept by cannon and machine gun fire from an enemy fighter. Sergeant Clay was severely wounded and the aircraft became uncontrollable. It dived steeply and Flying Officer Holden ordered the crew to escape by parachute. The navigator, bomb aimer and mid-upper gunner jumped. After losing 10,000 feet the pilot regained control and rescinded his order to abandon aircraft. Sergeant Clay crawled to the nose of the aircraft where he remained during the return flight helping Flying Officer Holden to navigate his aircraft through a most heavily defended area of Germany. Only when the aircraft was being landed in England did Sergeant Clay indicate that he was injured by requesting Flying Officer Holden to have an ambulance to meet the bomber on the airfield. Flying Officer Holden and Sergeant Clay displayed unswerving devotion to duty and set an example of the highest order.

The original recommendation (DHH file 181.009 D.5526, Library and Archives RG.24 Volume 20667) was drafted 8 August 1944 when he had flown 17 sorties (74 hours 25 minutes) as follows:

27 May 1944 - Le Clipon (3.45, MUG)
31 May 1944 - Leubringham (3.30, MUG)
4 June 1944 - Calais (3.26)
5 June 1944 - Merville (4.30)
6 June 1944 - Conde-sur-Noireau (5.27)
9 June 1944 - Le Mans (5.55)
21 June 1944 - Neuville (4.06)
24 June 1944 - Bonnetot (3.53, MUG)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.29)
1 July 1944 - Biennais (3.25, MUG)
4 July 1944 - Biennais (4.25, MUG)
9 July 1944 - Mont Condon (5.19, MUG)
12 July 1944 - Bremont (4.06, MUG)
17 July 1944 - Caen (4.44, MUG)
18 July 1944 - Paris (3.55, MUG, aircraft shot up)
28 July 1944 - Hamburg (5.08, combat, aircraft badly damaged, wounded in right chest)

On the night of 28th July 1944, this NCO was acting as rear gunner in a Halifax aircraft engaged in air operations over Hamburg. Shortly before turning onto the final leg into the target, the aircraft was attacked by a German night fighter, which raked the fuselage of the aircraft and severely wounded Sergeant Clay. The aircraft went into a steep dive, which the pilot was, at first, unable to recover from and he therefore ordered the crew to abandon aircraft. Before Sergeant Clay was able to obey the order, it was rescinded by the pilot, who succeeded in leveling out after losing 10,000 feet. Despite his injuries, Sergeant Clay proceeded to get out of his turret and crawl up to the nose of the aircraft, where he remained throughout the return trip, doing his utmost to help navigate. He made no mention of his injuries, and by his coolness he helped considerably to steady the remainder of the crew during the return journey. Only when the aircraft was safely over an aerodrome in England did he indicate that he was injured, by requesting the pilot to have an ambulance meet the aircraft. By his courage and unswerving devotion to duty, this NCO has set an example of the highest standard. It is recommended that he be awarded the Conspicuous Gallantry Medal.

Notes: Repatriation form dated 9 July 1945 (home leave from Occupation Force) stated he had flown 181 operational hours and 219 non-operational hours, 31 sorties (the last on 21 March 1945 with No.425 Squadron). Experience was 100 hours on Wellingtons, 300 hours on Halifaxes.

Repatriation form dated 5 March 1946 stated he had flown 180 operational hours and 333 non-operational hours, 31 sorties (the last on 21 March 1945 with No.425 Squadron). Experience was 100 hours on Wellingtons, 383 hours on Halifaxes and 30 hours on Lancasters.

Training: Interviewed in Edmonton, 7 September 1942. "Young, sincere type. Keen for aircrew training. Average intelligence and material. Suitable." (F/O R.L. Penfield).

Course at No.3 BGS was 6 September to 15 October 1943. Flew 24 hours 25 minutes in Battle and Anson aircraft plus 15 hours of turret manipulation on ground. Fired Vickers Gas Operated guns in air, Vickers Gas Operated and Browning guns on ground, Experienced Bristol turret in air, Bristol, Frazer Nash and Boulton-Paul turrets on ground. Fired 400 rounds air-to-ground, 3,520 rounds air-to-air (three percent hits); exposed seven films. Ground work graded in Guns, Pyrotechnics and Ammunition, wrutten (155/200), Guns, practical (70/100), Sighting (160/250), Turrets, practical (150/200), Aircraft Recognition (141/250) and Signals (95/100)0. "Average student, neat appearance; applies himself digigently; good type of Air Gunner."

Course at No.22 OTU was 25 January to 30 March 1944. Flew in Wellingtons, 55.15 by day and 42.35 by night. Completed five daytime cine exercises, one bean firing exercise by day (600 rounds),

two air-to-air firing exercises by day (1,200 rounds), one air-to-air firing exercise by night (600 rounds), three self-tow exercises by day (1,800 rounds) and one self-tow exercise by night (600 rounds). Scored 4.3 percent hits. Ground work scores in Aircraft Recognition, Range Estimation (110/200), Guns (120/200), Reporting and Fire Control (120/200), Sighting including practice in G.T.S.T. (110/200), and Turrets, drill and components (100/200). "Lacks initiative but tries very hard to cope. Needs more than normal explanations before he is able to grasp the knowledge and retain it. Needs to persevere with his aircraft recognition and sighting. Not recommended for commission."

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CLAYTON, W/C Arthur Chamberlain Pitt, DFC (C18639) - **Officer, Order of the British Empire** - No.62 Base (AFRO gives unit as "Overseas (now RCAF Headquarters)") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Victoria, 21 February 1916. CAN/RAF officer (joined RAF 4 March 1939, service number 41664), transferred to RCAF, 12 October 1943 in rank of Squadron Leader. Promoted Wing Commander, 1 March 1944. To RCAF Overseas Headquarters, 12 March 1944; repatriated to Canada, 18 March 1944. Promoted Group Captain, 20 March 1944. To AFHQ, 30 March 1944; Director of Demobilization thereafter. To No.8 Release Centre, 29 January 1945; appears to have been administering that unit as his own release does not occur until 22 January 1946; retiring to Vancouver. Award presented 27 June 1945. Died in Kamloops, British Columbia, 11 November 1998. RCAF photo PL-4534 (ex UK-270) shows P/O Roy Campbell (Vancouver) and F/L A.C.P. Clayton, DFC (Vancouver) looking at a map. PL-4545 (ex UK-281) shows "members of a Canadian bomber squadron in England" looking at an inflated dinghy, namely W/C N.W. Timmerman (Kingston), P/O T.W. Dench (Kingston), Corporal Bangs (RAF), F/O Houston (RAF), F/L A.C.P. Clayton, DFC (Vancouver), G/C R.P. Taaffe and S/L H. Fowler (Medical Officer, Toronto). Photo PL-4865 (ex UK-674) shows King George VI conversing with S/L A.C.P. Clayton during a Royal visit to bomber squadron; A/C L.F. Stevenson in background with G/C R.T. Taaffe (RAF) on extreme right. No citation to OBE found in Canadian sources. Public Records Office Air 2/9149 has recommendation for a DSO raised 8 March 1944 by A/C A.D. Ross. He was described as having flown 57 sorties (370 operational hours). Since his previous award he had flown nine sorties (53 operational hours). The sortie list covers the whole of his RAF and RCAF combat career:

First Tour

29 Feb 40 - shipping strike (3.15)
3 Mar 40 - do. (3.30)
5 Mar 40 - do. (3.00)
3 June 40 - Frankfurt (7.05)
5 June 40 - Hamburg (6.20)
13 June 40 - Hirsons (6.50)
17 June 40 - GARDENING, Eglantines (7.10)
19 June 40 - GARDENING, Kiel (7.20)
21 June 40 - Kassel (7.25)
24 June 40 - GARDENING, Elbe (6.40)
29 June 40 - GARDENING, Kiel (6.30)
1 July 40 - Kiel (6.25)
15 July 40 - Paderborn (7.30)
26 July 40 - Nantes (7.25)
2 Aug 40 - GARDENING, Halsingborg (8.00)
8 Aug 40 - Mannheim (8.15)
11 Aug 40 - Dortmund (3.50)
13 Aug 40 - Dessau (9.00)
16 Aug 40 - Leuna (9.50)
21 Aug 40 - Magdeburg (8.10)
24 Aug 40 - GARDENING, Loire (6.10)
28 Aug 40 - Berlin (10.45)
2 Sept 40 - Hamburg (6.25)
4 Sept 40 - Stettin (7.50)
7 Sept 40 - Ostend (4.05)
9 Sept 40 - Hamburg (9.35)
18 Sep 40 - GARDENING, Eglantines (7.30)
20 Sep 40 - Dortmund-Ems Canal (5.10)
23 Sept 40 - Berlin (6.30)
27 Sept 40 - Lorient (6.35)
30 Sept 40 - Berlin (7.50)
11 Oct 40 - GARDENING, Kiel (6.00)

Second Tour

26 Apr 41 - Hamburg (7.50)
30 Apr 41 - Kiel (7.00)
12 May 41 - Mannheim (7.05)
10 June 41 - Brest (5.55)
12 June 41 - Hamm (6.25)
13 June 41 - Brest (5.30)
22 June 41 - Bremen (6.00)
25 June 41 - Kiel (7.40)

27 June 41 - Vegasack (6.30)
30 June 41 - Dusseldorf (6.00)
5 July 41 - Munster (5.10)
7 July 41 - Brest (5.40)
17 July 41 - North Sea search (7.30)
12 Aug 41 - Hanover (7.55)
17 Sept 41 - Marquise (3.35, day)
21 Sept 41 - Lille (3.25, day)
30 Sept 41 - Hamburg (7.00)
12 Oct 41 - Huls (5.30)
22 Oct 41 - Mannheim (5.55)
27 Nov 41 - Dusseldorf (6.10)
28 Dec 41 - Huls (4.50)
12 Feb 42 - **Scharnhorst** and **Gneisenau** off Hook of Holland (3.10)
3 Mar 42 - Paris, Renault works(5.35)
25 Mar 42 - GARDENING, Lorient(4.50)
26 Jan 43 - Bordeaux docks(10.20)

Wing Commander Clayton joined the RAF on 28th December 1938, and he has served continually with the RAF and RCAF ever since.

On 7th December 1939 he was posted to No.83 Squadron (Operational Night Bomber Squadron). He started his first operation trip [sic] in February 1940, doing sweeps in the North Sea in search of the pocket battleship **Deutschland**, and he completed his first tour with Gardening operations over Kiel Bay on 11th October 1940, and was subsequently awarded the Distinguished Flying Cross. Instead of doing a tour at an Operational Training Unit, Wing Commander Clayton remained with No.83 Squadron until 31st December 1940, and was then posted to Waddington to form a Havoc night fighter flight.

His second tour was also started with No.83 Squadron in April 1941, and he remained there until July 1941. He was then posted to No.408 Squadron to help in its formation, and subsequently took command in March 1942. In October of the same year he assumed command of the first Canadian bomber squadron, No.405 Squadron, and had the remarkable record during the four months he commanded the squadron, of well over 3,000 hours flown with only one aircraft lost in action. Wing Commander Clayton wound up his second tour in January 1943, having completed 57 sorties. During his second tour he was awarded a Bar to the Distinguished Flying Cross for leading a particularly successful daylight attack on Lille in northern France.

As his sortie record will show, his two tours of operations completed almost every [document torn, word uncertain, "application" ?] of day and night bombing. He was one of the first pilots to raid Berlin, and it will be noted that he has taken part in raids on almost all the difficult German targets. Many of the trips undertaken were most difficult ones, and the trip to Mannheim was particularly hazardous, flak having become very accurate, which resulted in the aircraft being hit several times. On one occasion, after bombing Berlin in a Hampden, one of the engines failed on the return journey, and the second engine failed a short distance from the coast, but a successful landing was made on the beach. Wing Commander Clayton also took part in the attack on the **Scharnhorst**, **Gneisenau** and **Prinz Eugen**.

After completing his operations, Wing Commander Clayton assumed the position of Wing Commander Operations at No.62 Base, subsequently attending the War Staff College course which he has just recently completed. It is anticipated that he will be returned to Canada in order to impart his extensive experience and knowledge to trainees in Canada.

It is considered that Wing Commander Clayton's work has been outstanding and exceptional, both on operations and otherwise, that he has been an inspiration to

every crew that has served under him, and I very strongly recommend him for the immediate award of the Distinguished Service Order.

Air 2/9148 has edited text for this award was as follows:

Since the award of a Bar to the Distinguished Flying Cross, Wing Commander Clayton has taken part in nine operational sorties which have included attacks on Dusseldorf and Mannheim. He also participated in attacks on the **Scharnhorst**, **Gneisenau** and **Prinz Eugen** at Brest. Since completing his second tour of duty in January 1943 this officer has been employed as Wing Commander (Operations) at No.62 Base, subsequently attending the War Staff College course. Both in operations and on the ground, Wing Commander Clayton's work has been outstanding. His knowledge and experience have been of the utmost value to all who have served under him.

The same file, Air 2/9148 (which also contains a DSO recommendation for A.D. Ross) has interesting correspondence. A staff officer writes (25 April 1944) that:

...their claims to this decoration [the DSO] appear to be dubious. No.1 [Ross] has been a Station Commander since December 1942 and has participated in three sorties. No.1A [Chamberlain] has performed no operational flying since January 1943, when he became a Wing Commander (Operations) at Base Headquarters. You may, therefore, conclude that it would be more appropriate to consider them for OBEs in connection with the Birthday Honours List; if so, the Air Officer Commanding in Chief [Harris] will be asked to assign them an order of priority on his list of recommendations for the OBE.

The Chief of Air Staff wrote (27 April 1944) to the Secretary of State for Air:

The operational qualifications for the DSO have, I know, been considered from time to time during the war. As I understand it, these require that awards shall only be given for service under what amounts to combat conditions; exposure to shellfire or bombing attack is not sufficient since this is a risk which everyone undergoes even in the back areas. I understand that the War Office have departed from this rule on certain occasions, for example to decorate Staff Officers at headquarters of formations, but we have done what we can to prevent this and to keep them up to the mark.

Nos.1 and 1A [Ross and Clayton] do not, however, seem to me to fall outside this rule. No.1 has carried out three sorties while serving as a Station Commander and No.1A has done nine sorties since his last award although not in his present appointment. In my opinion therefore they have the necessary operational qualifications for the DSO and I think that the reports of the excellence of their

work justify the award of this decoration to both of them. I hope that PUS, through whom I am passing this file, will agree that they fall inside and not outside the proper field for this award.

On 1 May 1944 the Secretary of State for Air wrote that he wished to discuss these awards with the Chief of Air Staff, particularly because if approved, the scale of other awards would be reduced by one DFC and one DFM. Clearly, the Secretary of State for Air disagreed with the Chief of Air Staff and had OBEs awarded rather than DSOs.

RCAF Press Release No. 6742 (date uncertain) read:

Group Captain A.C. "Pitt" Clayton, OBE, DFC (and Bar), the man mainly responsible for the release of well over 130,000 personnel of the Royal Canadian Air Force, is now retiring himself from the RCAF.

Group Captain Clayton has been Director of Demobilization with the RCAF since the autumn of 1944. The smoothly-running machinery for the prompt release of RCAF personnel was set up by him. Now that the release procedure is working smoothly and release quotas are decreasing, G/C Clayton is retiring from the service in Vancouver, B.C.

"Pitt" Clayton has had a varied and brilliant career in the RCAF and the RAF. He enlisted in the RAF in 1938. He is one of the few Canadians who took part in the Battle of Britain. He has flown 60 sorties over enemy targets, and commanded two bomber squadrons. In the summer of 1940, he took part in the raid over Berlin, when about 100 aircraft, Hampdens and Whitleys and Wellingtons, now outdated, dropped death for the first time over the German capital. In December of the same year he was awarded the Distinguished Flying Cross, he was put on instructional duties for three months.

Still a member of the RAF, he was transferred to the command of the second RCAF Bomber Squadron overseas and led it on many attacks on German targets. He participated in an attack on Lille by daylight, attacking the railway yards and enticing the German fighters into the air, where RCAF's Spitfires reaped a heavy toll. For his outstanding leadership on this occasion, he was awarded the bar to his DFC.

As time passed, his duties began to keep him more and more on the ground. He proved himself an excellent organizer, and in May 1942, he returned to North America to take over a proposed operational training base in New Mexico. The plan never materialized, but "Pitt" spent his first holiday at home in Vancouver in four years.

Following leave, he returned to operations in the United Kingdom as commander of an RCAF Bomber Squadron which hunted enemy submarines and shipping in the Bay of Biscay. Six months later, he was called to the RCAF Overseas Headquarters as Air Staff Officer, working under Air Vice Marshall "Black Mike" McEwen. He took a course at the RAF Staff College, and later was posted back to Canada. Before he left, he was instructed to report to Hon. C.G. Power, then Air Minister.

This meeting resulted in the appointment which G/C Clayton has held since, that of Director of Demobilization and Counselling. Although given time to consider the job, which was a task of no ordinary size, the 28-year-old pilot accepted with alacrity.

Since then he has applied himself to the work of releasing and helping to place RCAF personnel into suitable spots in civilian life with the same enthusiasm that he had shown during his flying career.

In June, 1944, the King honoured "Pitt" Clayton in recognition of his meritorious work overseas by making him an additional officer of the Most Honorable Order of the British Empire.

Group Captain Clayton expects to remain in Vancouver, B.C. after his release from the service.

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CLEARY, Nursing Sister Mary Jean (C4487) - **Associate, Royal Red Cross** - No.12 Service Flying Training School - Award effective 18 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944). Born in Brigus, Newfoundland. Enlisted in Halifax, 10 March 1941. To "K", 2 July 1941. To No.2 Training Command, 26 July 1942. To No.31 Personnel Depot, 1 August 1942.. To No.17 SFTS, 30 July 1943. To No.12 SFTS, 11 January 1944. To Western Air Command, 15 June 1944. To No.3 Repair Depot, 2 July 1944. To Western Air Command Headquarters, 13 May 1945. To No.7 REMU, 1 November 1945. Appointed Nursing Sister in postwar RCAF, 1 October 1946. Promoted Flight Lieutenant, 1 June 1947. Granted permanent commission, 1 October 1952. Award presented 15 January 1945. Died in Ottawa, 5 February 1999.

This Nursing Sister has set an excellent example by her outstanding devotion to duty. In her two years of service she has consistently displayed initiative and resourcefulness over and above the ordinary line of duty.

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CLEGG, F/L Charles Frederick (J25884) - **Distinguished Flying Cross** - No.51 Squadron -

Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 3 July 1920; home in Vegreville, Alberta (salesman) - although large award card at DHist give home as London; enlisted London, Ontario, 30 October 1941 as a draughtsman. To No.1 Manning Depot, 30 October 1941. To No.7 BGS, 15 November 1941. Promoted AC1, 11 February 1942. Promoted LAC, 1 July 1942. Remustered to aircrew and posted to No..7 ITS, 29 August 1942; to No.6 EFTS, 7 November 1942; to No.4 SFTS, 9 January 1943. Commissioned 30 April 1943. To No.1 GRS, 14 May 1943. To No.31 OTU, 23 July 1943. Promoted Flying Officer, 30 October 1943. To "Y" Depot, 2 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Flight Lieutenant, 18 October 1944. Repatriated to Canada, 23 April 1945. Released 10 August 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 2/8749 has recommendation dated 22 April 1945 when he had flown 39 sorties (199 hours seven minutes), 1 August 1944 to 24 March 1945.

* denotes flown as second pilot

1 August 1944 - Anderbelck (2.36)*
2 August 1944 - Le Nieppe (3.24)*
5 August 1944 - Foret de Nieppe (2.49)
9 August 1944 - Foret de Mormal (3.45)
11 August 1944 - Somain (4.31)
12 August 1944 - Russelsheim (5.49)
14 August 1944 - TRACTABLE 21A (3.43)
15 August 1944 - Tirlémont (3.53)
16 August 1944 - Kiel (3.31)
18 August 1944 - Sterkrade (5.01)
25 August 1944 - Brest (5.39)
9 September 1944 - Le Havre (3.43)
10 September 1944 - Le Havre (3.39)
11 September 1944 - Gelsenkirchen (4.43)
15 September 1944 - Kiel (5.48)
17 September 1944 - Boulogne (3.22)
24 September 1944 - Calais (3.05)
30 September 1944 - Bottrop (4.05)
6 October 1944 - Sterkrade (4.55)
7 October 1944 - Cleve (4.37)
30 October 1944 - Cologne (6.08)
2 November 1944 - Dusseldorf (5.04)
6 November 1944 - Gelsenkirchen (4.32)
2 December 1944 - Hagen (6.20)
5 December 1944 - Soest (5.01)
30 December 1944 - Kolkkalk (5.46)
28 January 1945 - Stuttgart (7.04)
1 February 1945 - Mainz (6.31)
2 February 1945 - Wanne Eickel (5.49)
4 February 1945 - Gelsenkirchen (5.25)
14 February 1945 - Chemnitz (7.54)
21 February 1945 - Worms (6.42)
5 March 1945 - Chemnitz (3.20), DNCO
7 March 1945 - Hemmingstedt (6.10)
8 March 1945 - Hamburg (6.05)
11 March 1945 - Essen (5.20)
13 March 1945 - Wuppertal (5.45)
18 March 1945 - Witten (6.54)
21 March 1945 - Rheine (5.07)
24 March 1945 - Sterkrade (5.32)

Flight Lieutenant Clegg has successfully completed 39 operational sorties. These include day and night assaults on heavily defended industrial targets in Germany such as Hamburg, Kiel, Dusseldorf, and Gelsenkirchen, and attacks on the enemy's supplies and communications in enemy occupied territory in support of the Allied armies.

On his first operational sortie, one engine failed before reaching the target, but Flight Lieutenant Clegg displayed a fine offensive spirit by pressing home the attack, bombing the target successfully and returning safely to base.

As captain of aircraft he has shown a keen sense of duty, skill and resourcefulness, which gained for him the admiration and respect of his crew and the rest of his squadron. He is a fine type of officer, whose work on the ground is of a high order, upholding the highest traditions of the Royal Air Force. He is very strongly recommended for the award of the Distinguished Flying Cross.

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CLEGG, P/O Harvey Gordon (J93740) - **Commended for Valuable Services in the Air** - No.437 Squadron - Awarded as per **London Gazette** dated 3 April 1945 (no AFRO entry). Born 26 October 1922 in Trehearne, Manitoba; enlisted in Winnipeg 16 July 1941. Posted to No.2 Manning Depot, Brandon on enlistment. To No.2 ITS, Regina, 2 September 1941; graduated 9 October 1941 and promoted LAC, to No.14 EFTS, Portage la Prairie, 10 October 1941; graduated about 20 December 1941; to No.10 SFTS, Dauphin, 21 December 1941; graduated 5 June 1942, when he was graded as pilot and promoted Sergeant. To No.31 OTU, Debert, 21 June 1942. To Ferry Command, 1 July 1942. Active thereafter in work between North Bay and Nassau but with some delivery flights to North Africa. Promoted Flight Sergeant, 5 December 1942. Promoted WO2, 5 June 1943. Promoted WO1, 5 December 1943. Emplaned at Dorval, 2 February 1944 for overseas, via Debert; disembarked in Preswick, 6 February 1944. Attached to No.512 Squadron, Hendon, 28 February 1944. To No.575 Squadron, 28 February 1944 and flew on the night of 5/6 June 1944. To No.437 Squadron, 14 September 1944. Commissioned 29 January 1945. Repatriated 1 August 1945; released 25 September 1945. Certificate and insignia forwarded to Trehearne, Manitoba, 8 November 1948.

On a form dated 23 July 1945 he reported one operational and one non-operational tour. The figures are high and must reflect Ferry Command work as well as flying in Britain, for he states he had 710 operational hours plus 400 non-operational hours, and 385 sorties (the last one on 11 July 1945). He reported 710 hours on Dakotas and 400 hours on Venturas and Hudsons.

On 6 July 1945 S/L A.B. Brenner (No.437 Squadron) wrote of him, "This officer is an above average captain. He has a pleasant personality and is very clean and neat. His work has been very satisfactory." Public Record Officer Air 2/9061, courtesy Steve Brew, has recommendation drafted when he had flown 1,050 hours, 200 in previous six months.

Warrant Officer Clegg is a captain of aircraft who has operated with 46 Group since the invasion of Normandy and joined his present squadron on its formation. He has completed 40 transport flights to the Continent, frequently in adverse weather conditions. On one occasion in December, when returning to this country, his aircraft ran into a particularly heavy down-draught with the result that Warrant Officer Clegg received considerable injuries to his head. In spite of this he righted his aircraft and landed it safely. He has at all times set an outstanding example to the rest of the Squadron by his efficiency and devotion to duty.

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CLEGG, F/L Jack Thomas (J25945) - **Mention in Despatches** - No.178 Squadron (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 18 January 1921 in Trenton, Ontario; home there (jeweller); enlisted Hamilton, 15 May 1942 and posted to No.1 Manning Depot, Toronto. To No.13 SFTS, St.Hubert, 18 July 1942 for non-flying duties. To No.1 ITS, Toronto, 30 August 1942; graduated 23 October 1942 and promoted LAC; to No.20 EFTS, Oshawa, 8 November 1942; to 16 SFTS, Hagersville, 10 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, Halifax, 15 May 1943. Embarked from Canada, 15 June 1943; disembarked in Britain 1 July 1943. To No.14 (P) AFU, 27 July 1943. Attached to No.1518 Beam Approach Training Flight, 24-31 August 1943; to No.82 OTU, 12 October 1943. Promoted Flying Officer, 30 October 1943. To No.61 Base, 19 February 1944. Attached to No.1664 Conversion Unit, 23 February to 17 March 1944. Attached to Bombing Development Unit, 27 March to 12 April 1944. Posted to No.5 Personnel Despatch Centre, 21 April 1944. Posted to Headquarters, Mediterranean Allied Air Forces, 3 May 1944; disembarked in North Africa, 15 May 1944. To No.614 Squadron, 27 May 1944. Deplaned in Italy, 5 June 1944. To No.1675 Heavy Conversion Unit, 9 July 1944. To No.178 Squadron, 10 September 1944. Served in that unit to 23 March 1945. Promoted Flight Lieutenant, 28 February 1945. To No.22 Personnel Transit Centre, 1 April 1945. To Abu Sueir, 21 April 1945. Emplaned from Egypt, 6 July 1945 for Britain. Repatriated to Canada, 7 August 1945. Released 26 September 1945. Died in January 1990, Trenton Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1991.

NOTE: On a form dated 26 July 1945 he state he had flown 44 sorties (206 operational hours) plus 377 hours 30 minutes non-operational hours (last sortie on 9 March 1945). He had flown 76 hours on Oxfords, 100 hours on Wellingtons, 69 hours on Halifax aircraft and 338 hours 30 minutes on Liberators; his non-operational tour had been instructing at a Heavy Conversion Unit. In applying for operational wings (30 April 1945) he stated he had flown 44 sorties, 10 September 1944 to 9 March 1945 (205 hours 25 minutes).

There is nothing to indicate precisely why he was singled out, but the assessment of his time at No.1675 HCU (just before posting to No.178 Squadron) is interesting. His flying times on

Liberators was described as follows - 5.15 hours dual day instruction before first solo and thereafter 17.40 hours by day as captain; 1.50 hours night dual before first solo and 16.40 thereafter by night. W/C D.B. Harris wrote, "A below average pilot and leads an experienced by too over-confident crew. Crew needs careful watching. If they try they can be good."

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CLELAND, S/L Frederick Donald (C8532) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. See **Field of Honour** (Bank of Montreal, c.1950). Born in Toronto, 1 March 1913. Attended McGill University. Employed by Bank of Montreal, 1934-1941. Enlisted in Montreal, 31 October 1941 and posted to No. 1 Manning Depot, Toronto; commissioned on enlistment in Flying Control Branch. To No.2 ANS, Pennfield Ridge, New Brunswick, 14 November 1941; to "Y" Depot, Halifax, 17 December 1941. Disembarked in Britain, 5 January 1942. To RAF Station Honington, 20 January 1942; promoted Flying Officer, 1 May 1942; to Tempsford, 26 August 1942; to Ridgewell canal, 1 April 1943; to Oarington (?), 15 April 1943; to Station Topcliffe, 20 May 1943. Promoted Flight Lieutenant, 1 June 1943. To No.6 Group Headquarters, Allerton Hall, 7 October 1943. Transferred to Flying Control Operations Branch, 1 September 1944 with seniority from 1 June 1943. Taken on strength of No. 64 Base, 15 January 1945 and promoted Squadron Leader that date. To No.63 Base, 8 June 1945. Repatriated to Canada, 5 September 1945. Released 17 October 1945. Died in Montreal, 21 September 1987. Photo PL-28196 (ex UK-9264 dated 27 March 1944) show five Flying Control Officers in No.6 Group - F/O W.A. Warwick (Toronto), F/L Frederick Cleland (Westmount), S/L Frank Stanley (Toronto), F/O Louis Justason (Pennfield, New Brunswick) and F/O B.T. O'Beirn (Toronto). RCAF photo PL-45828 (ex UK-24161 dated 8 August 1945) shows four Flying Control officers in front of Torquay hotel prior to repatriation; identified as S/L J.M. Robbie (Ottawa), F/L E.C. Gagden (Toronto), S/L A.D. Cleland (Montreal - most likely F.D. Cleland) and S/L M.D. Loucks (Montreal).

NOTE: Although no specific recommendation has been found for his award, he was consistently assessed as efficient and personable. On 13 February 1944, at No.6 Group Headquarters, he was described as "efficient in his present duties and because of his exceptionally good personality and tactfulness is doing a better than average job of work."(S/L F.W. Stanley, concurred in by A/C C.R. Slemon). On 19 July 1944, again at No.6 Group Headquarters, he was described thus: "This officer has a good appearance, has good ability and is thoroughly reliable with good personality (S/L F.W. Stanley, concurrence of A/C C.R. Slemon)

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CLEMENT, F/L George Franklin (J8783) - **Distinguished Flying Cross** - No.10 (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 17 October 1920. Enlisted in London, Ontario, 25 February 1941 when posted to No.1 Manning Depot. To No.3 ITS, 23

March 1941; graduated and promoted LAC, 30 June 1941 when posted to No.20 EFTS; graduated 19 August 1941 when posted to No.16 SFTS; graduated and commissioned 1 November 1941. To Trenton, 2 November 1941; to No.5 SFTS, 25 January 1942. To No.16 SFTS, 3 February 1943; to No.10 (BR) Squadron, date uncertain but may have been January 1945. Retired 22 September 1945. Trained in medicine and rejoined RCAF as a doctor, 25 May 1950 (206151). Retired again, 1957. Died 29 June 2000. In 2008 his children published a 112-page, biography, **A Life Remembered**. Governor General's Records (RG.7 Group 26 Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,723 hours, of which 263 were operational (26 sorties).

On the 10th of May, 1945, several hundred miles out over the North Atlantic, Flight Lieutenant Clement, while captain of a long range operational aircraft, sighted a German U-boat. Immediately he turned in to attack but was forestalled by the running up of a flag of surrender. Simultaneously the U-boat's crew appeared on the conning tower and Flight Lieutenant Clement, with the perfect team work of his crew, homed naval forces to the scene and a complete surrender was then effected. The skill and efficiency with which this surrender was carried out is largely due to the inspiration and leadership of this aircraft captain. By his own splendid example and good leadership, Flight Lieutenant Clement has at all times displayed the same high standard of operational flying.

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CLEMENT, Sergeant (now P/O) Rodney Stewart (R102099/J18133) - **Air Force Medal** - No.4 EFTS (AFRO gives unit as "No.51 Group Pool Overseas") - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 30 September 1919 in Russell, Manitoba; educated in Binscarth; home in Russell; enlisted in Regina, 5 May 1941. To No.2 Manning Depot, 23 May 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 31 August 1941; posted that date to No.19 EFTS; graduated 24 October 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942; to RAF overseas, 12 March 1942. Taken on strength of No.3 PRC, Bournemouth, 23 March 1942. To No.14 (Pilots) AFU, 27 April 1942. Attached to No.1520 Beam Approach Training Flight, 6-13 June 1942. To No.51 Group Pool, 24 June 1942 and sent that date to No.5 Flying Instructor School. Promoted Flight Sergeant, 16 July 1942. Reposted to No.51 Group Pool, 19 August 1942. Promoted WO2, 16 January 1943. Commissioned 24 June 1943; attached that date to No.4 EFTS, serving at that unit to 3 September 1943. Attached to No.11 EFTS, 3 September to 27 October 1943. Attached to No.76 Squadron for operational experience, 27 October to 3 November 1943. Attached to No.4 EFTS, 15 December 1943. Promoted Flying Officer, 24 December 1943. To No.14 (Pilots) AFU, 7 March 1944. Attached to No.1544 Beam Approach Training Flight, 11-25 April 1944. To No.18 OTU, 9 May 1944. To No.11 Base, 26 July 1944. Attended No.1667 Heavy Conversion Unit before posting to Lancaster Finishing School on 18 September 1944, To No.626 Squadron, 1 October 1944. To No.14 Base, 20 October 1944. Repatriated 27 February 1945. To No.8 Repair Depot, 13 March

1945. To Release Centre, 11 May 1945; retired 14 May 1945. Postwar farmer, rancher, automobile and implement dealer. Operated first privately owned helicopter in Manitoba. Elected to the Manitoba Legislature, 1949 as an Independent; re-elected 1953 as Independent-Liberal Progressive; re-elected as a full Liberal Progressive (Birtle-Russell, 1958). Defeated in 1959 by Robert Smellie; did not contest 1962 election but defeated Smellie in 1966; sat as Agriculture critic in opposition. Resigned his seat to run as a federal Liberal, June 1962 and defeated. Died in Russell, Manitoba, 9 March 1969 as per **Legion Magazine** of May 1969. No citation in Canadian sources. Public Records Office Air 2/8959 has recommendation and identifies unit; had flown 687 instructional hours, 475 in previous six months.

This airman is an enthusiastic and capable flying instructor who has set a very fine example.

CLEMENT, F/O Rodney Stewart, AFM (J18133) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 1 January 1945. Award presented by King George 13 February 1945.

In October 1944, when on his first operational flight as captain and pilot, Flying Officer Clement's aircraft was hit by anti-aircraft fire, causing damage in the mid-upper turret. Flying Officer Clement continued on his mission and successfully attacked his target, but fires broke out in both wings of his aircraft, causing considerable damage. The fire in the starboard wing died out but petrol from a damaged tank was feeding the fire in the port wing. After ensuring that the crew could abandon aircraft if necessary, Flying Officer Clement commenced his return flight. The fire in the port main plane subsided but a dull glow and flickering flames were seen through a hole in the mainplane. Flying Officer Clement, showing coolness and courage of a high order, was determined to fly his damaged aircraft back to base. Although the fire persisted in the port wing for the entire return flight, this officer landed his aircraft safely at base. The high standard of captaincy and skilful pilotage of Flying Officer Clement is worthy of the highest praise.

Training: Interviewed in Regina, 7 April 1941 by F/O K. Macdonald who wrote, "Good average type. Intelligent. Good personality. Suitable for any position Air Crew. Recommended for Pilot or Observer."

Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (68/100), Armament, practical and oral (79/100), Signals (97/100), Link (75/100), Hygiene and Sanitation (20/40), Drill (79/100) and Law and Discipline (50/60). Placed 120th in a class of 224. "Average type of aircrew. This airman is cheerful and quite mature for his age. He is keen to fly and it is believed he will make good."

Course at No.19 EFTS was 1 September to 24 October 1941. Flew Tiger Moths (24.40 dual,

41.20 solo; of this, 10.20 was instrument flying. Logged 11.45 in Link. Instructor A.F. Madore wrote, "Average, assimilates instruction easily, may resent criticism, keen to fly, should be watched for discipline in the air." Ground school courses were Airmanship (148/200), Airframes (81/100), Aero Engines (85/100), Signals, practical (100/100), Theory of Flight (66/100), Air Navigation (120/200), Armament, oral (140/200) and quality as officer assessed at 160/200. Chief Ground Instructor (Bjorn Stefansson) wrote, "Good student, with more than average ability and ambitious. He is of a particularly independent turn of mind and has difficulty with accepting discipline. Department was good." Ranked 38th in a class of 61.

Course at No.12 SFTS was 27 October 1941 to 13 February 1942. Flew Crane aircraft (50.20 day dual, 57.50 day solo, 4.40 night dual, 7.20 night solo - of these times, 23.10 on instruments). Also logged 20 hours in Link. "Keen, alert and very willing to learn. Conscientious and dependable. Progressed rapidly. Average in navigation." (CFI signature looks like "Knowles"). Ground courses in Airmanship and Maintenance (145/200), Armament, written (81/100), Armament, practical (78/100), Navigation and Meteorology (129/200), Signals, written (50/100 on supplemental), Signals, practical (80/100). "Average student - steady determined worker." Placed 43rd in a class of 55.

Course at No.5 Flying Instructor School, Station Perth was 25 June to 19 August 1942. Flew Tiger Moth (12.15 day dual, 25 minutes night dual, 37.50 day solo, 2.10 night solo) and Magister (7.05 day dual, 13.10 day solo). Described as "average" as both pilot and instructor.

Course at No.18 OTU was 9 May to 15 July 1944. Flew Wellington III and X - 6.20 day dual to first day solo, 7.50 total day dual, 30.10 day solo, 4.15 night dual to first night solo (total night dual) and 32.05 night solo; also 10.30 in Link. Ground courses in Airmanship (258/300), Armament (210/300), Meteorology (76/100), Navigation (154/200), Signals (65/100). Flying Tests in General Flying (250/400), Applied Flying (100/200), Instrument Flying (180/250), Night Flying (80/100), and Link (40/50). "Slow at first but made good progress in latter part of course. A keen, steady pilot and capable above average captain of aircraft. Decompression chamber test 25 June 1944."

Notes: He had an accident, 7 July 1943 while instructing (Tiger Moth R4975) at which time he had 795 hours on type and 923 hours on all types. Pupil made a very hard landing. Criticised for not being prepared to take corrective action when opening throttle needed. At the time he was described as "below average" as an elementary instructor, which is curious considering his subsequent award of the Air Force Medal.

On 7 October 1944 at 1421 hours he was on a daylight operation to Emmerich, Lancaster PB260, crew as that present on 20 October 1944. He reported, "On run up to target, damage was caused to mid-upper turret by flak, and as bombs were released, incendiary bombs from above caused extensive damage to main planes and tail section. Incendiary in starboard wing eventually burned its way through main plane and fell away, while an incendiary holed petrol tank in port main plane, which caused a small fire and carried on burning throughout return journey." The

damage was described as follows: "Extensive damage to starboard main plane, port main plane and starboard tail plane caused by falling 4-lb incendiary bombs. A slight fire had taken place in the starboard outer main plane." An assessment of the incident noted the aircraft had been hit by incendiary bombs dropped by friendly aircraft above, and stated, "This came about by the tactical planning of the operation which developed a very concentrated attack with aircraft flying at dispersed heights."

On 20 October 1944 he crashed on return from an operational sortie; aircraft burst into flames. Aircraft was Lancaster PA993 (coded H2), 0012 hours, Stainton Crossing near Snalland, Lincolnshire. Crew were himself as pilot, 1564066 Sergeant J. Air as navigator, 1817370 Sergeant J.M. Hill as Wireless Operator, R189531L.T.A. Gardner as Air Bomber (dangerously injured), 1290468 Sergeant R.J. Terry as Flight Engineer (killed), R208457 Sergeant R. Richmond as Mid-Upper Gunner (dangerously injured) and R196995 Sergeant T.B. Studeny as Rear Gunner (seriously injured). He was on approach when Controller concluded that two bombers were too close together for a safe landing and instructed PA993 to overshoot. Clement opened throttles fully and advised Flight Engineer to raise undercarriage and apply 40 degrees flap (he had 80 degrees at the time). Aircraft continued to sink and airspeed to build up. "At this point I vaguely remember pulling back on the control column. I cannot remember what happened after that." The accident was attributed largely to the Flight Engineer taking off all flap during overshoot, although Clement's inexperience on type also noted.

Upon repatriation he stated that he had flown twenty operational hours (three sorties) and a total of 1,570 non-operational hours. Flying times on types as follows: Tiger Moth (1,185), Magister (25.00), Master (10.00), Oxford (150.00), Wellington (85.00), Halifax (85.00) and Lancaster (50).

* * * * *

CLEMENT, S/L Robert James (C288) - **Distinguished Flying Cross** - No.435 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born in Brandon, Manitoba, 21 June 1910; enlisted as a P/P/O 2 June 1930; graduated from University of Manitoba, 1933 (B.Sc.). Completed two terms of flying training at Camp Borden but released 13 July 1934. Home in Winnipeg; joined No.112 (Auxiliary) Squadron there, 26 February 1938 and qualified for wings 18 April 1939. Went overseas with that unit in 1940. Promoted Flight Lieutenant, 1 November 1940. Repatriated January 1941. Took armament course, Air Armament School, Trenton and then served on armament staff at Mountain View and No.7 BGS. To AFHQ, 17 May 1942. To Western Air Command, 31 August 1943. To No.135 (Fighter) Squadron, date uncertain. In November 1943 appointed flight commander in No.147 Squadron (Pacific coast) and then at Tofino (13 March 1944); to "Y" Depot, 10 May 1944; taken on strength of No.3 PRC, Bournemouth, 22 May 1944, going from Britain to India and No.435 Squadron (flight commander and deputy CO on formation, October 1944). Remained in Burma to end of the war. Repatriated 17 October 1945; retired 27

November 1945. Joined Trans-Canada Air lines in 1946 (administrative engineer) and served in RCAF Auxiliary (with No.402 Squadron which he commanded, July 1946 to retirement, 21 December 1948). Award presented 11 June 1949. RCAF photo PL-60486 (ex UK-20629 dated 12 April 1945) shows him at controls of a Dakota. RCAF photo PL-60986 (ex UK-23198 dated 19 August 1945) shows (left to right) S/L D.R.H. Rue (Ottawa, Chinthe flight commander). W/C T.P. Harnett (Chinthe commanding officer) and S/L R.J. Clement (Winnipeg, Chinthe flight commander).

Squadron Leader Clement has acted as flight commander on a number of operations. Many of these have been flown during the monsoon weather and in extremely difficult conditions. His keenness and steadiness during critical moments has given confidence and encouragement to his crew. This officer's energy and devotion to duty have helped considerably in attaining the very high standing [standard ?] of work achieved by the squadron. Squadron Leader Clement has shown great courage, skill and devotion to duty.

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CLEMENTS, G/C William Isaac (C138) - **Officer, Order of the British Empire** - Gander - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. See **Canadian Who's Who**, 1968. Born in Fredericton, 2 August 1909. Home in North Devon, New Brunswick although education given as at Fredericton; RMC Cadet, 1927-1931; joined RCAF at Camp Borden, 23 June 1930 to 31 August 1930 for first year of pilot training. Attached to camp Borden as Provisional Pilot Officer, 4 June to 31 August 1931 for second year of pilot training. Awarded wings, 6 October 1931. Granted Permanent Commission in RCAF, 1 January 1933. Posted from Camp Borden to Station Ottawa, 31 December 1933. To No.5 (Flying Boat) Squadron, 8 November 1934. Posted back to Trenton, 31 March 1937. Promoted Flight Lieutenant, 1 April 1937. Posted from Trenton to Ottawa, 28 July 1937. Promoted Squadron Leader, 1 April 1939. Attached to RAF, 24 March 1939; he became the first member of the RCAF to fly a wartime sortie (Blenheim reconnaissance with No.53 Squadron over France, September 1939). Subsequently served with RCAF Headquarters in London and Ottawa. Promoted Wing Commander, 1 March 1941. Promoted Group Captain, 1 November 1943. With British Mission to Southwest Pacific and India, 1943-1944; to command No.2 SFTS, Uplands, 11 December 1944; commanded Station Gander, 1945. Confirmed as Group Captain in postwar RCAF, 1 October 1946. At AFHQ (Ottawa), 1945-1947 in Personnel Division; Attended National War College, Washington, 1947-1948. On Directing Staff, Royal Military College, 1948-1950. Award presented 9 January 1948. Promoted Air Commodore, 1 August 1951. Awarded Queen's Coronation Medal while at AFHQ, 21 October 1953 (Air Commodore). Chief of Staff, No.1 Air Division, Europe, 1954-1957. Served as AOC of Maritime Air Command, 1958-1963. Joined CAE in 1963 (flight simulator manufacturers). Died in Metz, France, 3 February 1988 as per **Airforce Magazine** of July-August-September 1988. For personal recollections of flying RCMP Preventative Patrols, 1932-1936, see Spring 1979 issue of **Journal of the Canadian Aviation Historical Society**.

This officer is a Regular Officer of long service. At the outbreak of war he was serving on exchange with the Royal Air Force and proceeded to France with the first squadron. Since his return from overseas he has held several important posts including that of Canadian representative on an allied committee that visited all fighting fronts. Latterly he has been in command of a station in Newfoundland. Throughout all his service he has displayed such keenness, understanding and ability that he has earned for himself a very high reputation. His outstanding contribution during this war is worthy of high praise.

CLEMENTS, G/C William Isaac, OBE (138) - **Croix de Guerre with Gold Star (France)** - 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:

Group Captain, Clements, Permanent Force Officer in the Royal Canadian Air Force, served on night operations with the Royal Air Force in the Air Component of the British Expeditionary Force in France from September 1939 to February 1940, with outstanding distinction.

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CLEVELAND, S/L Howard Douglas (J5765) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born Vancouver, 7 July 1913; home there. Employed by Hudson Bay Company, 1933-1935 (advertising), Stewart-McIntosh, 1935-1938 (advertising), Ruddy Ducker Company, 1938-1940 (sales manager and director). Enlisted in Vancouver 24 October 1940. To No.37 SFTS, 15 November 1940 (guard); to No.2 ITS, 10 December 1940; graduated and promoted LAC, 14 January 1941; to No.8 EFTS, 16 January 1941; graduated 4 March 1941 when posted to No.2 Manning Depot; to No.33 SFTS, 5 April 1941; graduated and commissioned, 23 June 1941. Posted to Central Flying School, Trenton, 24 June 1941; to No.5 SFTS (Brantford) to instruct, 12 September 1941 (see note below); promoted Flying Officer, 1 March 1942; promoted Flight Lieutenant, 24 August 1942; to No.3 SFTS, 10 December 1942; No.36 OTU, Greenwood, 25 June 1943. Embarked from New York, 8 October 1943; arrived UK, 16 October 1943. Posted to No.60 OTU, 26 October 1943, he was sent to No.418 Squadron, 1 January 1944. Interned in Sweden, 16 May 1944; reported safe in UK, 17 June 1944. Promoted Squadron Leader, 11 July 1944. Repatriated to Canada, 6 August 1944. To No.7 OTU, 21 September 1944; to RCAF Overseas Headquarters, 9 January 1945 (attached to 9th USAAF, 22 January to 18 April 1945). Promoted Wing Commander, 28 May 1945. Commanded No.418 Squadron, 24 May 1945 to 15 September 1945; repatriated to Lachine, 16 September 1945; to No.8 Release Centre, 23 September 1945. Retired to Vancouver, 6 November 1945. Died in North Vancouver, 25 November 1978. Aerial victories as follows: **26 February 1944**, one Go.242 destroyed in the air, one Go.242 destroyed on ground, one Ju.86 destroyed on ground, one He.111Z destroyed in the air (shared with F/O C.C. Scherf, RAAF); **16 April 1944**, two FW.190s destroyed on ground,

one Ju.87 destroyed on ground (shared with another pilot), one unidentified training aircraft destroyed on ground; **27 April 1944**, one unidentified twin-engined aircraft destroyed; **16 May 1944**, one He.111 destroyed, one Ju.87 destroyed, one Do.217 destroyed on ground; **27 July 1944**, one unidentified twin-engine aircraft destroyed. See H.A. Halliday, **The Tumbling Sky** for more details based on correspondence and interviews. Logbook, uniform, medals and memorabilia with Canadian War Museum. Award presented by King George 13 July 1945. Photographs of him are PL-25525, PL-26174 (by tail of Mosquito), PL-26810 (with his RAF navigator, FS F. Day), PL-28732 (Cleveland, Harper, Kerr, Jasper), PL-28482 (Cleveland, Day, Luma, C. Finlayson). RCAF photo PL-44234 (ex UK-21793 dated 30 May 1945) shows W/C H.D. Cleveland with F/O A.M. Nichol (left) and F/L J.W.D. Howat (right) in Holland. Medals with Canadian War Museum (AN 19800811-010) along with logbook, painting, memorabilia.

This officer is an extremely efficient flight commander whose example of courage and determination has proved most inspiring. He has completed very many sorties, including several successful sorties against ground targets in daylight. On one of these, Squadron Leader Cleveland assisted in the destruction of three enemy aircraft in the air and personally damaged one on the ground. On another occasion, in April 1944, this officer led a formation of aircraft in a most successful sortie during which he damaged three enemy aircraft on an airfield. He is a gallant and forceful leader and has rendered much valuable service.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by Wing Commander A. Barker on 17 April 1944 when he had flown 23 sorties (95 hours).

Squadron Leader Cleveland has completed 23 operational sorties, of which 20 have been Intruder and sorties in support of Bomber Command. Three have been Day Rangers. This pilot has patrolled enemy targets from Berlin to Dijon and his unfailing enthusiasm for any form of operation has been an inspiration to the squadron. On February 26th, this pilot took part in a Day Ranger to Dole and St. Yan, destroying a Heinkel 111 at St. Yan and damaged a Gotha 242 on the ground at Dole. This operation was particularly successful in that he shared in the destruction of a bi-Heinkel and two Gotha 242s in the air at Dole. Again on the 16th April, Squadron Leader Cleveland led and directed an attack on enemy aircraft by day at Toul. He destroyed two Focke Wulf 190s and a trainer on the ground and shared in the destruction of one Junkers 87 at Thionville.

Squadron Leader Cleveland is an excellent Flight Commander. His devotion to duty and powers of leadership are most pronounced, which coupled with his drive and ability to successfully engage the enemy have been responsible for the high morale not only of the flight he commands but on the squadron in general.

Public Record Office WO 208/3320 had his MI.9 report; he had left Stockholm on 16 June 1944, arrived in Britain 17 June 1944 and was interviewed on 18 June 1944.

I was captain and first pilot of a Mosquito aircraft which took off from Coltishall on 16 May 1944 at about 1300 hours on a Day Ranger operation across Denmark, and covering German aerodromes on the Baltic. When approximately over Rostock we were hit by flak at about 1530 hours. One engine was rendered completely unserviceable, and the fuselage was badly damaged.

It was obvious that we would not be able to reach base, so I took the only alternative of attempting to get to Sweden.

When over Ystad we were fired on by flak, although it was obvious that we were in distress. This compelled me to fly out to sea again. I ditched outside the three-mile limit, exactly south of Ystad at about 1700 hours. The aircraft broke up badly, but we both got out safely. The water was so cold that I just managed to inflate my dinghy and got into it before becoming unconscious. When last seen my navigator was trying to get his dinghy inflated. When I came to about half an hour later there was no sign of him.

I was picked up by a Swedish fishing boat, which also found my navigator's body. I was taken ashore and to a hospital in Ystad. I was there till 22 May. On the second day a member of the British Legation at Malmo came to see me. On 22 May I was taken to the internment camp at Falun. After a trip to Stockholm to report the details of our accident to the authorities. I returned to Falun whilst negotiations were being carried out with the Swedes for my repatriation.

At no time was any interrogation pressed on me, and I was treated with great consideration. On 11 June I was taken down to Stockholm and repatriated on 16 June.

Cleveland's logbook indicates that he and Day flew one intruder sortie while still at No.60 OTU (Mosquito 760, 30 December 1943, to Limavady, three hours). He subsequently recorded the following sorties, giving only his aircraft letter:

6 January 1944 - "H" - Rennes-Gael-Loire - sighted one aircraft
7 January 1944 - "Y" - St. Dizier, uneventful
21 January 1944 - "P" - Leeuwarden
28 January 1944 - "X" - St. Trond
29 January 1944 - "T" - Beauvais-Creil
6 February 1944 - "C" - Melun-Bretigny
20 February 1944 - "P" - St. Dizier
22 February 1944 - "P" - Orleans-Chateaudun
24 February 1944 - "P" - St. Dizier
25 February 1944 - "P" - Stuttgart

1 March 1944 - "P" - Chateaudun
17 March 1944 - "P" - Laon-Juvincourt
18 March 1944 - "P" - Stuttgart
19 March 1944 - "P" - Munich
23 March 1944 - "P" - Tours-Melun-Bretigny-St. Dizier-St.Trond-Florennes
24 March 1944 - "P" - Berlin (with Stewart rather than Day)
31 March 1944 - "P" - Binplack-Laineck-Windischenlabach, Czechoslovakia
5 April 1944 - "P" - Dijon-Dole
10 April 1944 - "P" - Grove
12 April 1944 - "P" - Werneuemen-Strausberg-Furstenwalde-Ragsdorf-Juterbog-Berlin
16 April 1944 - "P" - Croix de Metz and Thionville
24 April 1944 - "P": - Echterdingen-Boblingen
25 April 1944 - "P" - Orleans-Tours-Chateaudun
26 April 1944 - "P" - Nantes
27 April 1944 - "P" - Nancy-Metz
15 May 1944 - "P" - night intrusion, area not stated
16 May 1944 - "P" or "D" - Baltic - aircraft was Mosquito MM421.
29th mission not dated in logbook

Training: Interviewed 13 July 1940 in Vancouver - "Very good references. Perfect example for Pilot type. Well mannered, clean cut, recommended by Captain E. McLeod."

Course at No.2 ITS was 11 December 1940 to 11 January 1941. Courses in Mathematics (98/100), Armament, practical and oral (75/100), Visual Link ("B"), Drill (80/100), Law and Discipline (88/100). Placed third in a class of 148. "Excellent type. Dependable, keen and alert."

Course at No.8 EFTS was 16 January to 5 March 1941. Tiger Moth aircraft (27.45 dual, 25.40 solo plus five hours in Link). Flying "above average". Courses in Airmanship (188/200), Airframes (85/100), Engines (89/100, Signals, practical (100/100), Theory of Flight (100/100), Air Navigation (150/200), Armament, oral (154/200). Placed third in a class of 32. "Conduct excellent. This man is an outstanding student in every respect. Definitely a leader and should go far." (F/L W.F. Poag).

Course at No.33 SFTS was 8 April to 23 June 1941 in Anson aircraft (22.35 day dual, 46.15 day solo, 2.55 night dual, 4.25 night solo and 12.20 in Link. "Special Distinction. An excellent and very keen pilot who uses his head. Has done little formation." Ground courses in Airmanship and Maintenance (154/200), Armament, written (82/100), Armament, practical (88/100), Navigation and Meteorology (180/200). Signals, written (90/100) and Signals, practical (49.7/100). "Studious and painstaking worker. Excellent results. Above the average." He placed first in a class of 67 and was graded on various traits - Qualities as an Operational Pilot (Above average), Formation Flying (Average), Navigation Ability (Above Average), Night Flying (Above Average), Determination and Initiative (Above Average), Instrument Flying (Above Average), Ability to Maintain Speed, Course and Height (Average). Further described as

“Special Distinction. Should make good instructor, and his navigation and theory of flight are excellent.”

Flying Instructor Course, CFS Trenton, 29 July to 11 September 1941. Categorized “C”, and described as follows: “Should become an above average instructor with experience.” (W/C G.P. Dunlop). F/O B. Sparks wrote, “Good average pilot - trained on Anson - flies Harvard well. Aerobatics OK. Instrument flying very good. Knowledge of sequence good. Demonstrations sound. With experience should become definitely good instructor.” He did have one incident on 11 September 1941 in Harvard 2629 with Sergeant H.P. or R.P. Pearson (R76570) on mutual instruction flight, wing tip struck ground; “Insufficient alertness on pilot’s part, not correcting early enough to counteract for keel surface effect after landing.”

Retested on Anson at No.5 SFTS, 18 November 1942 and reclassified A2. “This instructor has obviously spent considerable time in the study and practice of Flying Instruction and is outstanding.” (S/L G. Ingram). He had flown 975 hours at No.5 SFTS. Described under various headings - Sequence (very good), Voice (high clear), Manner (emphatic, convincing), Ability to Impart Knowledge (excellent), Ability as Pilot (above average).

Course at No.36 OTU was 5 July to 28 August 1943. Mosquito aircraft (6.00 day dual, 25.15 day captain, 1.00 night dual, 16.35 night as captain, 18.30 in Link). Ground courses in Airmanship (98 %), Navigation (86 %), Signals (92 %), Armament (85 %), Aircraft Recognition (100 %), Meteorology (78 %), Intellogence (100%), Technical (85 %), Electrical (81 %). “Graded as exceptional as pilot and above average on airmanship. Should be an outstanding squadron member and with operational experience would make a worthwhile Flight or Squadron Commander.” (W/C J.S. Hamilton).

Course at No.60 OTU, 26 October to 31 December 1943 on Mosquito aircraft (1.35 day dual to first day solo, 3.35 day dual total, 21.05 day solo, 16.05 night solo, 9.45 in Link. Made a single engine landing on 9 November 1943 (Mosquito HJ888, no damage). At the time he had 46 hours on type, 1,396 hours total. It occurred in a daylight cross-country exercise - port engine developed an internal glycol leak. Aircrew feathered and a return flight of 125 miles made with successful single-engine landing. “The pilot carried out a good landing at base and did not seem too worried by the engine failure. He has been congratulated on his performance which if it had been at night would have deserved a Green Log Book entry.” Course summary read: “Above average, excellent all round pilot. With P/O Jones his original navigator they would have made an excellent squadron crew. P/O Jones is, however, sick for about six weeks and this unit was obliged to recrew him.”

Notes: On 15 September 1942, W/C C.J.H. Holms. Commanding Officer, No.5 SFTS, Brantford wrote a letter to Air Officer Commanding, No.1 Training Command, respecting F/O H.D. Cleveland’s outstanding performance of duty, 0252 hours to 0540 hours, 12 September 1942:

During the night of 11-9-42 and 12-9-42, Flying Officer Cleveland was on duty as

Station Duty Officer. At approximately 0200 hours a dense haze mixed with fog was becoming noticeable, and this officer was at the aerodrome to lend assistance should it be required, as night landings including cross-countries were then in progress.

At 0252 hours, aircraft 8299, with GB.1320085 LAC Davenport, S.J., as pilot, returned from a cross country flight and was not able to land, through the haze and fog becoming very dense. He continued in a circuit and was contacted on the radio by F/O Cleveland, who ordered him to fly to Dunnville and attempt a landing there, as just a short time previously other aircraft had been routed through and had effected safe landings. Cleveland gave him a course to steer and his E.T.A. and also instructed him that if he could not land at Dunnville, to fly a reciprocal course back to Brantford. LAC Davenport was unable to land upon arrival over Dunnville, as he couldn't see the aerodrome due to fog, so, as ordered, flew a course back to Brantford and could not locate lights anywhere in the vicinity. He continued on his heading and picked up lights, which he believed to be those of Kitchener. He advised F/O Cleveland that his petrol was getting low and this Officer instructed him to get clear of all towns and villages, to descend to a lower altitude and drop a parachute flare and attempt to locate a suitable field in which to effect a landing. LAC Davenport, by the light of the flare, caught sight of a field, but it was not a safe one, and furthermore the fog was thickening very rapidly. F/O Cleveland then ordered him to climb up to four or five thousand feet over open country to the north of Kitchener, and while he was climbing, F/O Cleveland instructed him in the whole procedure of abandoning an aircraft (that is, to climb out on the wing and fall backwards off the trailing edge, etc.). The pupil actually climbed higher than he was instructed and at 0540 hours, he abandoned the aircraft and made a parachute descent, landing without injury. He located the crashed aircraft and 'phoned to No.5 S.F.T.S. and reported to Flight Lieutenant Clark, O.C. No.1 Squadron that he was uninjured and gave the location of the plane.

In view of the foregoing, and for the confidence F/O Cleveland inspired in LAC Davenport by his decisive and unerring judgement in a difficult situation, it is strongly recommended that some recognition be shown this officer.

Furthermore, F/O Cleveland has already been recommended for accelerated promotion.

This was minuted on 21 September 1942 by G/C B.F. Johnson (SASO, No.1 Training Command), "O strongly recommend that F/O Cleveland be recommended for the AFC." On 21 September 1942, the Air Officer Commanding, No.1 Training Command (A/V/M G.O. Johnson) wrote, in part, "These Command Headquarters are of the opinion that the outstanding initiative displayed by Flying Officer Cleveland should not get past unrecognized. Unfortunately, the episode in question took place on the ground, so that a recommendation for the award of the Air

Force Cross would not be within the terms of reference for this award.” He suggested that promotion to Flight Lieutenant, effective 12 September 1942, the date of the incident, would constitute “promotion in the field” and be sufficient recognition. In fact, promotion was made effective from 24 August 1942.

Incident with No.418 Squadron, 21 March 1944, Mosquito MM421 preparing for an night intruder sortie from Coltishall. Instructed by Flying Control to taxi directly in a straight line to red light on top of flood light. No mention made of corner of barbed wire fence projecting in path. Struck corner of fence, bending one blade of starboard propellor. Aircraft flown back to base where blade was replaced.

Late in 1944 (document undated) he was recommended for an Air Force Cross by W/C R.C. Fumerton for services at No.7 OTU, Debert. He had flown 1,750 hours to date (50 in previous six months) of which 1,100 had been instructional (ten in previous six months). Duties as Chief Flying Instructor. Submission as follows:

This officer prior to going overseas in 1943 spent two years as a Flying Instructor in this country where he amassed a great amount of instructional hours and knowledge which has proved to be of great benefit on his present duties.

Squadron Leader Cleveland has been responsible for organizing a ground instructional program at this unit while acting as Chief Ground Instructor, and later, on assuming the position of Chief Flying Instructor, his high standard of flying discipline, keen sense of responsibility and driving energy, his enthusiasm and inspiration has resulted in the outstanding record of efficiency which he has created at this OTU.

This was supported by G/C L.W. Howard but does not appear to have gone beyond the station.

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CLEVELAND, F/L James Barry (J15084) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born in Toronto, 30 November 1915; home there or in Knitsford, Cheshire; enlisted Toronto, 1 July 1940. To No.1 ITS, 21 July 1941; graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; posted elsewhere, 10 October 1940; to No.3 AOS, 14 October 1940; graduated 6 January 1941 and posted to No.2 BGS; graduated and promoted Sergeant, 16 February 1941 when posted to No.1 ANS; graduated 15 March 1941. To Embarkation Depot, 26 March 1941; to RAF overseas, 5 April 1941. Commissioned 2 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 February 1943. Reported to No.426 Squadron (from No.419 Squadron), 16 February 1943. Injured in crash on return from raid on Berlin, 23/24 November 1943. Repatriated June 1944. To No.1 AOS, 27 August 1944. To Release Centre, 24 February 1945. Released 8 March 1945.

Award presented 18 October 1947. Died in Toronto, 1963.

This officer has a fine operational record of attacks on many major targets. His navigational ability has enabled his crew to attack in the allotted time on all sorties and has frequently been instrumental in bringing back a damaged aircraft. Flight Lieutenant Cleveland has acted as squadron navigation officer for some months and in that capacity has been particularly successful in developing new crews. His work both in the air and on the ground has been outstanding.

The original recommendation and sortie list, drafted by W/C Swetman, 15 October 1943, were as follows:

www.bombercommandmuseumarchives.ca

17 June 1941 - Sens Andorre (5.35)
5 July 1941 - Rotterdam (3.30)
7 July 1941 - Cologne (4.15)
8 July 1941 - Munster (3.25)
10 July 1941 - Cologne (4.30)
12 July 1941 - Bremen (4.05)
14 July 1941 - Bremen (6.00)
17 July 1941 - Cologne (5.15)
22 July 1941 - Mannheim (6.20)
24 July 1941 - Kiel (7.15)
30 July 1941 - Cologne (4.40)
16 August 1941 - Duisburg (5.45)
22 August 1941 - Mannheim (6.00)
25 August 1941 - Karlsruhe (4.50)
28 August 1941 - Duisburg (5.45)
31 August 1941 - Cologne (6.00)
3 September 1941 - Brest (4.45)
7 September 1941 - Berlin (8.00)
11 September 1941 - Kiel (7.10)
13 September 1941 - Brest (5.55)
28 September 1941 - Genoa (9.40)
30 September 1941 - Stettin (8.25)
11 October 1941 - Emden (4.55)
21 October 1941 - Sea sweep (3.50)
24 October 1941 - Emden (5.40)
7 November 1941 - Berlin (5.15)
9 November 1941 - Sea sweep (2.10)
3 January 1942 - Brest (6.10)
5 January 1942 - Brest (5.05)
10 January 1942 - Wilhelmshaven (6.25)
14 January 1942 - Hamburg (7.30)
1 June 1942 - Essen (3.50)
27 April 1943 - Gardening (7.15)
22 August 1943 - Leverkusen (4.50)

This officer has a splendid operational record against very heavily defended targets. In all trips his navigation ability has enabled his crew to attack in the time allotted, and has been instrumental in bringing back a damaged aircraft on several occasions. Targets attacked range from the most important centres in Germany and Italy as well as occupied countries. During his operational career Flight Lieutenant Cleveland has cheerfully conducted his duties and has given inspiring leadership at all times. This officer has acted as Squadron Navigation Leader for some months. He has been particularly successful in developing new crews and shares in the credit of the squadron's outstanding operational record. This fine achievement is considered worthy of recognition and I strongly recommend the award of the DFC.

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CLEVELAND, W/C Wallace Bernard (C2017) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 5 March 1901 in Chester, Nova Scotia (family website). Enlisted in Halifax, 8 May 1940. To Eastern Air Command Headquarters, 1 August 1940; promoted Flight Lieutenant, 1 February 1941; to "K", 15 March 1942; promoted Squadron Leader, 1 June 1942; to No.1 OTU, 7 December 1942; to "Y" Depot, Halifax, 15 November 1943; to No.3 Personnel Reception Centre, Bournemouth, 23 November 1943. Promoted Wing Commander, 10 May 1944. Repatriated 23 October 1945. Released 12 January 1946. No citation in biographical file. DHist file 181.009 D.2813 (RG.24 Vol.20632) has recommendation dated 22 May 1944 when he had served 42½ months in Canada, six months in UK. He was then Station Administrative Officer, Womblton.

This officer has by his untiring effort, his exceptional organizing ability and his skilful leadership brought the efficiency of the various sections under his supervision up to a very high standard. This has been accomplished under trying conditions with a minimum of staff and a great shortage of equipment. The high standard of morale and attainment presently experienced throughout the Station is in no small measure the result of this officer's individual effort...

CLEVELAND, W/C Wallace Bernard (C2017) - **Officer, Order of the British Empire** - No.64 Base Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Award presented 16 April 1948. No citation to OBE in biographical file. AFRO gives unit only as "Overseas". DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 24 May 1945 which also identifies unit.

Wing Commander Cleveland's services in organizing the administrative structure of No.64 Base from its inception have been most outstanding. His energy and persistence, exceptional ability and strong sense of duty despite many difficulties, have sustained him over all obstacles resulting in a smooth functioning and efficient Base. These meritorious services are the culmination of an excellent record of achievement in various responsible administrative posts held during his

service career. The award of the OBE is considered well merited and recommended.

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CLIBBERY, FS Alexander (R142144) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 31 January 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born Winnipeg, 17 November 1923; home in Regina or Portage la Prairie (time keeper); enlisted Regina, 20 November 1941 and posted to No.2 Manning Depot. To No.36 SFTS for guard duty, 4 January 1942. To No.3 SFTS, 27 January 1942 (still a guard). To No.2 ITS, 28 February 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.2 EFTS until 15 August 1942. To No.3 SFTS, 10 October 1942; graduated and promoted Sergeant on 5 February 1943. To "Y" Depot, Halifax, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Promoted WO2, 5 February 1944. Commissioned 7 July 1944 (J87780). Award presented by King George 11 August 1944. Repatriated 31 March 1945. To No.2 Air Command, 12 April 1945. To No.18 SFTS, 29 May 1945. Retired 29 September 1945 and settled in Vancouver. Died September 1986. Photo PL32397 is a portrait.

This airman was the pilot of an aircraft detailed to attack Magdeburg one night in January 1944. Whilst over the target area his aircraft was illuminated by searchlights and afterwards attacked by a fighter. Although the enemy aircraft was evaded the bomber had sustained much damage. Instruments had been shot away, the intercommunications system rendered unserviceable and the oxygen supply destroyed. Despite this Flight Sergeant Clibbery completed his bombing run and afterwards flew the damaged aircraft to base. This airman displayed a fine fighting spirit, great determination and devotion to duty.

Another version of this is in DHH file 181.009 D.1729 (Library and Archives Canada RG.24 Volume 20607; see also entry for Sergeant Richard E. Qualle:

Flight Sergeant Clibbery was captain of an aircraft detailed to attack Magdeburg on the night of January 21st, 1944. While over the target area, coned by searchlights and surrounded by fighter flares, his aircraft was raked by cannon and machine gun fire from an enemy fighter, destroying the inner communication system, the supply of oxygen, shooting away all flying instruments and setting the aircraft on fire in the Flight Engineer's position. Despite this attack, this captain completed his bombing run and under very difficult weather conditions flew his aircraft home and made a safe landing.

Flight Sergeant Clibbery has shown great fortitude throughout the operation and by his skilful airmanship successfully completed his duties.

Note: The website “Lost Bombers” provides details of a crash in which he was involved. Halifax LV086 (ZL-V), 10/11 May 1944, target Ghent. Airborne at 2130 hours, 10 May 1944 from Leeming, tasked to bomb the railway installations. Bombed the target from 10,600 feet at 2350. Homebound, badly shot about by a night-fighter. Diverted to, and crash-landed at 0100 at Woodbridge, where the Halifax was assessed as beyond economical repair. Crew consisted of WO2 A.R. Clibbery, DFM, RCAF, Sergeant R.E. Quaille, DFM, RCAF, Sergeant H.Pratt, Flight Officer R.E.Morrison, USAAF, Warrant Officer W.N.Nash, RCAF, Warrant Officer J.D.Jardine, RCAF and Sergeant B.L.Martin, RCAF.

RCAF Press Release No. 3762 dated 26 January 1944 read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Nearly blasted from the sky by an enemy fighter, the crew of a Lion squadron Halifax, making their first trip over enemy territory, beat off their attacker and had the satisfaction of seeing the German plane crash in flames.

The action occurred while the Canadian-manned bomber piloted by Flight Sergeant A. Cliberry was making its bombing run over Magdeburg. The young skipper was making his first trip as captain of an aircraft. His home is at 753 Rae Street, Regina, Saskatchewan.

“We were just going in to bomb and the bombs’ doors were open, related the rear-gunner, Sergeant B.L. Martin, Yarmouth, N.S., “when I spotted the Me110 about 1000 yards away weaving in the sky. Just two seconds before we dropped our bombs, I lost him in the clouds and warned the skipper to take evasive action.”

The attack was launched from the starboard quarter above. “He opened up on us from the starboard beam,” added F/S Cliberry, “raking us with cannon shell and machine gun fire”.

The big bomber suffered appalling damage in the attack. The Perspex was blown out of the mid-upper turret, the flash eliminator knocked from one of the guns, the astra hatch was blasted off, Very cartridges set on fire, instruments in the pilot’s cockpit destroyed with the exception of the navigator and compass, three bullet holes puncturing the windscreen, one of the prop blades knocked off the inner port engine and bullets put inside the engine, portion of the starboard inner propeller blown away, oxygen lines and intercommunication system destroyed.

“As soon as the cartridges started to explode, the flight engineer, a member of the RAF, grabbed the fire extinguisher and proceeded to put out the flames,” continued the skipper. “He used his feet at the same time to stamp out some of them.”

In spite of the damage to his turret, the mid-upper gunner, Sergeant R.E. Qualle of Beverly, Saskatchewan engaged the Messerschmitt. "He kept firing away at point-blank range," said the skipper, "letting go a burst of about 1500 rounds. The Jerry did a wing-over and burst into flames on the starboard bow below". Both the pilot and the bomb-aimer, F/Sergeant W.N. Nash of Reston, Manitoba saw the Nazi aircraft crash to the ground in flames, and support Sergeant Qualle's claim of a "destroyed".

Seriously crippled, and with only three engines operating, "Z for Zombie" had difficulty maintaining height. According to the pilot, "the sky was filled with fighters" and there was always the danger of their disabled aircraft being set upon again.

"I can't give enough praise to the rest of my crew," F/Sgt. Cliberry said after returning to his station. "At no time did any of them suggest bailing out. The flight engineer did a grand job in dousing the fires from the cartridges, while the navigator, Technical Sergeant R.E. Morrison, 6 Sacramento Street, Cambridge, Mass., did a wizard job of getting us back to England. We were only 30 seconds late and one mile off track when we spotted the English aerodrome off the coast."

The crew is one of the youngest in the squadron, averaging 21 years in age. Wireless operator was WO2 J.C. Jardine of 2522 Joliette Street, Montreal, P.Q.

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CLIFF, F/L Edward George (J11621) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 30 June 1920 in Edmonton; home there; enlisted there 11 February 1941. Posted to No.2 ITS, 22 April 1941; promoted LAC, 17 May 1941); to No.5 EFTS, 27 June 1941; to No.3 SFTS, 27 July 1941. Ceased pilot training on 2 October 1941. Posted to No.6 AOS, 20 November 1942; to No.5 BGS, 28 February 1943 (graduated 11 April 1942 and promoted Sergeant). To No.1 ANS, 11 April 1942.. Commissioned 11 May 1942. To No. 31 GRS, 5 June 1942. To No.31 OTU, 9 July 1942. To "Y" Depot, Halifax, 16 September 1943. To RAF Overseas, 27 October 1942. Repatriated 22 July 1945. Released 11 September 1945. Photo PL-33592 shows F/L Ed Cliff and his American pilot, Lieutenant Don Ewing. Award sent by registered mail 30 December 1949. Promoter of subsidized housing in Richmond, British Columbia (Golden Mews). Died in Surrey, British Columbia, 12 September 2009.

This officer is a navigator who has been engaged in ant-shipping operations off the Dutch and French coasts. He has at all times shown a very high degree of courage in the face of the enemy. On the night of July 7, 1944 he was navigator of an aircraft detailed to attack a large enemy convoy. Despite heavy and

accurate anti-aircraft fire the attack was pressed home and the bombs dropped precisely in the correct place. After the action, in an endeavour to obtain accurate information, the aircraft was flown through the convoy at a low level in the face of heavy fire. On another occasion this officer participated in an attack on a convoy during which six runs were made over the target to ensure accuracy. During all his sorties this officer has shown a high standard of skill and courage.

NOTE: Public Records Office Air 2/9276 has recommendation dated 16 July 1944 when he had flown eleven sorties with this unit (62 hours ten minutes); cited with O-886103 1st Lieutenant D.E. Ewing (USAAF).

1st Lieutenant Ewing and Flying Officer Cliff are pilot and navigator respectively in a crew engaged in anti-shipping operations off the Dutch and French coasts. Lieutenant Ewing has been with the squadron for over a year, being on Hampden torpedo bombers (in RCAF at that time) for first two months. At all times this pair have shown a very high degree of courage and devotion to duty in the face of the enemy.

On the night of July 7th, Lieutenant Ewing with his navigator, Flying Officer Cliff, were detailed to do a reconnaissance and strike with six 500-pound bombs on a convoy off the Dutch coast. They proceeded to the target area and found the convoy without trouble. The pilot flew around, sizing up the target, picking the largest of the merchant vessels. After climbing to height and agreeing on their line of attack they went in. At the same time as they attacked they were greeted with a barrage of heavy and light flak, which, however, failed to throw off the aim of the navigator (who was now bomb aimer as well) or to shake the nerve of the pilot. The bombs were dropped accurately, the crew seeing at least one direct hit and a near miss. After evasive action the pilot returned for a further reconnaissance of the convoy. He saw his 2,000-ton merchant vessel on fire and blew up. The endeavour to obtain accurate information for his report took them through the convoy at 400 feet when they were suddenly engaged by five small flak ships. They fortunately, and due to their skill, evaded it, and at the same time obtained the information required.

On May 9th this team also attacked a heavily defended convoy. Lieutenant Ewing and Flying Officer Cliff made six runs over the target before being satisfied with the accuracy of the bombing run. Each time they were engaged by accurate heavy and light flak. The merchant vessel, also 2,000 tons, was assessed as damaged by a very near miss. The pilot was congratulated by the Air Officer Commanding upon his determined effort to hit the enemy.

It is considered that these attacks, which have shown the highest of determination and skill, are very deserving of an immediate Distinguished Flying Cross.

Excerpts from Coastal Command Operational Summaries (DHH 181/003 folio D.886):

Wellington L/415 - Lieutenant Ewing - 0324, 10th May 1944 - 53.56 N 06.53 E, south of Borkum. Aircraft on anti-shipping patrol had a radar contact and on homing obtained glimpse of large convoy, course N.E. Aircraft made four runs over convoy and dropped flares. On 5th run aircraft attacked from 4,400 feet with five 500-lb M.C. bombs at an angle of 120 degrees red. Owing to avoiding action, no results were observed, but a heavy pall was seen afterwards.

Wellington A/415 - Lieutenant Ewing - 0243, 7th July 1944 - 53.57 N 07.09 E, southwest of Heligoland - Aircraft on anti-shipping patrol sighted an M/V approximately 4,000 tons stationary, with small escort vessels nearby. Aircraft attacked the M/V along moonpath with four 500-lb M.C. bombs, air burst pistol from 5,000 feet; a large explosion was seen followed by a second large explosion. No other results were observed.

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CLIFFORD, F/O Arthur Wellington (J4770) - **Distinguished Flying Cross** - No.162 Squadron (RAF) - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born in Unity, Saskatchewan, 5 December 1914; home in Gleichen, Alberta; enlisted Calgary, 29 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; posted elsewhere, 6 October 1940; to No.3 AOS, 14 October 1940; graduated 6 January 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 16 February 1941 when posted to No.1 CNS; graduated and commissioned 16 March 1941. To Embarkation Depot, 26 March 1941. To RAF overseas, 7 April 1941. Promoted Flying Officer, 16 March 1942. Repatriated 9 December 1942. To No.1 CNS, 21 January 1943. To No.2 AOS, 6 February 1943. Promoted Flight Lieutenant, 8 February 1943. To No.4 ITS, 19 January 1944; to No.5 EFTS, 29 March 1944; to No.3 SFTS, 30 June 1944. Qualified as a pilot, 16 February 1945. Posted out on 18 March 1945; reported to No.3 ANS, 11 April 1945; to No.8 SFTS, 31 July 1945. To Release Centre, 28 September 1945. Retired 23 October 1945. Award presented 31 May 1944. For photo see DND AH 649 or AIR PORTRAITS file.

This officer is a first class navigator who has served both in the United Kingdom and the Middle East. He has always shown the greatest determination and courage, pressing home his attacks regardless of the difficulties and dangers he has encountered.

NOTE: Public Records Office Air 2/9606 has original recommendation communicated from Headquarters Middle East to Air Ministry, 3 November 1942:

This officer has completed 280 operational hours and 37 sorties. Of these, 19 were done in the United Kingdom and 18 in the Middle East. As an observer his bombing has always been carried out with the greatest determination and courage and his navigation accurate. In the course of his operations in the United Kingdom and his first three operations in the Middle East, his previous captain of aircraft was awarded a Distinguished Flying Cross and Bar during the time when Flying Officer Clifford was his observer. Since then he has completed 15 more successful operations.

His accurate and tenacious bombing has most certainly caused great damage to the enemy in the course of his operations.

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CLIFFORD, F/O John Sandfield (J17312) - **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 15 February 1912 in Oakville, Ontario; home there. Engaged in automobile business for eight years; applied in October 1939 to join RCAF but was deferred; enlisted Ottawa, 27 February 1941. To No.1 Manning Depot, Toronto, 5 June 1941; to Station Rockcliffe, 23 June 1941; to No.1 ITS, Toronto, 27 June 1941; graduated 1 September 1941 and promoted LAC; to No.1 AOS, Malton, 16 September 1941; graduated 19 December 1941; to No.1 BGS, Jarvis, 21 December 1941; graduated 31 January 1942 when promoted Sergeant; to No.2 ANS, Pennfield Ridge, 1 February 1942; graduated 2 March 1942. To "Y" Depot, Halifax, 3 March 1942. To RAF Overseas, 19 March 1942. Disembarked in Britain, 29 March 1942. To No.3 (O) AFU, 25 April 1942 (Anson aircraft); to No.23 OTU, 3 June 1942 (Wellingtons); to No.57 Squadron, 19 August 1942 (Manchester and Lancaster aircraft). Commissioned 3 March 1943. To No.617 Squadron, 25 April 1943 (Lancasters). To No.61 Squadron, 25 April 1943 (Lancasters). To No.83 OTU, 20 July 1943 (Wellingtons); to No.3 (O) AFU (Ansons), 20 December 1943. To No.8 (O) AFU, 16 February 1944; to RCAF Overseas Headquarters, 20 May 1944; embarked for Canada that date. Disembarked in Canada, 27 May 1944. Embarked for overseas again, 18 July 1944 and take on strength of No.3 Personnel Reception Centre, Bournemouth, that same date. To No.61 Base, 8 August 1944. To No.1659 Conversion Unit, 24 November 1944. To No.428 Squadron, 22 January 1945; returned to Canada with No.428 Squadron, 1 June 1945. To Station Yarmouth, 6 September 1945; to Station Greenwood, 11 October 1945; to Release Centre, 12 December 1945; retired 16 December 1945. No citation in AFRO.

NOTE: On 9 May 1944 he signed a form stating he had flown 28 sorties (172 operational hours) and his total flying time was 575 hours.

Another form (circa June 1944) gave his flying times (operational and non-operational) as 200 hours with No.57 Squadron, 50 hours with No.617 Squadron, 150 hours with No.61 Squadron,

and 100 hours instructing at No.83 OTU. On aircraft types he reported Ansons (100 hours), Oxford (50 hours), Wellington (150 hours), Manchester (25 hours) and Lancaster (250 hours).

Upon posting from No.61 Squadron (20 July 1943) his Commanding Officer stated he had flown 540 hours (180 in previous six months) and wrote, "An officer who has shown himself to be keen and efficient in his work". On 29 May 1945 the Commanding Officer of No.428 Squadron stated he had flown 762 hours (202 in previous six months) and wrote, "Experienced bomb aimer; valuable member of aircraft crew."

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CLIFFORD, P/O Nicholas Hugh (J87453) - **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. Born 10 January 1909 in North Bay, Ontario. Home in Hamilton, Ontario where he was a member of the Hamilton Light Infantry, 21 September 1923 to 9 April 1925 and again from 12 October 1925 to 7 December 1928. He was employed in roofing and sheet metal work with various companies, 1927-1934 and with the Baldwin Locomotive Works on metal work, 1934 to 1939. Enlisted as an Airframe Mechanic, 16 October 1939 and posted to No.1 Manning Depot. To St. Thomas, Ontario, 12 January 1940. Promoted AC1, 1 June 1940. To No.3 SFTS, Camp Borden, 23 October 1940. Promoted LAC, 1 September 1941. Remustered for aircrew and posted to No.3 BGS, 5 December 1942. Qualified as air gunner and promoted Sergeant, 19 March 1943. To "Y" Depot, Halifax, 2 April 1943. To RAF overseas, 7 April 1943. Disembarked in Britain, 17 April 1943. To No.22 OTU, 1 June 1943. To No.432 Squadron, 1 August 1943. Promoted Flight Sergeant, 1 September 1943. Attached to No.1679 Conversion Flight, 26 September to 20 October 1943. Attached to No.1484 Flight, 3-13 November 1943. To No.62 Base, 17 January 1944 (sick). To No.432 Squadron, 29 February 1944. To No.405 Squadron, 9 March 1944. Attached to Navigational Training Unit, 10-16 March 1944. Promoted WO2, 19 March 1944. Commissioned 20 April 1944. Killed in action with No.405 Squadron, 27/28 April 1944, Lancaster JA976. Buried in Belgium.

Note: He applied to transfer to aircrew early in his career. On 11 September 1940, G/C A.T.N. Cowley (Commanding Officer, Camp Borden) described his case as follows:

The above noted airman was born on the 10th January 1909. He is therefore 31 years old, and would appear eligible on that account for service as an Air Gunner.

He is, however, a tradesman and not in possession of a Private Pilot's Certificate and therefore is not eligible for training as a pilot for which he is also over age.

He possesses more than the minimum requirements from an educational point of view for training as an Air Gunner and stated that his sole object in enlisting in the RCAF was to serve as an Air Gunner, but at the time of his enlistment no Air Gunners were being taken on strength. He also states that on the advice of the

trade test Flight Sergeant at Hamilton where he was enlisted, he joined up as an Airframe Mechanic hoping to be remustered to the trade of Air Gunner at the first available opportunity.

Since enlisting, last October, he has made repeated efforts to be remustered but so far without success. This airman states that his only interest in the Service would be as an Air Gunner and that he is not particularly well qualified as an Airframe Mechanic or is his interest in that type of work.

The Commanding Officer of No.3 SFTS (W/C A.D. Ross) wrote on 9 December 1940 that the application should be considered. However, on 13 December 1940, a memo on file stated that "The remustering of AC1 Clifford would cause a loss, as he has gained practical experience in the Trade of Airframe Mechanic." Remuster action was refused at that time. He persisted in his efforts to remuster, and was even (briefly) deemed a discipline problem, although he was also considered a good mechanic until he finally effected transfer to Air Gunner in spite of his age.

The website "Lost Bombers" provides the following on his final sortie. Lancaster JA976 (LQ-S), target Montzen, 27/28 April 1944. JA976 was delivered to No.97 Squadron in August 1943; transferred to No.405 Squadron (date uncertain). Undertook no operations with No.97 Squadron and no other operational history available. 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. S/L E.W. Blenkinsop, DFC (RCAF) was blown from the aircraft and subsequently joined up with a Belgian Resistance Group. In December 1944 he was captured but instead of being sent to a POW Camp, he was taken to a forced labour camp and is reported to have died in the infamous Belsen Concentration Camp 23 January 1945. Others in crew were 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), Flight Sergeant N.M.Clifford, RCAF (killed).

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CLIFTON, P/O Joseph William (J90982) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 28 February 1922 in New Westminster; home in Britannia Beach, British Columbia (carpenter's helper); enlisted Vancouver, 4 January 1943 and immediately granted Leave Without Pay. Posted to No.3 Manning Depot, 31 May 1943. To No.4 ITS, 11 July 1943. To No.1 Air Gunner Ground Training School, 3 September 1943. Promoted LAC, 16 October 1943 when posted to No.9 BGS; graduated 26 November 1943 and promoted Sergeant but retained on strength of that school until 9 December 1943. To "Y" Depot, Halifax, 10 December 1943. To No.4 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth,

5 March 1944. Commissioned 18 October 1944. Repatriated 6 February 1945. Date of release uncertain. Postwar Supply Technician with RCAF, 31 December 1951 to 31 August 1957. Became mining warehouse keeper. Died 19 October 1982 in Vancouver. Award sent by registered mail 24 April 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.1746 (PAC RG.24 Vol.20608) has recommendation submitted January 1945, when he had flown 36 sorties (180 hours 50 minutes):

This officer has now completed a notable tour of operations against heavily defended enemy targets, during which his keenness and skill have been exceptional. On numerous occasions his alert and resolute attention to duty has been largely instrumental in the safety of his aircraft when attacked by enemy fighters. Pilot Officer Clifton's fine record of achievement is praiseworthy.

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CLINE, F/O Richard Emmett (J9501) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Born 22 November 1916; home in Vancouver; seasonal cook with CPR, 1933-1937, gold mucker with Consolidated Mining, 1936, season truck driver, 1938, bus operator and conductor for British Columbia Electric Railway, 1938-1940. Enlisted Vancouver, 29 April 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 24 July 1941 when posted to No.5 AOS; graduated 12 October 1941 when posted to No.3 BGS; graduated 24 November 1941 when promoted Sergeant; posted next day to No.1 CNS; commissioned on 22 December 1941 and posted away on 16 January 1942 to No.31 GRS. To No.31 OTU, 12 February 1942; to RAF overseas, 23 April 1942, having been in crew of Hudson III serial FH371 which departed Montreal, 21 April 1942 and departed Goose Bay, 24 April 1942, arriving in UK 25 April 1942. To No.7 OTU, 11 May 1942, training on Wellingtons. To No.1446 F.T. Flight, 11 August 1942. To Portwreath, 11 August 1942. To Middle East, 1 September 1942. To No.69 Squadron, 5 September 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 February 1943. Having completed a tour (35 sorties) he remained with No.69 Squadron for six months as Navigation Officer, followed by six months in No.248 Wing, also as Navigation Officer, and from August 1943 also Wing Controller with No.248 Wing. Promoted Acting Squadron Leader, 11 January 1944. To United Kingdom, 20 April 1944. Repatriated 22 May 1944. To No.4 ITS, 15 July 1944; to Western Air Command and Release Centre, 22 October 1944; released 23 December 1944. Postwar dentist. Died in North Vancouver, 6 July 1971 as per British Columbia Vital Statistics. Award presented (date uncertain). Cited with F/Os I.C. Cowan and W.W. Sutton.

One night in December 1942, the aircraft in which Flying Officers Cowan, Sutton and Cline were flying was employed in conjunction with naval forces in an operation against an enemy convoy. Great difficulty was experienced in

communicating with these forces but Flying Officer Cowan finally succeeded in conveying the necessary information. In this task he was ably assisted by the pilot and by the navigator. As a result the naval forces were enabled to make contact with the convoy which was almost totally destroyed. On many other occasions these officers have displayed outstanding ability and courage in the face of the enemy.

NOTE, Public Record Office Air 2/8940 has recommendation forwarded from Headquarters, RAF Middle East to Air Ministry, 19 January 1943. Text provided courtesy of Sean Morrison.

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Pilot Officer Richard Emmett Cline (J.9501) of No.69 Squadron is forwarded.

This officer arrived in Malta on 5th September 1942 and since that date has been employed as Navigator on Wellington aircraft with special equipment.

On the night of 2nd/3rd December 1942, whilst his aircraft was operating in co-operation with a naval force, Pilot Officer Cline was largely responsible for the rapid compilation of messages to the Navy and the passing of information to them. As a result of his outstanding work on this occasion, the major portion of the enemy convoy was destroyed by the naval force.

On many other occasions this officer has shown outstanding ability in his work, and his coolness and accuracy have been an example to the other Navigators in the squadron.

Application for Operational Wing, 28 December 1943, stated he had flown 260 hours (35 sorties), 1 September 1942 to 15 January 1943 with No.69 Squadron.

Training:

Interviewed 26 November 1940 in Vancouver. Very good type. Completed three years UBC. Maths is one of his strong subjects. Would make a good observer but prefers a pilot. Personality is good. Is alert of mind and fully capable in all respects for RCAF pilot duties. Recommended.”

Course at No.2 ITS was 21 June to 21 July 1941. Courses in Mathematics (98/100), Armament, practical and oral (84/100), Signals (96/100), Drill (75/100), Law and Discipline (50/60), Hygiene and Sanitation (39/40). There were 150 Observers in the class but his position not indicated. “This airman has had four years in University, is interested in sports, did exceptionally well on his course, and should make a successful observer.”

Course at No.5 AOS was 21 July to 12 October 1941. Flew in Anson aircraft (26.20 as first navigator by day, 26.15 as second navigator by day, 4.45 first navigator by night, 4.40 as second

navigator by night). "Confident in air. Does very good work." Ground courses in DR Plotting (110/150), DR and DF, written (162/200), Compasses and Instruments (135/150), Signals (100/100), Maps and Charts (88/100), Meteorology (78/100), Photography (90/100), and Reconnaissance (91/100). "Neat worker. Understanding of DR better than plotting mark would indicate." Placed fourth in a class of 39. Assessed as Navigator (above average), Observer (above average), suitable for commission and to be instructor. "Bright personality, well liked by classmates. Ideal type."

Course at No.3 BGS was 13 October to 24 November 1941. Flew in Battle aircraft (15.30 day bombing, 5.20 day gunnery). Dropped 27 bombs high level and 30 bombs low level. Fired 1,500 rounds air-to-air, scoring six percent hits (beam test), two percent (beam relative speed tests) and five percent (under tail test). Graded in Bombing, practical (111/150), Bombing, written (107/150), Gunnery, written (81/100) and Gunnery, practical (84/100). "Below average, needs more practice" (W/C R.C. Ripley, Chief Instructor). "Lots of determination and energy. Good officer material." (Group Captain commanding).

General course at No.1 ANS was 24 November to 22 December 1941. Flew in Anson aircraft (7.25 as First Navigator by day, 7.25 as Second Navigator by day, 9.10 as First Navigator by night, 8.35 as Second Navigator by night). "Excellent attitude towards air work." Courses in (42.20 as Navigator by day, 8.05 as Navigator by night).(42.20 as Navigator by day, 8.05 as Navigator by night).(42.20 as Navigator by day, 8.05 as Navigator by night).Courses in Astronomical Navigation, plotting (94/150) and Astronomical Navigation, written (90/100). Placed seventh in a class of 32. "Showing continued proficiency." Also described as follows: "Will be a capable officer. Has pleasing personality."

Armament course at No.1 ANS was 2-20 December 1941. Carried out two high level bombing exercises (three hours 35 minutes).

Course at No.31 GRS was 19 January to 14 February 1942. Flew in Anson aircraft (ten hours five minutes by day). "Above the average; a sound navigator who is intelligent, keen and confident." Ground training in DR Navigation (116/200), Reconnaissance (174/200), Coding (91/100), Ship Recognition (165/200), and Visual Signals (Pass). "Above average. Has worked well and achieved satisfactory results." Final assessment was "Good officer who will make a steady and reliable G.R. Observer."

Course at No.31 OTU was 16 February to 10 April 1942. Flew in Hudson aircraft (42.20 as Navigator by day, 8.05 as Navigator by night). Ground training in Navigation Plotting (70 percent), Navigation Theory (80 percent), Signals Procedure (90 percent), Armament (78 percent), Morse (100 percent), Meteorology (90 percent), and Photography (88 percent). "Has a good grasp of theory and has reached a standard above average." (CGI). "Neat but inclined to be too casual. Ability as an air navigator average. Recommended for ferry duties." (Chief Instructor).

Assessment: "A sound and reliable officer who did well on his tour. He has been recommended for training as a pilot." (G/C C.H. Turner, 27 July 1943, No.248 Wing, Malta). It was noted that he had flown 650 hours and had been on strength of No.248 Wing since 11 February 1943. Particularly high ratings for "Zeal and energy in performance of duties" (7) and "Reliability and judgement" (7).

Assessed 7 March 1944 when he was a Controller with No.248 Wing and on posting to United Kingdom. He had 650 hours flying but none in previous six months. "Loyal and hard working. A very satisfactory all round officer." (W/C H.N. Corbett).

"As an exceptional case this officer is repatriated for pilot training, having given consideration to his long and difficult period of service in Malta - 700 hours, 300 of which were operational. One operational tour comprising 35 sorties, No.69 Squadron." (G/C C.C.P. Graham, RCAF Overseas, 24 April 1944.

Press Release No. 1493, 27 April 1943 by Flight Lieutenant Kenneth A. MacGillivray, Public Relations Officer, RCAF, in the Middle East

Malta - Pilot Officer Dick Cline, of 3328 Point Grey Road, Vancouver, who, as observer, flew with Flight Lieutenant Harry Donkersley, DFC and Bar, of Powell River, B.C., throughout the latter's meteoric operational career on this island during the past four months, has been promoted to his present rank upon the conclusion of a tour of "ops". The genial Vancouver observer now plans to remuster as a pilot.

Another Malta veteran of a distinguished operational tour, who has applied for a pilot's course so he can have a better view of what goes on in future, is Sergeant Robert Quinn, of 597 Powers Street, Winnipeg, whose wife resides at 631 Eleventh Avenue North East, Calgary.

Quinn put in a great many hours of "ops" on this island, as wireless operator-air gunner of a torpedo-carrying aircraft piloted by Pilot Officer Alex Milne, of 248 Hunter Street W., Hamilton.

A 26-year-old former salesman, Quinn shares with the rest of the crew in credit for the torpedoing of a large enemy merchant vessel off the Sicilian coast.

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CLINTON, P/O Richard Seymour (J16202) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. American in the RCAF. Born 11 May 1913 in Whitney Point, New York; home there; enlisted Ottawa, 19 May 1941 and posted to No.1 Manning Depot. To No.1 ITS, 28

May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.9 EFTS; may have graduated 20 August 1941 but not posted to No.5 SFTS until 1 September 1941; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 22 November 1941; to RAF overseas, 12 December 1941. Commissioned 23 January 1942. Promoted Flying Officer, 23 May 1943. Transferred to American forces, 20 October 1943. Died in New York, September 1948. Award presented by King George 19 October 1943. Public Record Office Air 2/8964 indicates citation drafted when he had flown 27 sorties (144 hours).

This officer has been engaged in many successful sorties over enemy territory against a large variety of targets including Kiel, Hamburg, Essen and Cologne. He has completed these missions with consistent skill and courage, setting an inspiring example of skilful pilotage, cool judgement and determination which has been an inspiration to his crew.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 10 May 1943 by W/C J.M.W. St. Pierre when he had flown 25 sorties (144 hours five minutes) as follows:

29 September 1942 - Saarbrucken (6.45, second pilot)
5 October 1942 - Aachen (6.55)
6 October 1942 - Osnabruck (6.25)
13 October 1942 - Kiel (6.25)
9 November 1943 - Hamburg (6.30)
11 November 1942 - GARDENING (5.50)
22 November 1942 - Stuttgart (3.20)
16 December 1942 - GARDENING (5.40)
20 December 1942 - Duisburg (5.00)
9 January 1943 - GARDENING (4.45)
14 January 1943 - GARDENING (6.00)
15 January 1943 - Lorient (4.50)
23 January 1943 - Sea search (4.20, counted as half-sortie)
11 February 1943 - GARDENING (4.20)
13 February 1943 - Lorient (5.20)
16 February 1943 - Lorient (6.30)
19 February 1943 - Wilhelmshaven (5.15)
20 February 1943 - GARDENING (4.15)
24 February 1943 - Wilhelmshaven (4.50)
26 February 1943 - Cologne (5.40)
3 March 1943 - Hamburg (7.00)
5 March 1943 - Essen (6.05)
29 March 1943 - Bochum (5.20)
4 April 1943 - Kiel (6.50)
21 April 1943 - Sea search (4.30)
26 April 1943 - Duisburg (5.25)

This officer was engaged in many successful sorties over enemy territory on a large variety of targets. He has carried out these attacks with consistent skill and courage. Pilot Officer Clinton has set an example of skilful courage, cool judgement and determination. This, along with his cheerful confidence, has inspired a high standard of morale in his crew. In recognition of his good service, I recommend the award of the Distinguished Flying Cross.

This was endorsed by the Officer Commanding, Station Dishforth (G/C J.L. Plant) on 17 May 1943. He wrote:

Pilot Officer Clinton has proven himself to be an excellent bomber pilot. He has carried out operational sorties with such determination and vigour and has handled his crew with such forceful tact that he has inspired in them great confidence, and has set a splendid example to other captains. I recommend that he be awarded a Distinguished Flying Cross.

The Base Commander at Topcliffe endorsed this on 18 May 1943 and Air Vice-Marshal G.E. Brookes (Air Officer Commanding, No.6 Group) concurred on 31 May 1943.

The website "Lost Bombers" described the sortie of 13/14 October 1942. Wellington BJ783 of No.425 Squadron (KW-F), target Kiel. Airborne at 1830 hours of 13 October 1942 from Drifffield. Lost power on one engine while returning to base, and crashed 0055 in an emergency landing at Rectory Farm, one mile south of Beeford, ten miles south-southwest of Bridlington, Yorkshire. Crew were Sergeant R.S.Clinton, RCAF (injured; later commissioned and awarded DFC), Sergeant J.A.Delorme, RCAF (injured), Sergeant A.G.Rowe, RCAF (later commissioned, awarded DFC and killed), Sergeant J.R.Latremouille, RCAF (injured, later commissioned and killed), Sergeant T.D.Copeland (later commissioned and killed), Sergeant S. Cuthbert.

Note: He survived the war and continued to fly as a pilot with the American Export Airlines (AEA). Between August 1945 and November 1947 he flew a range of aircraft across the Atlantic and from Newfoundland to New York as part of the US Air Transport Command (ATC). He was almost certainly killed as a result of a flying accident in 1948, his death was registered in New York in 1948 but the reasons surrounding his premature death are not yet known, he was thirty five years old. Details found on a web-forum list that he flew the following post-war:

2nd August 1945 he flew from Stephenville, Newfoundland in aircraft "2206" consigned to AEA-ATC owned by the U.S. Government.

14th August 1945 flew from Stephenville, Newfoundland to New York.

23rd August 1945, flew from Stephenville to New York flying for Transport Command, plane 2271.

9th September 1945 flew from Goose Bay, Newfoundland to Lagaurdia, New York, plane 2177.

20th September 1945 flew from Bermuda to New York.

6th October 1945 he flew plane 2289 from Goose Bay to New York with a named USA crew for a Capt George Burgard who was capt.

28th October 1945 he flew from Gander, Newfoundland to New York in plane 2461 (ATC) for a capt Berkeley Brandt & all USA crew.

17th November 1945 flew from Gander to New York.

23rd December 1945 Flew from New Brunswick to New York.

2nd June 1947 flew from Shannon, Ireland to New York (Capt. Maguire).

28th July 1947 flew from Shannon, Ireland to New York Capt McGeoghan.

5th September 1947 flew from Shannon to New York captained by Frederick Anderson.

27th September 1947 flew from Shannon to New York, Capt James Blackman.

RCAF Press Release No. 873 dated 15 October 1942 reads:

Five members of the French Canadian Bomber Squadron have been elected to the Caterpillar Club, qualifying for their entrance by a parachute descent. They are Sergeant A.G. Rowe, a 22-year-old navigator, of 579 Danforth Avenue, Toronto, Sergeant J.R. LaTremouille, nineteen year old wireless operator, of Dovercourt Road, Toronto, Sergeant J.D. Copeland, bomb-aimer, of Dundalk, Ontario, Sergeant A.G. Cuthbert, rear gunner, of Montrose, Scotland, and Sergeant J.A. DeLorme, 2nd pilot, of St. Adolphe, Manitoba.

The Wellington bomber flown by the crew had successfully taken part in the attack on Kiel and had come through the flak unscratched, but a few miles from base ran out of gas.

Sergeant R.S. Clinton, of Whitney Point, New York, pilot, ordered the crew to bail out and then proceeded to fly the bomber on to try and land it. Fortunately, he found an aerodrome and was able to make a landing, coming out with a few cuts and bruises.

“It was a very enjoyable sensation”, said Sergeant Copeland, “enjoyable until I hit the ground. I went out at about a thousand feet and turned a somersault as I fell through the hatch. I saw the belly of our Wellington as I turned over. Then I pulled the rip cord. It was too dark to see the ground. I sort of sensed it and came down with a bump. It was a lot harder than I expected. I only bruised my hip a little. I knocked at the nearest house but they wouldn’t have anything to do with me and at the next house, they too were suspicious and handed me over to the military police who took me along to the nearest RAF station.”

Rowe baled out at 2,000 feet. “Of course,” he said, “being the only member of the crew who couldn’t swim, I had to land in a river. Believe me, it was unexpected. I couldn’t see where I was drifting, the night was so dark, and then I hit the water.

I wanted to live. With all my flying gear on, I struggle to the bank. Naturally, there was a seven foot concrete sloping wall. I had to make about six attempts before I managed to pull myself up. Then I shouted, and along came a man who guided me to his house where I found LaTremouille tucking into a terrific meal. They gave us real hospitality. They couldn't do enough for us. It was real swell of them.

LaTremouille baled out at 1,800 feet. "I wasn't a bit nervous", he said, "much to my surprise. I seemed to yank the rip cord automatically. It was grand falling down. As a matter of fact, the sensation was one of going up. Then I hit the ground or rather the roof. I landed on the roof of an air raid shelter and sprained my back. But a house was a few yards away. I went along and knocked at the door and they took me in. Then we heard Rowe shouting, and the fellow who took me in went to find Rowe. Those folds treated us like kings."

Cuthbert landed in a field and after ploughing through thorns and hedges found a farm house where he found friendly people who looked after him. DeLorme, likewise, came down in a field. He was little hurt and was soon being entertained at the nearest house.

Clinton and his crew were out on their third operational bombing trip and now look forward to a week's leave.

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CLOTHIER, F/L Robert Allan (J15680) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 22 October 1921 in Prince Rupert (Wikipedia entry says 21 October 1921); home in Vancouver; enlisted there 19 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 5 March 1941 but not posted to No.1 EFTS until 16 March 1941; graduated 4 May 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941; to RAF overseas, 19 August 1941. Commissioned 9 June 1942. Promoted Flying Officer, 9 December 1942. Promoted Flight Lieutenant, 15 June 1944. Appears to have been repatriated at some point but posted overseas again in March 1944. Finally repatriated 28 October 1944. To No.5 OTU, 3 December 1944 to instruct. Survived the crash of Mitchell HD315, 23 December 1944 which killed three others; severely injured with a broken back. At the time of the accident he had some 1,204 hours flying including 260 on Hampdens, 364 on Wellingtons and 111 on Lancasters. He was paralyzed from the waist down for two years. To Release Centre, 26 October 1945. Retired 9 January 1946. Studied architecture at University of British Columbia and theatre in England. On return to Vancouver he became an actor, painter and sculptor. He got the role of "Relic" on **The Beachcombers**, which ran on Canadian TV from 1972 to 1990. Died 10 February 1999 in Vancouver. Award sent by registered mail 21 May 1956.

This officer has completed numerous sorties in the role of pilot, involving attacks on most of the enemy's heavily defended targets. On all occasions he has pressed home his attacks with great determination and by his personal example of courage, coolness and confidence has set an example which has inspired all with whom he has flown.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 26 September 1944 when he had completed 45 sorties (256 hours 40 minutes):

Flight Lieutenant Clothier has completed two tours of operations on heavy bombers in an exemplary manner. During these two tours he attacked practically every heavily defended target in Europe including Essen, Mannheim, Stuttgart and Hamburg. On all occasions he pressed home his attacks with very great determination and inspired his whole crew with great confidence. His courage and coolness were at all times of the highest order despite the intensity of the defences encountered, and never did he permit his bombs to be dropped unless he was certain that they would fall on the target.

Flight Lieutenant Clothier, by his skilful leadership and operational ability, has moulded together one of the finest crews that this squadron has ever known. He is admired by those serving under him and also by his superiors. He is indeed a splendid example of what a fine operational pilot should be. Therefore I recommend that he be awarded an immediate Distinguished Flying Cross.

RCAF Press Release No.1832 dated 6 September 1944 from F/O Fred Jackson, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- First pilot to do two complete tours with the Goose squadron, F/L Bob Clothier of Vancouver, B.C. (1979 Waterloo Road) figures the toughest part of any trip is the start and the finish – the takeoff and the moment when you're coming down getting ready for the wheels to hit the deck.

That's when the stomach muscles begin to tighten, according to F/L Clothier. Not that the rest of the stuff is "a piece of cake" but the "veteran" 22-year-old skipper always felt more at home when up there, plenty high, with lots of room to manoeuvre.

Bob piloted sturdy Hampden bombers all through his first tour and then swung over to Lancasters and Halifaxes for the last lap. Not satisfied with droning over enemy targets in those days, he recalled the odd time when they shot up

aerodromes in Holland and went in low over Rostok to blast enemy guns and searchlights after bombs had been dropped. He told of "going down to the deck" to bomb the Heinkel works at 3500 feet and of his aircraft being rocked by the explosions.

It's a far cry to the days when F/L Clothier, then a sergeant-pilot, used to pick his way across the channel to his second tour when with hundreds of others he joined in the mass assaults on German targets. "There were lots of times when we were all on our own. We didn't have the navigational aids and the scientific instruments for bombing," he said.

Flak was the chief danger in those days. There were few night fighters and the bombers always went out in a full moon. They carried their own flares and marked their own targets. His mates like to tell of the time Clothier tried a stall turn on a Hampden with a full bomb load aboard and the bomber did a complete upside-down flip.

Always a practical theorist, Clothier had figured out his own scheme to beat a searchlight rap. Going into Mannheim, he had his chance. Coned by lights, he did the stall turn thus evading the predicted flak but it wasn't so good being upside down in a heavy aircraft full of bombs. "We could do lots of things with the Hampdens. They were gluttons for punishment."

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CLOUTIER, F/O William Blaise Burke (J10313) - **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 3 February 1918 at Penetang, Ontario. Home in Toronto where he was educated and, from October 1935 onwards, employed as a book keeper; militia service with Queen's Own Rifles, 22 November to 22 December 1941. Enlisted in RCAF, Toronto, 26 May 1941. To No.4A Manning Depot, 25 June 1941. To No.3 ITS, Victoriaville, 9 August 1941; graduated and promoted LAC, 12 September 1941; posted next day to No.20 EFTS, Oshawa; graduated 7 November 1941 and posted next day to No.16 SFTS, Hagersville; graduated and commissioned, 27 February 1942. To "Y" Depot, Halifax, 28 February 1942. To RAF Trainee Pool, 19 March 1942. Embarked 20 March 1942; disembarked in Britain, 29 March 1942. To No.11 (P) AFU, 12 May 1942. To No.14 OTU, 7 July 1942. To No.1653 Conversion Unit, 27 September 1942. Promoted Flying Officer, 1 October 1942. To Station Snaith, 31 October 1942 pending posting. To No.218 Squadron, 10 November 1942. However, he is shown as being posted on 30 December 1942 from No.1657 Conversion Unit to Station Stradishall, without mention of when he went to No.1657 Conversion Unit. Taken on strength of No.462 Squadron, Middle East, 15 February 1943. To No.1 Personnel Despatch Centre, 6 August 1943. To No.23 OTU, 31 August 1943. To No.405 Squadron, 10 September 1943. Promoted Flight Lieutenant, 17 December 1943. Killed in action 14 January 1944

(Lancaster ND341). Award presented to next-of-kin at Government House, 28 February 1946. 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 39 sorties (365 hours 11 minutes) as follows:

www.bombercommandmuseumarchives.ca

2 February 1943 - UK-Gibraltar (8.30)

Special Operations

8 February 1943 - LG.224 (14.50)
19 February 1943 - FUNGUS (14.00)
2 March 1943 - SMOULDER (6.30)
6 March 1943 - FUNGUS (12.20)
18 April 1943 - FUNGUS (12.00)
24 April 1943 - SMOULDER (10.30)
15 May 1943 - SMOULDER (8.15)
19 May 1943 - ALLEGORY (11.40)
21 May 1943 - FUNGUS (13.15)
31 May 1943 - SMOULDER (9.35)
28 June 1943 - FUNGUS (11.45)
2 July 1943 - FUNGUS (12.30)
5 July 1943 - HUNDON (11.40)
10 July 1943 - FUNGUS (12.20)
12 July 1943 - TYPICAL (10.30)
14 July 1943 - HOATHLEY (6.00)
15 July 1943 - HOATHLEY (11.00)
18 July 1943 - FUNGUS (12.05)
22 July 1943 - ALLGORY (9.25)
25 July 1943 - TYPICAL (10.30)
29 July 1943 - SMOULDER (8.45)
1 August 1943 - ULLDALE (12.30)
8 August 1943 - Gib'r to UK (9.30)

With No.405 Squadron

10 September 1943 - Dusseldorf (4.25)
13 September 1943 - Bremen (6.55)
16 November 1943 - Bayonne (9.25)
20 November 1943 - Turin (7.50)
22 November 1943 - Stuttgart (8.20)
28 November 1943 - Turin (8.25)
18 October 1943 - Hanover (5.23)
20 October 1943 - Leipzig (6.46)
22 October 1943 - Frankfurt (5.26)
22 November 1943 - Berlin (6.15)
23 November 1943 - Berlin (5.57)
26 November 1943 - Berlin (7.04)
3 December 1943 - Berlin (6.32)
16 December 1943 - Berlin (7.03)

20 December 1943 - Frankfurt (4.47)

www.bombercommandmuseumarchives.ca

This officer is a skilled pilot who has performed many operations and has displayed at all times courage and devotion to duty which has been an inspiration to his crew. He has participated in attacks on most of the enemy's heavily defended targets including Berlin, Hanover, Leipzig and Frankfurt. This officer is strongly recommended for the award of the Distinguished Flying Cross.

Note: He had an older brother, Joseph Edward Cloutier (R97434, born 15 August 1916) he enlisted in the RCAF. 14 March 1941, trained as a pilot, and was killed in action, 22 December 1942 in a Mosquito of No.105 Squadron. His only other sibling was a sister living in Toronto.

Applied for RCAF Operational Badge, 27 December 1943, at which time he described his service as 30 sorties (six in UK, 24 in Middle East), 311 operational hours, September 1942 to August 1943 (which is at odds with other material here).

Training: Interviewed in Toronto, 12 May 1941 by F/O R. Key who wrote of him, "Clean cut type. Good education. Keen and alert. Smart appearance. Will make first class aircrew material. Officer calibre."

Course at No.3 ITS was 8 August to 13 September 1941. Courses and marks as follows: Mathematics (73/100), Armament, practical and oral (88/100), Signals (100/100), Hygiene and sanitation (35/40), Drill (74/100), Law and Discipline (60/60). Placed 16th in a class of 155. "Very quick - keen - alert - dependable - straight forward - calm - aggressive - cheerful - excellent service material." (W/C D.D. Findlay).

Course at No.20 EFTS was 13 September to 7 November 1941. All flying on Tiger Moth (39.30 dual, 26.15 solo of which ten hours were on instruments. Also logged 12.40 in Link. "Alert, willing but slow to learn. Instrument flying below average. Aerobatics average or above. Department good." Ground Courses and marks as follows: Airmanship (172/200), Airframes (81/100), Aero Engines (74/100), Signals, practical (97/100), Theory of Flight (72/100), Air Navigation (145/200), Armament, oral (182/200). Placed 21st in a class of 54.

Course at No.16 SFTS was 10 November 1941 to 27 February 1942. Flew Anson aircraft (45.55 day dual, 51.00 day solo, 6.30 night dual, 8.50 night solo; of this, 17.05 was on instruments). Logged 20 hours 30 minutes in Link and 28.35 as passenger. "Average in progress and all phases of flying." Rated average in formation flying,, navigation ability, night flying, instrument flying and determination. Also average in ability to maintain speed, course and height. "Single engine procedure should be checked." Ground courses and marks as follows: Airmanship and Maintenance (179/200), Armament, written (71/100), Armament, practical (77/100), Navigation and Meteorology (149/200), Signals, written (80/100), Signals, practical (80/100). "Mature and good personality. Above average on attitude." He placed 17th in a class of 51.

Course at No.11 (P) AFU was 12 May to 7 July 1942. Flew Oxford aircraft (23.55 day dual, 31.00 day solo, 2.40 night dual, 2.20 night solo. This included one hour of formation flying, 4.30 on instruments. Also logged 5.155 as passenger and 4.445 in Link While at No.11 (P) AFU he was detached to No.1524 Beam Approach Training Flight (6-14 June 1942) where he logged 11.25 on Oxford. Deemed "below average" in knowledge of beam and application,

"average" in knowledge of receiver operation, instrument flying and cloud flying. "Does not seem too familiar about procedure as yet, but should improve with more practice."

The website "Lost Bombers" has the following on his last sortie. Lancaster ND341, No.405 Squadron (LQ-S), target Brunswick, 14/15 January 1944. ND341 was delivered to No.405 Squadron from No.32 Maintenance Unit in December 1943. It took part in the raid against Berlin, 1/2 January 1944. When lost this aircraft had a total of 26 hours. It was one of three No.405 Squadron Lancasters lost on this operation (the others were JA974 and ND423). Airborne at 1650 hours, 14 January 1944 from Gransden Lodge. Shot down at Osterode on the NW edge of the Grosser Fallstein, 16 km SE of Wolfenbuttel. Crew listed as being F/L W.B.B. Cloutier, DFC, RCAF (an accountant in civilian life and 39 operational sorties to his credit, killed); F/O E.A.Sanderson, RCAF (second pilot, (killed); Sergeant C.A.Dunnett (POW); F/O S.E.Neville (POW); P/O J.J.March, RCAF (POW); Sergeant K.S.Joslyn (killed); P/O A.S.Parker, RCAF (killed); WO2 A.K.Lawrence, RCAF (killed).

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CLOW, F/O William Ralph (J14011) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 15 October 1943 as per **London Gazette** of that date and AFRO 297/44 dated 11 February 1944. Born in Northport, Ontario, 23 November 1920; educated at Sophiasburg (Prince Edward County), 1927-1934 and Picton Collegiate, 1934-1936. Farming and gardening. Enlisted in Kingston, 12 June 1940 for General Duties and posted to No.1 Manning Depot, Toronto. To Camp Borden, 27 June 1940 but apparently employed at No.10 Recruiting Centre, Hamilton. Promoted AC1, 12 September 1940. Promoted LAC, 12 December 1940. Promoted Corporal 1 September 1941. Remustered for aircrew and posted to No.1 BGS, Jarvis, 4 July 1942; graduated 25 September 1942 and promoted Sergeant, then commissioned with effect from that date). To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.22 OTU, Wellesbourne, 18 November 1942. To No.1658 Conversion Unit, Riccal, Yorkshire, 11 March 1943. Promoted Flying Officer, 25 March 1943. To No.51 Squadron, Snaith, Yorkshire, 19 April 1943. To No.22 OTU, 4 September 1943 (gunnery instructor). Granted special leave in Canada, 11 August 1944 to 12 October 1944 (dates of leaving and disembarking in Britain). Promoted Flight Lieutenant, 25 September 1944. To No.61 Base, 31 October 1944. Attached to No.1664 Conversion Unit, 31 October 1944 to 4 December 1944. Attached to No.1666 Conversion Unit, 4 December 1944 to 24 January 1945. To No.431 Squadron, 24 January 1945 and repatriated with them to Canada, 7 June 1945. To Dartmouth, 5 September 1945. To No.1 Release Centre, 15 October 1945; to Station Dartmouth, 11 July 1946; released 13 August 1946. Subsequently was a Fighter Controller with No.2424 Aircraft Control and Warning Squadron, RCAF Auxiliary, Hamilton, 8 January 1952 to 1 January 1961 and Personnel Administration Officer with No.16 Wing, 1 January 1961 to 30 March 1964; promoted Flight Lieutenant, 1 July 1953 and Squadron Leader, 1 July 1962 (162195). Award sent by registered mail. Photo PL-25541L (left) is a wartime photo. Died in Hamilton, 3 July 1986 as per **Legion Magazine** of November 1986 and **Airforce Magazine** of January-February-March 1987.

Since joining the squadron this air gunner has completed a number of operational flights. Some have been raids on the heavily defended industrial centres of Germany, such as Hamburg, Essen and Cologne. In the face of concentrated

opposition he has frequently proved himself to be an outstanding member of aircraft crew and his courage and devotion to duty have contributed much to the successes achieved.

Training: Interviewed at No.10 Recruiting Centre, Hamilton, 15 June 1942. "Alertness very good - education fair. Applicant is ideal for Air Gunner. Disposition, keenness, determination excellent. Excellent material." (F/O J.S. Mencil). "Fine type of airman whose general characteristics appear eminently suitable for this training. Recommended most highly." (F/L A.B. Taylor).

Attended No.1 BGS, 6 July to 25 September 1942. Battle and Bolingbroke aircraft. Phase One training marks were Armament, oral (78/100), Armament, written (225/300), Anti-Gas (76/100), Aircraft Recognition (100/100), Navigation (97/100), Mathematics, Hygiene, Administration (126/150), Signals (90/100) and Drill (80/100). Phase Two involved flying (15 hours 50 minutes) and turret manipulation (six hours 55 minutes). Fired 280 skeet rounds, 325 on 25-yard range, 675 on 200-yard range, 700 air-to-ground, 2,835 air-to-air (7.4 percent hits). Ground tests in Armament, written (117/50), Practical and Oral tests (176/200), Aircraft Recognition (91/100). Placed first in a class of 25.

Assessed at No.1659 Heavy Conversion Unit (5-12 December 1944) where he fired 400 rounds air-to-air and had two fighter affiliation exercises. Graded 48/50 in Guns, 45/50 in Turrets, 36/50 in Aircraft Recognition and 83/100 in Sighting. Patter and Range Estimation rated good. "A very much above average gunner. Very cooperative and willing to help the next man."

Notes: On 31 December 1941 at No.10 Recruiting Centre, Hamilton his work was described as follows: "Employed in Approach Office interviewing applicants, answering general inquiries and more or less directing traffic of public upon entering the centre." F/L J.G. Ryrie wrote, "In meeting the public this Airman has displayed at all times a genial and affable manner."

Application for Operational Wing dated 29 November 1943 claims 22 sorties (122 hours 55 minutes) with No.51 Squadron, 21 April to 10 August 1943.

Application for Bar to Operational Wing dated 5 June 1945 claimed 19 sorties (131 hours 59 minutes) with No.431 Squadron, 24 January to 10 May 1945.

Note: The following is extracted from the website "Aircraft Accidents in Yorkshire":

Halifax HR859 damaged by flak, returned to Snaith airfield.

On 9th July 1943 this aircraft took off from Snaith airfield at 23.03hrs to undertake an operational flight to bomb Gelsenkirchen. This aircraft sustained damage by flak to the starboard inner engine while over the target area, they released their bombs from 19,500ft at 01.22hrs through thick cloud and were able to bring the aircraft back to Yorkshire and they landed safely at Snaith airfield in the early hours of 10th July 1943 at 05.01hrs. The first seven named were to survive a more serious crew a month after this battle damage incident and all survivors were awarded the DFC or DFM for service with 51 Squadron in October 1943.

Pilot - P/O William John MacPherson RAFVR (146862).
Navigator - P/O Anthony Trevor Ellis RAFVR (146795).
Bomb Aimer - Sgt Reginald Vaughan Payne RAFVR (776171).
Wireless Operator - P/O Cyril Albert Henry Silvester RAFVR (148478), of Clacton, Essex.
Flight Engineer - P/O Francis Stephen Moores RAF (52574).
Air Gunner - P/O Joseph Grudzien RCAF (J/22090), of Fort William, Ontario, Canada.
Air Gunner - P/O William Ralph Clow RCAF (J/14011).
Second Pilot - Sgt Eric James Jones RAFVR (1248002), of Lye, Worcestershire.

On 10th August 1943 the first seven named above were half an hour into an operational flight to bomb Nuremburg and were flying over Lincolnshire when at 22.10hrs the aircraft, Halifax HR981, crashed into a house described as being at Snitterby House Farm near Kirton in Lindsey. Sadly Cyril Silvester and two civilians Mrs Olive Dickinson (aged 38) and her baby son John Dickinson (aged 15 weeks) that were in the damaged house died. The other six airmen were seriously injured. The rear gunner was not seriously injured and assisted in rescuing other members of his crew, and one suspects the civilians.

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CLUCAS, S/L Clarence Melbourne (C2540) - **Member, Order of the British Empire** - AFHQ, Directorate of Procurement/Aircraft - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 27 April 1896 in Vivemount, Ontario. Veteran of 1914-1918 War, enlisting in 86th Battalion, CEF, 22 September 1915. To England with that unit, 19 May 1916. Promoted Corporal, 7 July 1916. To France, 25 August 1917 with Canadian Motor Machine Gun Battery; to be Acting Sergeant, 1 September 1916. Reverted to Private, 25 August 1917. To England, 24 January 1919; to Canada, 6 May 1919; demobilized 17 May 1919. Appointed Storekeeper, Camp Borden, 28 April 1920. Graded as Technical Stores Officer, CAF, 27 September 1921 to 31 August 1923. Employed by Laurentide Air Service, three or four years as storekeeper, Three Rivers; employed by Ontario Provincial Air Service, 15 years (stores superintendent). Enlisted in Sudbury, 24 August 1940 as Equipment Officer with rank of Flying Officer. To Technical Training School, St. Thomas, 7 September 1940. Posted to AFHQ, 20 October 1940. Promoted Flight Lieutenant, 15 September 1941. Promoted Squadron Leader, 10 June 1942. Promoted Wing Commander, 1 November 1943. To No.4 Release Centre, 30 December 1944. Resigned his commission on 8 February 1945. Award presented 24 November 1943.

The services of this officer have proven invaluable to the Royal Canadian Air Force in the setting up, development and organization of a new system of obtaining, recording and promulgating, in readily employable form, consumption data regarding airframe and aero-engine spare parts. The provisioning details obtained therefore, being based on scientific analysis, are considerably superior to those obtained by other methods. This system has received many commendations from representatives of the aircraft industry. Squadron Leader Clucas has at all times performed his duties in a conscientious manner, with a remarkable display of initiative and energy which has contributed greatly to the successful operation of Service Flying.

First recommended for OBE, 11 November 1942 by G/C S.S. Turner when he held post of Officer in charge, Requirements, Directorate Aircraft Procurement:

This officer is very capable and has worked extremely hard under very difficult conditions without regard to the effect on his physical condition. His leadership and imitative have been an example to his staff and junior officers. Although his wish has been to serve in an active theatre, all his energy has been directed to the position to which he has been appointed.

This did not reach the priority list for New Year honours. The next submission was for an MBE and dated 17 February 1943:

Squadron Leader Clucas has performed exceptionally valuable, arduous and extraordinary work in the setting up, development and organization of a new system of obtaining, recording and promulgating, in readily employable form, consumption data regarding airframe and aero-engine spare parts. The provisioning details obtained therefrom, being based on scientific analysis, are considered much superior to those obtained by older methods of provisioning. This system has been very favourably commented on, not only by members of the Service, but also by many representatives of the Aircraft Industry. By his success in this connection Squadron Leader Clucas has contributed greatly to the successful operation of Service flying and has enhanced the Service reputation for keenness and efficiency.

This was supported at all levels and signed off by Air Marshal Breadner on 6 April 1943.

Notes: Interviewed 4 July 1940 and described as follows: "Is apparently very well experienced in Stores department of Provincial Air Service and should make a very useful man in equipment."

Assessed 19 October 1940 by F/L J.S. Riley, who wrote, "It is considered that he will make an efficient Equipment Officer. A steady and reliable type. Has had considerable past experience dealing with Civil Aviation Stores. Recommended for posting to AMES (DEA) or to a small unit in charge of the Equipment Section."

As of 5 May 1944 the OPAS was inquiring as to when they could expect to get him back. As of 24 October 1944 he was requesting transfer to the Reserve with a view to returning to the OPAS. In doing so he expressed "sincere appreciation of the happy associations I have enjoyed during my long stay in the Jackson Building."

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COAT, FS William George (Can 10212) - **Mention in Despatches** - No.9408 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 6 March 1920. Enlisted 23 March 1938 as Master Mechanic Motor Transport.

Attended School of Technical Training, St.Thomas, Ontario, 12 January 1940 to 30 June 1940. Remustered to Airframe Mechanic, 1 June 1940. To Trenton, 16 July 1940. Promoted Leading Aircraftman, 1 October 1940. Promoted Corporal, 18 December 1940. To Air Armament School, 28 April 1941. To "Y" Depot, Halifax, 17 November 1941. Promoted Sergeant, 1 July 1942. Promoted Flight Sergeant, 15 March 1944. Repatriated 24 December 1944. To No.1 BGS, 15 January 1945. To No.6 Repair Depot, 18 February 1945. Released 9 September 1945. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Fitter IIA, enlisted 23 March 1939; served 33 months in Canada, 32 months overseas.

As Non-Commissioned Officer in charge of riggers at this Echelon, this airman has displayed outstanding ability in the organization of his section and the handling of the personnel under him. His untiring energy and devotion to duty, often under adverse conditions, has materially contributed to the maintenance of the high standard of serviceability attained at this station.

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COATE, W/C James Fraser (C7103) - **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 18 April 1901 in Kingsville, Ontario. Educated in Windsor, Woodstock, and University of Detroit. Life insurance underwriter. Enlisted in London, Ontario, 29 August 1941. Posted to AFHQ, 14 September 1941 (remaining there until 29 June 1945). Promoted Flying Officer, 15 September 1941. Promoted Flight Lieutenant, 23 March 1942. Promoted Squadron Leader, 11 August 1942. Promoted Wing Commander, 1 April 1944. Administrative Officer. Became Deputy Director of Special Services (and Director ?). Retired 30 June 1945, Award presented 13 February 1948.

This officer is head of the Special Service Branch of the Directorate of Personnel. He has been outstanding for the intelligence and efficiency with which he has handled the many involved personal [personnel ?] matters under his direction. During recent months, many new and difficult problems have arisen with respect to the welfare of Royal Canadian Air Force personnel and this officer has originated and put into effect new plans and organization for dealing with the same. The general welfare of Royal Canadian Air Force personnel has benefited to a large extent by the efforts of this officer and by his outstanding devotion to duty.

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COATES, FS David Mervin (R78013) - **George Medal** - No.415 Squadron - Award effective 27 July 1943 as per **London Gazette** of that date and AFRO 1949/43 dated 24 September 1943. Born in Walkerton, 26 July Ontario, 1921, home in Woodbridge, Ontario. Labourer; enlisted in RCAF in Toronto, 9 October 1940. To No.5 Equipment Depot, 28 October 1940. 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 Warrant Officer, 1 November 1942. Repatriated to Canada, 29 September 1943. To No.31 OTU, 12 November 1943. To No.7 OTU, 30 June 1944. To No.1 Composite Training School, 7 September 1944. Commissioned 8 September 1944 (Pilot Officer, simultaneous promotion to Flying Officer). To Eastern Air Command, 12 October 1944. To Release Centre, 12 February 1945. Released 22 February 1945. Award presented 8 December 1944. Applied for Operational Wings while at No.31 OTU, February 1944; decision at AMAS/Ops was that he be refused; applied again that summer but in October the answer was still "No" because he had insufficient flying time. Died 2 June 2000 in Fort Erie, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001.

In November 1942, Flight Sergeant Coates was the wireless operator air gunner in an aircraft which crashed into a petrol dump and a lorry when landing after an arduous sortie over the Bay of Biscay. The entire scene became an inferno of blazing petrol and exploding ammunition and there was imminent danger of the detonation of a torpedo which was in the aircraft. The navigator was pinned by the legs and was unable to free himself. Displaying great persistence and complete disregard for personal safety, Flight Sergeant Coates succeeded in extricating the navigator. He then went to the aid of the pilot who was also pinned by the legs and unconscious and endeavoured to release him until his own face and wrists were too severely burned to permit him to continue. Throughout his heroic endeavour to release the pilot Flight Sergeant Coates faced the risk of sudden death. It was only when the intensity of the conflagration surpassed human endurance that he left the aircraft and even then he assisted the navigator whom he had rescued to move further away to safety.

NOTE: Public Record Office Air 2/4970 has recommendation drafted 18 May 1943:

On landing at St. Eval after an arduous sortie in the Bay of Biscay on November 1st, 1942, Hampden AT193 crashed into a petrol dump and lorry and caught fire. The whole scene became an inferno of burning petrol, exploding ammunition, and there was imminent danger of the torpedo exploding.

The pilot, Flying Officer J.N. Godfrey, was knocked unconscious by the impact. Navigator Flying Officer R.G. Frederick found himself pinned by the legs behind the pilot's seat and unable to free himself in spite of all he could do. Flight Sergeant D.M. Coates, the Wireless Operator Air Gunner, who had not been injured in the crash, came to the rescue of Flying Officer Frederick, and with complete disregard for his own personal safety encouraged the navigator and eventually, by his own strength and help, got him out. In the navigator's words he had already given up hope and had settled down to wait. Flight Sergeant Coates hoisted through the hatch and when he saw the navigator plunge off the wing, returned to attempt the rescue of the pilot. He slid back the cockpit cover,

removed the pilot's harness, and persisted in the task of attempting to free the pilot whose legs were pinned by the crumpled instrument panel, until his face and wrists were too severely burned to continue.

Only when the intensity of the fire surpassed human endurance did Flight Sergeant Coates make his way from the aircraft (in which ammunition was exploding all the time and surrounded by burning and bursting petrol tins) to assist the navigator further away. The navigator's clothing had previously been extinguished by Flight Sergeant R.A. Clark, second Wireless Operator Air Gunner, who was also uninjured in the crash.

Flight Sergeant Coates showed complete disregard for his own safety in his efforts to save the pilot, and was directly responsible for saving the life of the navigator in spite of the intense heat and great danger of the torpedo exploding and of burning ammunition and petrol.

It is regretted that this recommendation is forwarded at such a late date but a complete report has only just been obtained from Flying Officer Frederick on his release from hospital.

The same file (Air 2/4970) has a letter dated 26 March 1943 from J8125 F/O R.G. Frederick to the Commanding Officer, No.415 Squadron:

It has been brought to my attention that there is not on file any clear statement of the facts surrounding the crash of the Hampden aircraft No.AT193 piloted by F/O J.N. Godfrey at St. Eval on the night of November 1, 1942 at 1905 hours. As the senior surviving member of the crew of that aircraft I will try to relate briefly what happened.

Early in the afternoon we took off from Thorney Island in company with an aircraft piloted by S/L (now W/C) W.W. Bean to make a strike with torpedos on two Motor Vessels which were well beyond our maximum range deep in the Bay of Biscay. After continuing to our P.L.E. [Prudent Limit of Exhaustion] we returned to St. Eval as instructed, still in formation with our leader. F/O Godfrey was by then very near exhaustion from the strain of flying in formation at nought feet for such a long period. His condition was aggravated by the fact that we were caught unawares by the operation and had had nothing substantial to eat since tea the day before.

The field was covered with light haze, lying very thick over the downwind end of the runway in use, which extends down into a valley. F/O Godfrey did not follow his usual practice of flying straight down the flarepath and setting his direction indicator as there were other aircraft in the circuit.

As we circled the field I went to my crash position behind the pilot, put on my goggles and mask and opened the escape hatch above my head and took up a standing position looking over the pilot's shoulder. We saw S/L Bean land and shortly afterward gout our green. As we turned into wind we found that we could only see two white lights, presumably the first two flares, and lined upon them. We touched down beautifully right at the end of the runway, and at the same instant F/O Godfrey shouted, "We're off the runway". At that same instant I saw the complete flare path suddenly come into view extending straight away from us on our port side at an angle of 30 to 40 from the fore and aft line. We were rolling very fast across the grass toward a line of white Whitleys that showed up in the light of the Chance Light. Our approach had been perfectly straight along the line on which we touched down, but we received no signal from the ground to warn us of our danger.

We still had our torpedo underneath, and I believe that that is the reason why Jack did not yank up the undercart. Instead, he began applying left brake to start a swing which would have taken us clear of the Whitleys. I don't believe that he saw the lorry and petrol dump which intervened - for I know that I did not until just a split second before we hit them. Then I saw the lorry flash against our nose and starboard engine, which was knocked down and out and the nacelle of which burst into flames. The aircraft came to rest in the middle of the petrol dump with the starboard wing tip on the ground and instantly burst into roaring flames. I believe that some of the petrol washed in through the smashed nose, for the column of fire which rushed through under the pilot's seat and out the escape hatch above my head was absolutely solid. I found that my left leg was caught. After three unsuccessful attempts to release it I gave up the struggle and settled down to wait. Then I felt Sergeant Coates' grip me at the waist and lift me toward the hatch. This so encouraged me that between us I got my leg free and jumped out onto the wing with Sergeant Coates behind me. At once I saw that the aircraft was alight from wing-tip to wing-tip and nose to tail. The wall of flames which surrounded the aircraft rose so high on the starboard side that it was impossible to see anything outside. My clothing was alight from head to foot, so I ran down the wing and dove through the flames on to the ground, where I started rolling in an effort to put them out.

Sergeant Coates went forward to the pilot's cockpit and slid back the cockpit cover which was still closed. He found F/O Godfrey slumped forward unconscious, with the instrument panel driven in on his legs. The fire had not yet penetrated the floor of the cockpit. He removed Jack's harness and attempted to drag him out, persisting in the impossible task until the fire burst through the floor, severely burning his face and wrists, in spite of the continuous petrol explosions which were going on around him, as well as the imminent danger of the wing collapsing under him and entangling him in the holocaust.

Meanwhile, Sergeant Clark had been thrown to the floor by the impact, where he was met by a column of fire coming from the petrol cocks. He made his way over his guns onto the port wing and attempted to go forward to assist Sergeant Coates, but by the time he got there the fire had reached such intensity that he was unable to do anything. Jumping off the wing he ran to where I was still rolling about. Throwing himself on top of me he succeeded in smothering the flames which I had not been able to beat out.

Shortly afterward Sergeant Coates appeared out of the flames, and between them they got me to my feet and ran with me to a safe place in case the torpedo should go off. Somewhere near the Whitleys' dispersal we met an airman whom we sent after the ambulance which had proceeded to the crash. Looking back at the wreck we saw the fire tender arrive and begin playing a stream of water on the fire, although [sic, as if] they believed all of us to be still in there. I did not see anyone attempt to enter the fire. I do not say that in criticism of their efforts, but merely to illustrate the intensity of the fire.

I would like to take this opportunity of expressing officially my appreciation of the courage, coolness and devotion of Sergeants Coates and Clark throughout. It was no surprise to me, for both lads always gave of their very best at all times, and always thought and acted for their crew before themselves. In spite of the painful burns which he himself had received, Sergeant Coates remained with me for over five hours, until I was taken to the operating theatre, thereby helping greatly to minimize the shock caused by my experience.

I would also like to express my regret at losing the finest skipper a navigator could possibly have. Jack was a fine pilot and a good friend. He was never better than on his last flight. It was not through any carelessness on his part that we came to grief - he was just taxed beyond endurance.

I would like to respectfully submit that when conditions are such that the automatic controls cannot be used, some thought should be given to the effect of pilot fatigue when planning operational sorties for Hampdens. Also that crews should be frequently reminded of the importance of proper escape drill, protective clothing, and special alertness at the end of a sortie.

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COATSWORTH, F/O Emerson Steadman (J25354) - **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 18 February 1921 in Toronto. Educated there including Upper Canada College (1935-1939), Lawrence Park College (1939-1940) and University of Toronto (1940-1942, Arts). Driver for T. Eaton Company before joining Frontier College, June 1940 to September 1940 (see notes below). Employed June to September 1941 by Construction Corporation, Nagogami, Ontario as a teacher at night. Home in Toronto; enlisted

there 22 May 1942. At No.1 Manning Depot, 16 June 1942. To No.1 SFTS, 10 August 1942 (non-flying duties). To No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942. Posted next day to No. 4 BGS; to No.4 AOS, 6 March 1943; graduated and commissioned, 16 April 1943. To "Y" Depot, Halifax, 30 April 1943. Embarked from Canada, 27 May 1943; disembarked in Britain, 4 June 1943. To No.2 (Observer) AFU, 22 June 1943, To No.22 OTU, 27 July 1943. To No.61 Base, 13 October 1943. Promoted Flying Officer, 16 October 1943. To No.1659 Conversion Unit, 25 October 1943. To No.429 Squadron, 3 December 1943. Attached to No.16 OTU, 13-17 March 1944 and then returned to No.429 Squadron. To No.1664 Conversion Unit, 22 August 1944. Promoted Flight Lieutenant, 16 April 1945. Repatriated 3 May 1945. To No.4 Release Centre, Toronto, 18 May 1945. Released 20 June 1945. Living in Toronto in 1947. Died 10 September 1970 in North York, Ontario. 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 (PAC RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had flown 34 sorties (177 hours 40 minutes) from 21 January to 30 July 1944.

During a notable tour of thirty-four attacks on enemy territory this Bomb Aimer has shown keenness and enthusiasm for his work and a great desire to come to grips with the enemy. Both in the air and on the ground his conduct has been a source of inspiration to his crew members and to the Bomb Aimers on the squadron. He has proved himself to be an accurate bomb aimer who is undeterred by any opposition from the enemy.

The sortie list was as follows:

21 January 1944 - Magdeburg (7.15)
22 February 1944 - North Sea (2.55, abortive sortie)
24 February 1944 - North Sea (4.20)
25 February 1944 - Gardening (6.05)
24 March 1944 - Berlin (5.20)
25 March 1944 - Aulnoye (4.05, abortive sortie)
18 April 1944 - Le Bourget (5.50)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (4.50)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (4.35)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Somain (4.45)
10 May 1944 - Ghent (4.25)
11 May 1944 - Boulogne (4.00)
24 May 1944 - Aachen (5.00)
27 May 1944 - Bourg Leopold (5.10)
31 May 1944 - Au Fevre (5.15)
4 June 1944 - Calais (3.30)

5 June 1944 - Merville (4.25)
6 June 1944 - Conde sur Noireaux (6.30)
8 June 1944 - Mayenne (5.50)
14 June 1944 - Cambrai (4.20)
16 June 1944 - Sautrecourt (4.10)
17 June 1944 - Oisemont (4.15)
21 June 1944 - Oisemont (4.20)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (3.55)
6 July 1944 - Siracourt (4.30)
14 July 1944 - Anderbelck (3.50)
18 July 1944 - Wesseling (5.35)
20 July 1944 - Grand Bois (4.05)
23 July 1944 - Donges (6.10)
24 July 1944 - L'Hey (3.35)
28 July 1944 - Hamburg (5.15)
30 July 1944 - Amaye Seulle (4.50)

Notes: On 1 May 1942, Dt. E.W. Bradwin (Principal, Frontier College) provided an interesting letter of reference:

May I say that Coatsworth, who is a student at Victoria University, was with Frontier College for a season a year ago as a labourer-teacher. As perhaps you know, our representatives go to isolated camps located across the Dominion and take their places during the day as workers with the men. We endeavour to select as labourer-teachers young men who can fit into the hard places and who will have a wholesome influence in shaping the life and thinking of men at the camp. The purpose of this work is to sponsor sound Canadian ideals among migratory men.

Coatsworth was located on a road camp west of Hearst in Northern Ontario. And although the work was arduous, he proved capable and applied himself whole-heartedly to the daily routine of the camp. It is not necessary to add that Coatsworth is a young man of the finest character. His principles are based upon integrity and honour.

Application for Operational Wing dated 6 August 1944 stated he had flown 34 sorties (117 hours 40 minutes), 21 January to 30 July 1944.

Form dated 9 April 1945, Repatriation Depot, stated he had flown 181 hours ten minutes on operations (35 sorties, the last on 30 July 1944) and 219 hours 30 minutes non-operational. Types flown overseas were Anson (24.40), Wellington (78.40) and Halifax (297.20).

Assessed 18 April 1945 when he had flown 470 hours 45 minutes (22.50 in last six months) as follows - "A cheerful, willing officer who is an asset to his unit." (S/L E. Cook, No.1664 Conversion Unit, where he was an Air Bomber instructor.

Training: Course at No.1 ITS was 28 September to 20 November 1942. Marked in General Studies (60/100), Mathematics (90/150), Armament, practical and oral (75/100), Signals (130/150), Meteorology (33/50), Navigation (109/150), Aircraft Recognition, (85/100), Drill (89/100), and Law and Discipline (80/100). Placed 9th in a class of 18 Air Bombers. "A quiet, capable and conscientious airman who is a steady worker. He is courteous and possesses a fine Service spirit and good deportment."

Course at No.4 BGS was 7 December 1942 to 19 February 1943. Bombing training on Anson (13.25 day, 5.25 night); gunnery training on Bolingbroke (12.10 day). Dropped 24 bombs high level by day, 24 bombs high level by night, and 18 bombs low level by day. Fired 1,600 rounds in aerial gunnery, scoring 3.5 percent hits in Beam Test, 3.2 percent in Beam Relative Sped Test and 3.7 percent in Under Tail Test. Spent seven hours 50 minutes on Turret Manipulation. Examined in Bombing, written (187/250), Bombing, oral (192/250), graded 249/400 in Proficiency as Bomb Aimer, scored 87/100 in Gunnery, written, 75/100 in Gunnery, oral, 32/50 in Aircraft Recognition. Graded 141/200 in Proficiency as Air Gunner. Generally average, but W/C J.G. Kerr also wrote, "Quite enthusiastic but slow to learn. May improve with experience." Placed 41st in a class of 53.

Course at No.4 AOS was 7 March to 16 April 1943. Anson aircraft (27.25 day, 11.50 night). Examined in Navigation, air work (80/100), Bombing, air work (67/100), Photography, air work (67/100), Elements of Navigation (36/50), Signals, practical (49/75), Photography (39/50), Reconnaissance (45/50) and Aircraft Recognition (45/75). Dropped five bombs high level, three bombs low level. Under "Navigation" described as follows - "Map reading and navigation good, interested in work - Average." Generally described as "Very hard worker and conscientious in all he does. Dependable and clever student. Very popular with classmates. Clean cut and good attitude." Placed 15th in a class of 18.

Course at No.2 (Observer) AFU was 23 June to 19 July 1943. Anson aircraft (1.30 day bombing, 1.50 day gunnery, 13.30 day combined exercises, 52.50 other day flying, 1.45 night bombing, 6.05 night combined exercises, 17.15 other night flying). Dropped 17 bombs, medium level by day, four bombs medium level by night. Three photo exercises by day simulating bombing. In Bristol turret (Browning guns) fired 400 rounds by day. Took part in four Combined Exercises by day and two by night. No record of ground courses. "A very good pupil who should do well."

Course at No.22 OTU was 27 July to 13 October 1943. Exercises in Map Reading took 36 hours 15 minutes by day, 25.30 by night; as Air Bomber, 6.25 by day and 6.00 by night; at the controls, two hours by day and 2.25 by night. Spent 13.30 in Link. Dropped 35 bombs by day and 21 by night. "Keen and reliable. Average."

At No.1659 Conversion Unit he flew 22 hours 35 minutes in Wellingtons (16.40 by day, 5.55 by

night). Took part in four bombing exercises. At controls for three hours. Four hours GEE practices on ground, two hours in air. Three hours in gun turrets. "Quiet type, capable and reliable. Good average."

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COBB, P/O Nelson Alexander (J16276) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 13 March 1922. Home in Tillsonburg, Ontario; enlisted London, Ontario, 17 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.6 SFTS (guard), 8 February 1941; to No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.6 EFTS; graduated 25 July 1941 and posted next day to No.4 SFTS; graduated 10 October 1941 when promoted Sergeant. To Embarkation Depot, 11 October 1941. To RAF overseas, 2 November 1941. Commissioned 8 September 1942. Promoted Flying Officer, 8 March 1943. Killed in action with No.35 Squadron, 28/29 June 1943 (Halifax HR850); buried in Germany. Award presented to next of kin by Governor General 12 December 1944. RCAF photo PL-34557 taken after ceremony, showing his sister Helen, his mother and Lieutenant H.S. Cobb (father).

Pilot Officer Cobb has participated in a large number of operational sorties, displaying exceptional keenness and skilful flying ability. On his first sortie, when coned by searchlights and with his aircraft riddled by anti-aircraft fire, this officer, showing grim determination, dived from 17,000 to 6,000 feet, bombed his target, and obtained some excellent photographs. On another occasion, when on an operation at Bremen, Pilot Officer Cobb's aircraft was fiercely attacked by a Junkers 88. A running encounter ensued, lasting ten minutes, before the enemy fighter was finally destroyed. This officer has acquired a reputation for a very high standard of photography, while his infectious enthusiasm, courage and energy have made him a most valuable member of his squadron.

Circumstances of death: 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). For further details of final sortie, see Bullock entry.

NOTE: Public Record Office Air 2/8950 has the original recommendation dated 1 March 1943 when he had flown 28 sorties (178 hours 58 minutes); document includes sortie list:

25 June 1942 - Bremen (6.20)
11 August 1942 - Le Havre (4.55)
26 August 1942 - Saarbrücken (6.48)
2 September 1942 - Karlsruhe (7.48)

4 September 1942 - Bremen (5.45; Ju.88 shot down)
8 September 1942 - Frankfurt (7.04)
10 September 1942 - Dusseldorf (4.36)
13 September 1942 - Bremen (4.27)
15 October 1942 - Cologne (5.05)
15 November 1942 - Genoa (9.13)
18 November 1942 - Turin (8.32)
20 November 1942 - Turin (9.03)
28 November 1942 - Turin (8.31)
2 December 1942 - Frankfurt (7.40)
6 December 1942 - Mannheim (7.05)
9 December 1942 - Turin (9.00)
9 January 1943 - GARDENING (6.56)
15 January 1943 - Lorient (5.34)
23 January 1943 - Lorient (5.43)
14 February 1943 - Cologne (4.22)
18 February 1943 - Wilhelmshaven (4.13)
25 February 1943 - Nuremberg (4.48; abandoned, engine u/s)
26 February 1943 - Cologne (5.20)
28 February 1943 - St.Nazaire (6.01)
1 March 1943 - Berlin (7.00)
3 March 1943 - Hamburg (4.46)
5 March 1943 - Essen (4.32)
8 March 1943 - Nuremberg (7.58)

Pilot Officer Cobb was posted to this squadron as a Sergeant in July 1942 and has to date carried out 28 successful sorties comprising 179 operational hours.

It is characteristic of this officer's flying ability that he never did a trip as a second pilot, and of his grim determination that on his very first sortie, when his aircraft was repeatedly coned by enemy searchlights and riddled by flak over Bremen, he dived from 17,000 feet to 6,000 feet to bomb his target and return with exceptional photographs. On his fourth operation, again to Bremen, his aircraft was fiercely attacked by a Junkers 88 and a running encounter lasting ten minutes ensued before the enemy fighter was finally mortally hit, caught fire and disintegrated.

This Dominion captain has deservedly acquired in this squadron a reputation for his extraordinary keenness to achieve nothing but the best photographic results, and on recent attacks against Turin, Lorient and St.Nazaire he descended to

10,000, 7,000 and 7,000 feet respectively in order to bring back exceptional photographs.

His Flight Commander recently said of this officer, "Nothing appears too arduous or too trivial", and I feel very strongly that Pilot Officer Cobb's outstanding qualities of leadership and unswerving resolution should now be recognized by the award of the Distinguished Flying Cross.

The Commanding Officer, RAF Station Pocklington, added on 9 March 1943:

Pilot Officer Cobb is the captain of a remarkable crew. His courage, enthusiasm and energy are infectious and these qualities have been the means of fusing together a collection of individuals into the best operational crew I have had the honour to meet. Aided and abetted by corresponding enthusiasm and disregard of danger on the part of the fellow crew members of his team, Pilot Officer Cobb has set a shining example of how to set about an operational tour. In recognition of his fine record, I have great pleasure in strongly recommending him for the award of the Distinguished Flying Cross.

The Air Officer Commanding, No.4 Group, added, on 30 March 1943:

A fine and courageous captain who has been posted at his own request to the Pathfinder Force. Very strongly recommended for the award of the Distinguished Flying Cross.

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COBURN, P/O Graham Willoughby (J18560) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born 8 September 1921. Home in Beeton, Ontario; studying Engineering at University of Toronto when he enlisted in Toronto, 20 February 1941. To No.1 Manning Depot, date uncertain. To No.4 Manning Depot, 2 April 1941; to "K", 8 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.20 EFTS. Ceased training 15 August 1941 and posted to Trenton. To No.9 AOS, 19 September 1941; graduated 19 December 1941 and posted next day to No.4 BGS; graduated and promoted Sergeant, 31 January 1942 but not posted to No.2 ANS until 25 April 1942; to No.1 CNS, 25 May 1942; graduated 8 June 1942. Commissioned 3 August 1943. Promoted Flying Officer, 3 February 1944. Applications for Operational Wings show he flew two tours (40 sorties); was at No.6 OTU late in 1945. Served in postwar RCAF to 1964 (26382). After completing a B.A. at the University of Western Ontario, a teaching diploma at London Teachers College and an M.A. at

Wayne State University in Michigan, Sandy undertook a second, 22-year career as a special education consultant for the Ontario Ministry of Education. Died in London, Ontario, 6 August 2009. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9153 has recommendation dated 20 November 1943 when he had flown 39 sorties (248 hours 25 minutes).

28 February 1943 - St.Nazaire
12 March 1943 - Essen
22 March 1943 - Duisburg
26 March 1943 - St.Nazaire
27 March 1943 - Berlin
29 March 1943 - Berlin
3 April 1943 - Essen
4 April 1943 - Kiel
8 April 1943 - Duisburg
9 April 1943 - Duisburg
13 April 1943 - Spezia
14 April 1943 - Stuttgart
15 April 1943 - Pilsen
18 April 1943 - Spezia
20 April 1943 - Stettin
26 April 1943 - Duisburg
12 May 1943 - Duisburg
13 May 1943 - Pilsen
23 May 1943 - Dortmund
27 May 1943 - Essen
21 June 1943 - Krefeld
3 July 1943 - Cologne
8 July 1943 - Cologne
9 July 1943 - Gelsenkirchen
12 July 1943 - Turin
27 August 1943 - Nuremberg
31 August 1943 - Berlin
3 September 1943 - Berlin
5 September 1943 - Mannheim
6 September 1943 - Munich
21 September 1943 - Hanover
29 September 1943 - Bochum
2 October 1943 - Munich

3 October 1943 - Kassel
7 October 1943 - Stuttgart
8 October 1943 - Hanover
18 October 1943 - Hanover
22 October 1943 - Kassel
10 November 1943 - Modane

Pilot Officer Coburn has completed 39 operational sorties against the enemy, and in addition seven anti-submarine patrols with Coastal Command. Fifteen of these have been with Pathfinder Force, and have included attacks on Berlin, Hanover, Duisburg, Stettin, Pilsen and other heavily defended targets in the Ruhr.

Throughout all these operations, Pilot Officer Coburn has displayed the utmost keenness and determination in pressing on to bomb accurately in the face of enemy opposition, and has obtained several excellent aiming point photographs.

His captain and crew have the fullest confidence in his ability, and his skill as bomb aimer has been particularly responsible for the success achieved in all the operations in which he has participated.

Public Record Office Air 50/197 has the following Combat Report for night of 27/28 September 1943, Lancaster JA913, G/83, target Hanover. Crew given as follows: Captain, P/O Tolshard; Air Bomber, Flight Sergeant G.W. Coburn (later commissioned and awarded DFC); Flight Engineer, Flight Sergeant Lawes; Navigator, F/O Hastings; WOP, Sergeant George; Mid-Upper Gunner, Sergeant Doe (who fired no rounds); Rear Gunner, Sergeant Porter (who fired 150-200 rounds):

On the night of 27/28th September 1943, at 2211 hours, position 52.14 North 09.30 East, height 20,000 feet, heading 298 Magnetic, visibility good, no cloud. An unidentified twin-engined aircraft was sighted by the Rear Gunner on the port quarter at range of 600 yards. The Rear Gunner opened fire immediately and the aircraft broke away without returning fire to port beam and was not seen again. No claims are made and there was no damage to our aircraft and no apparent ground cooperation.

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COBURN, P/O Lloyd Gerrard (J18127) - **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 13 August 1920 in Pembroke, Ontario (birth date from obituary). Home in Temiskaming, Ontario; attended St. Michael's College, Toronto; enlisted at North Bay,

30 July 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 1 September 1941. To No.2 ITS, 25 September 1941; graduated and promoted LAC, 6 December 1941 when posted to No.15 EFTS; ceased training 15 January 1942 when posted to Trenton; to No.6 BGS, 14 March 1942; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, Halifax, 14 April 1942. To RAF overseas, 30 April 1942. Commissioned 15 June 1943. Promoted Flying Officer, 15 December 1943. Completed two tours (obituary stated he had flown a total of 54 sorties). Repatriated 19 August 1944. To No.1 BGS, 21 September 1944; to No.9 BGS, 13 February 1945. At Gander, May 1945 he met Sergeant Olive Drew, whom he married in August 1945. Remained in postwar RCAF as a Gunnery Officer (1 October 1946, service number 20041), being reclassified Radar Officer on 16 August 1948. Served at AFHQ, Ottawa (Intelligence), Station Comox (No.407 Squadron) and Station Greenwood (No.405 Squadron). Attained rank of Flight Lieutenant, 1 June 1952. Retired in 1964 and moved to Pembroke, Ontario, where he worked for Atomic Energy of Canada as a Health and Radiation Surveyor, 1965 to June 1984. He then moved to Guelph where he died 7 December 2002. Award presented 2 December 1946. Photo PL-25546L is F/L R.W. Ellis; PL-25546R is F/O L.G. Coburn. 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 (349 hours 42 minutes). Although his total times differ by 13 hours 22 minutes from those of H.C. Banks, their list of sorties and times are virtually identical in targets, dates and flying times. Clearly the flying times should be added again.

An Air Gunner of exceptional ability, Pilot Officer Coburn has participated in numerous attacks against most of the enemy's heavily defended targets in Germany. He has consistently displayed coolness and courage of a high order in the face of enemy opposition. His determination and devotion to duty have proved an inspiration to the squadron. This officer 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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COCHAND, F/O (now F/L) Louis Emile (J13478) - **Air Medal (United States)** - 11th USAAF - effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 6 January 1917. Home in St.Marguerite, Quebec. Enlisted in Montreal, 1 July 1940. To No.1 ITS, 27 July 1940; graduated and promoted LAC, 14 October 1940; posted that date to No.7 EFTS; course completed 20 November 1940 but not posted to No.31 SFTS until 1 December 1940; graduated and promoted Sergeant, 24 March 1941. To Trenton, 24 March 1941; to No.2 SFTS to instruct, 2 July 1941. To No.13 SFTS, 1 September 1941. Commissioned 1 July 1942. To Western Air Command, 23 October 1942. To No.14 (Fighter) Squadron, 27 October 1942. Promoted Flying Officer, 1 January 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flight Lieutenant, 1 July 1944. Repatriated to Canada, 21 December 1944. Released 25 May 1945, settling again in St.Marguerite, Quebec. RCAF photos PL-3373 and PL-3374 taken 1941 when he was a Sergeant pilot. RCAF photo PL-29089 (ex UK-9999) dated 25 April 1944 also shows him. Biographical file has long letters describing his experiences. Postwar ski school examiner and resort owner. Died in Ste.Anne de Bellevue Hospital, 17 July 2011. Details found in DHist file 181.009 D.4402 (RG.24 Vol.20648) where USAAF 11th Air Force General Order No.106 dated 27 August 1943, on behalf of Alaska Defence Command, lists officers receiving Air Medal "for meritorious achievement in aerial flight" with the following citation; Cochand's services are listed as from 1 April to 12 August 1943. NOTE: The same order awards posthumous Air Medals to J5216 F/L D.W.N. Wakeling (Vancouver, flights 1 January to 6 May 1943) and J27371 P/O R.M. Bell (Hot Springs, Arkansas, flights 19 April to 10 August 1943). Apparently not approved by RCAF authorities. The file contains much operational information on all those decorated on this occasion. All were in No.14 (F) Squadron.

These officers, as pilots of fighter planes, participated in numerous attacks on enemy installations in the Aleutians which were pressed home despite heavy anti-aircraft fire and often under adverse weather conditions. All flights were made from advanced bases and required skilful airmanship for a successful execution of the mission. The courage and devotion to duty of these officers reflect great credit upon themselves and the organization of which they are a part.

COCHAND, F/O Louis Emile (J13478) - **Croix de Guerre (France)** - No.442 Squadron (AFRO gives unit only as "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. No citation. DHist file 181.009 D.2833 (RG.24 Vol.20632) has recommendation for a Non-Immediate DFC dated 9 September 1944; no action was taken, and an identical recommendation was put forward on 9 January 1945, this time for the Croix de Guerre. He had flown 149 sorties (186 hours 45 minutes). Recommendation read:

This officer has completed 158 sorties over enemy territory, many of them against very heavily defended ground targets, and he has at all times proven himself exceptionally keen and aggressive. On August 18th and 19th, Flying Officer Cochand destroyed or damaged twenty-one enemy vehicles bringing his total to sixty-two enemy vehicles destroyed or damaged since the invasion of the Continent. This officer's courageous and determined low level attacks in the face of very intense flak have obtained many fine results and he has won the greatest admiration and respect of all.

Public Records Officer Air 2/9645 has a much shorter citation, presumably the final one.

This officer has completed 158 sorties over enemy territory, many against heavily defended targets. His courageous and determined low level attacks in the face of intense opposition have obtained very fine results.

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COCHRAN, F/L Charles Kerr (J17296) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 28 September 1917. Home in Calgary; enlisted there 16 May 1941 and posted to No.2 Manning Depot. To No.7 BGS (guard duty), 20 June 1941. To No.4 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941; to No.16 EFTS that date; to No.3 SFTS, 10 October 1941; graduated and promoted Sergeant on 2 January 1942. To "Y" Depot, 3 January 1942. To RAF overseas, 23 January 1942. Commissioned 5 February 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 15 October 1944. Repatriated 15 April 1945. Released 26 June 1945. Award presented 9 July 1949. Rejoined RCAF as an Administration Officer, Supplementary Reserve, Calgary, 22 February 1953. Released 3 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." Public Records Office Air 2/8749 has recommendation dated 20 March 1945 when he had flown 37 sorties (244 hours), 14 October 1944 to 15 March 1945.

14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Koblenz
27 December 1944 - Rheydt
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremberg
7 January 1945 - Munich
22 January 1945 - Duisburg
28 January 1945 - Stuttgart
1 February 1945 - Mannheim
3 February 1945 - Bottrop
7 February 1945 - Cleves
8 February 1945 - Politz
14 February 1945 - Dresden
15 February 1945 - Chemnitz
23 February 1945 - Pforzeim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg

Flight Lieutenant Cochran of the Royal Canadian Air Force has successfully completed his first tour of operations against the enemy with a total of 37

sorties to his credit. All his sorties were against Germany's most heavily defended cities including such places as Stuttgart twice, Duisburg three times, Nuremberg and Chemnitz twice.

That he has at all times pressed home his attacks in the face of heavy opposition has been proved by photographic evidence. His determination, courage and skill while in the squadron, combined with his superb captaincy and airmanship have set a magnificent example to the rest of the squadron. In his capacity as Assistant Flight Commander he has also given great assistance to other crews, and in particular to those about to embark upon their operational careers.

While on his tour of operations Flight Lieutenant Cochran has displayed great courage and initiative and has set a magnificent example to his crew. It is therefore recommended that his commendable courage and devotion to duty be recognized by the award of the Distinguished Flying Cross.

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COCHRANE, P/O John Malcolm (J88460) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 3 April 1924. Home in Jackson, Michigan (but described as Canadian); enlisted Windsor, Ontario, 22 September 1942 and posted to No.3 Manning Depot. To No.3 WS, 26 February 1943. To No.9 PAED (Pre-Aircrew Education Detachment), 16 May 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. To No.9 BGS, 7 August 1943 (promoted LAC that date); graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Overseas he trained at No.81 OTU and No.1659 HCU. Commissioned 31 July 1944. Repatriated 10 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 15 April 1945. To No.1 WS, 17 May 1945. To Release Centre, 7 August 1945. Released 10 August 1945. Award presented. Died in Los Angeles, 18 June 1967.

One night in October 1944 this officer was the mid-upper gunner of an aircraft detailed for a mine-laying mission. When leaving the target area the aircraft was struck by a burst of machine gun fire from an enemy fighter. Much damage was sustained and the rear gunner was killed. All the aileron controls were severed and, as the fighter closed in for a second attack, evading action could not be taken. During this Pilot Officer Cochrane coolly withheld his fire until the attacker came to close range. Then, with a well placed burst of fire he shot the enemy aircraft down. His coolness, courage and good shooting set a very fine example. This officer has participated in many sorties.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has recommendation by W/C A.J. Lewington dated 15 October 1944 when he had flown 28 sorties (127 hours 55 minutes).

This officer, mid-upper gunner in the crew captained by Flying Officer Watson, has completed 28 trips over enemy territory.

On the night of October 5/6th, Pilot Officer Cochrane and his crew were detailed for a Gardening Operation at Heligoland. After dropping their mines successfully the aircraft has just turned out of the target area when it was attacked from below and astern by a Ju.88, which raked the aircraft with cannon fire, killing the rear gunner and demolishing the rear turret. This cannon fire also severed all the aileron controls and blew off the petrol cocks of all port tanks. As the Ju.88 came in for a second attack this officer, although in an aircraft that could not take evasive action due to damage, coolly waited until the enemy was within a 100 yards range and then shot it out of the sky.

I consider that by his coolness and exceptional fearlessness in the face of danger he was most instrumental in saving the lives of his crew and fully merits the immediate award of the Distinguished Flying Cross.

NOTE: Rear gunner killed was P/O J. Zareiken. Action was at 2020 hours, 12,000 feet. Enemy aircraft was a Junkers 88; Cochrane fired 400 rounds, and final assessment was "probably destroyed". Aircraft was Halifax M, serial NP944. Combat Report read:

First indication of attack came as bomber turned away from "Garden Area" with moon dead astern. Cannon shells exploded in rear turret, empennage and port wing. Rear gunner was killed by first fire from fighter; Mid-Upper then spotted fighter starboard fine quarter level at 300 yards range still firing. Corkscrew was impossible to do due to damaged controls.

At this time the fighter was in such a position that the M/U could not fire. As bomber attempted to evade enemy aircraft by diving, fighter moved over to port quarter up to commence another attack from 200 yards range, the M/U commenced firing as fighter closed in, striking fighter's starboard wing, engine and cockpit. Mid-Upper held fire on the fighter as it closed in to 100 yards range.

Enemy aircraft dropped undercarriage, slipped on back and dived vertically to port. Fighter was last seen in vertical dive towards sea. During firing two top

guns in Mid-Upper stopped due to jammed links. Mid-Upper definitely observed his tracer bouncing off fighter's starboard engine and entering wing and cockpit.

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COCHRANE, F/L Robert Hugh (J17277) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 12 October 1943 and AFRO 2386/43 dated 19 November 1943. Born in Quebec, 12 June 1914. Home in New Richmond Station, Quebec. Employed in mines, 1934-1935, teaching in Labrador, 1935-1936, and various sampling and engineer posts in gold mines, 1936 to enlistment. Enlisted North Bay, Ontario, 13 August 1941 and posted to No.5A Manning Depot. To No.9 AOS (guard duty), 16 September 1941; to No.3 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; to No.17 EFTS on that date; to No.8 SFTS, 28 March 1942. Graduated and promoted Sergeant, 17 July 1942). To "Y" Depot, 31 July 1942. To RAF overseas, 6 August 1942, disembarking in Britain on 18 August 1942. To No.15 (Pilots) AFU, 29 August 1942. To No.12 OTU, 3 November 1942. To No.1657 Conversion Uunit, 18 February 1943. Commissioned 18 March 1943. To No.218 Squadron, 27 March 1943. Promoted Flying Officer, 18 September 1943, but when promoted Flight Lieutenant the rank was made with effect from 20 August 1943. Attached to Central Flying School, Cranage, 13 June to 5 July 1943 for instructional course on Ansons (22 hours) before return to No.218 Squadron. To No.1653 Conversion Unit, 5 December 1943. Injured 15 May 1944 in crash of Stirling EE958 (A3-T), No.1653 Heavy Conversion Unit. Encountered heavy icing which reduced power in starboard engines. Crash-landed in a wooded area at Banstead Manor, Cheveley, Cambridgeshire. Two crewmen killed. At Medical Rehabilitation Unit, 31 May to 1 September 1944 when he returned to No.1653 Conversion Unit. Repatriated to Canada, 18 December 1944. To No.10 AOS, 15 January 1945. To "Y" Depot again, 1 April 1945. To United Kingdom, 13 April 1945, arriving 22 April 1945. To No.76 Base, 9 May 1945. Attached to No.1659 Conversion Unit, 29 June 1945. Award presented by the King on 29 June 1945. To No.435 Squadron, 16 November 1945. Also served on staff of No.120 (Transport) Wing. Repatriated again, 4 June 1946. Released 21 June 1946. Died in Toronto, 28 March 1981 as per **Legion Magazine** of September 1981. Photo PL-45006 shows him and F/O L.I. Brisbin after investiture. RCAF photo PL-34638 shows three members of RCAF in cabin of their ship during repatriation - F/L T.G. Cahunsan (Montreal), F/L T.A. Dadson (Charlottetown) and F/L R.H. Cochrane (New Richmond, Quebec).

Flight Lieutenant Cochrane is a most efficient captain who has completed many sorties. He has always endeavoured to press home his attacks and his example, determination and devotion to duty have been worthy of high praise. One night in September 1943, Flight Lieutenant Cochrane took part in an attack on Mannheim. When nearing the target his aircraft was hit and the port wing tip was extensively damaged but he completed his bombing run and afterwards

flew the damaged bomber to base.

Training: Course at No.3 ITS was 10 November 1941 to 2 January 1942. Courses in Mathematics (51/100), Armament (86/100), Signals (95/100), Hygiene and Sanitation (29/40), Drill (77/100) and Law and Discipline (56/60). Placed 49th in class (not sure how large the class was). "Capable, dependable, serious, frank, pleasant personality."

Course at No.17 EFTS was 4 January to 13 March 1942 on Fleet Finch II aircraft - 22.15 dual, 33.45 solo, plus 6.25 on instruments. Also logged 10.30 in Link. "Good average flying ability." Ground courses in Airmanship (179/200), Airframes (84/100), Aero Engines (70/100), Signals (100/100), Theory of Flight (57/100), Air Navigation (127/200), Armament, oral (119/200). Placed 13th in a class of 34. "Well developed person although he appears a bit slow at grasping new ideas; works hard and is conscientious. He has a moderate sense of responsibility."

Course at No.8 SFTS was 30 March to 17 July 1942. Flew Harvards (56.45 day dual, 65.00 day solo, 4.20 night dual, 12.35 night solo). Of this, 28.25 was on instruments. Also logged 24.30 in Link. "Average navigation ability, a plodding, methodical type with very slow reflex action. Coordination low average, rough on controls." Ground courses in Airmanship and Maintenance (143/200), Armament, written (65/100), Armament, practical (60/100), Navigation (143/150), Meteorology (37/50), Signals, written (28/50) and Signals, practical (95/100). He was 46th in a class of 52, and his preferred posting was to bombers.

Notes: On 13/14 May 1943, in Stirling BF452 (at which time he had 97 hours on type), he was flying over target, 0230 hours, when hit by three incendiaries. "We heard them hit the aircraft and presumed it to be flak. Two went through the wing and left only the tin ends protruding through the holes. The other hit the port wing leading edge near the fuselage and broke in two and lodged in the wing, but no fires started. The engines were not damaged but the aircraft became very sluggish and hard to fly on the way back. We did not see any other aircraft at the time nor of course did we see the incendiaries hit." His navigator on this occasion was 1557478 Sergeant D.L. Howell (later commissioned and awarded DFC).

On 4 December 1944, at Repatriation Depot, he filed a form stating he had flown 26 sorties (165 hours 55 minutes) plus 334 hours 15 minutes non-operational flying. He stated he had been "shot up by Ju.88."

Application for Operational Wing, 16 December 1943, confirms 26 sorties but give operational time as 159 hours; sorties flown from 18 March 1943 to 8 December 1943.

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COCKADAY, Sergeant Arthur John (R90414, later J53449) - **Distinguished Flying Medal** - No.424

Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in London, Ontario, 30 November 1913. Home in Brantford, Ontario; worked as clerk, leather sorter and leather cutter. Militia service with Signal Corps, 14 August 1940 to 3 March 1941. Enlisted London, Ontario, 12 March 1941. To No.1 Manning Depot, Toronto, 18 March 1941. To Trenton, 11 April 1941. To No.3 WS, Winnipeg, 5 July 1941; promoted LAC, 7 August 1941; graduated 20 December 1941 and posted that date to No.7 BGS, Paulson; graduated and promoted Sergeant, 13 January 1942. To "Y" Depot, 20 January 1942. To RAF overseas, 27 February 1942. To No.1 School of Signals, 8 April 1942. To No.2 (Observer) AFU, 25 April 1942. To No.14 OTU, 2 June 1942. Promoted Flight Sergeant, 19 July 1942. To No.424 Squadron, 30 October 1942. Promoted WO2, 19 January 1943. POW 15 April 1943 (No.424 Squadron, Wellington HZ273). Promoted WO1, 19 July 1943. Commissioned with effect from 19 July 1944 (J53449) as per Appointments, Promotions and Retirements Order 416 fated 17 December 1945. Released and repatriated to Britain, 16 September 1944 on SS **Grisholm** (one of 16 former RCAF POWs). Repatriated to Canada, 7 October 1944. To No.4 BGS, 17 January 1945. Promoted Flying Officer, 19 January 1945 as per APR 416 fated 17 December 1945. Retired 4 July 1945. Award sent by registered mail 13 June 1948. Died 8 December 1968 as per DVA letter dated 17 December 1968 but website states he died in Toronto 17 December 1969.

One night in April 1943, this airman was rear gunner in an aircraft against Frankfurt-on-Main. The target was bombed successfully but, while on the homeward flight, his aircraft was attacked by an enemy night fighter. The aircraft was severely damaged and all members of the crew, except the captain, wounded. The fabric of the rear of the fuselage burst into flames. Sergeant Cockaday was severely wounded in the leg and he was also suffering from flesh wounds which were bleeding profusely. Despite these injuries and the intense heat engendered by the fire, he crawled out of his turret and, using his parachute, succeeded in smothering the flames completely. It was largely owing to this airman's gallant action that his captain was enabled to make a successful forced landing.

Particulars of being shot down: Wellington HZ273 airborne at 2112 hours, 14 April 1943. Captain was Sergeant Arthur Robert Harrison (RCAF, nine sorties, 54 hours 24 minutes), navigator Flight Sergeant Frank Rath (RCAF, nine sorties, 43 hours four minutes), Bomb Aimer was Sergeant John Eugene Malkin (RAF, nine sorties, 43 hours one minute), WOP/AG was Sergeant Edward Alexander McQuarrie (RCAF, nine sorties, 43 hours one minute) and other WOP/AG was Sergeant Arthur John Cockaday (RCAF, nine sorties, 43 hours one minute). All made POW. Aircraft crash-landed. His injuries were compound fracture of right tibia and fibula, three inches above the ankle. In hospitals in France and Germany and POW camp, where fracture became infected and he had osteo-muelitis which discharged after eight weeks.

The total number of Canadians repatriated vis **Gripsholm** was 42 (one RCN officer, five Army officers, 19 Army other ranks, five RCAF officers, 11 RCAF other ranks and one civilian.

Training: Interviewed 25 February 1941 in London by F/L J.M. Roberts - "A good average boy. Gentlemanly, alert, ambitious, should make an efficient Air Gunner with training."

Course at No.3 WS was 7 July to 19 December 1941. Flew one hour as First Operator in Flying Classroom, three hours ten minutes on Listening Watch in flying classroom, nine hours 15 minutes as sole operator in two-seat aircraft. Ground courses in Theory (46/50), Radio Equipment (125/250), Morse, buzzer and lamp (120/200), Procedure (181/200), Signals Organization (114/150). Armament (74/100), and Drill and PT (36/50). Passed after four weeks of extra instruction.

Course at No.7 BGS was 22 December 1941 to 19 January 1942. Fairey Battle aircraft (seven hours 25 minutes). Fire 610 rounds on ground, 300 air-to-ground, 1,718 air-to-air. Scored seven percent hits in Beam Tests, zero percent in Beam Relative Speed Test and 4.6 percent in Under Tail Test. Scored 76 percent on written test, 79 percent on practical and oral exam, rated 139/250 on "Ability as Firer". Described as "Forceful, alert and eager. Above average ability." Nevertheless he was 22nd in a class of 24,

Course at No.14 OTU was 2 June to 16 October 1942. Flew in Hampden aircraft (34.10 day, 22.45 night) and Ansons (9.10 day, 2.59 night). Fired 400 rounds on 25-yard range, 200 rounds by day on 400 yard range, 200 rounds by night on 400 yard range, ten shots and ten hits on clay pigeon. In air carried out four exercises on drogue (2,200 rounds fired, four percent hits) and two cine exercises (100 feet of film exposed). Scored 73 percent on Range Estimation, 88 percent on Aircraft Recognition, and assessed as "Average" in Running Commentary, Practical Harmonization and Practical Gun Cleaning and Maintenance. No Fighter Affiliation Drills and no Turret Instruction. "Average. Weak on theory, but practical work up to standard. Should improve with experience." (S/L G.E. Johnson). Morse speed was 19 words a minute (sending and receiving). "Has a fair knowledge of aircraft equipment." (P/O A.J.K. Moon). "Capable operator, average on the key, can proceed on operations without further training." (P/O J.M. Grant). "Average. A keen and hardworking pupil whose progress has been impaired through sickness, but is now fully qualified to undertake W/T operators duties, Fully conversant with Command Signals Organization and has a fair knowledge of the foundations of Wireless. Air operating ability is satisfactory. Ground exam., 72 percent. Average W/T log keeping. Shows every promise of becoming a sound, steady operator and a very useful member of aircrew. Good all round type." (Warrant Officer E. Watts). "A keen and reliable NCO." (W/C W.S. Gardner, 17 October 1942).

Notes: He was actually an NCO throughout his air force service. On 20 November 1945, a Board

convened at Pennfield Ridge to consider his suitability for a commission. S/L J.R. Barclay and F/O W. Sherry constituted the Board. Their report stated:

The subject person, R90414 WO1 Cockaday, A.J., now released from the service on medical grounds was interviewed by the Board as to his suitability for commissioned rank in accordance with the aircrew commissioning policy in force, in relation to repatriated ex prisoners of war.

WO1 Cockaday presented a clean-cut, excellent appearance, and carries himself extremely well. He seems to have no difficulty in carrying an intelligent conversation and states what he means clearly. His present employment is as New Brunswick representative for the Johnson Wax Company and his forceful personality makes him a success in this position.

Cockaday is still under care of the Department of Veterans Affairs at Saint John, N.B., and reports to Lancaster Hospital each Saturday morning to have past wounds dressed.

In view of the very favourable appearance presented by WO1 Cockaday, the Board recommend that commissioning action be taken one year from the date of his appointment to Warrant Officer Class I.

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COCKRAM, A/C William Ewart (C1701) - **Commander, Order of the British Empire** - Air Force Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born at Gillingham, Dorset, 3 November 1898 (birth date from newspaper reports). Educated at Yeovil. Served in British Army (infantry), 1915 to 1917; Royal Flying Corps and Royal Air Force, 1917-1919. Accountant in British Civil Service, 1919-1923; went into theology and graduated from McGill University. Ordained in United Church of Canada. Enlisted at Toronto, 12 February 1940 (chaplain). Served first with No.112 Squadron; then to RCAF Overseas Headquarters, May 1940 (first RCAF Protestant chaplain overseas). Promoted to Honourary Squadron Leader, 15 May 1941. Returned to Canada in December 1941 and appointed Deputy Director of Chaplain Services (Protestant); promoted to Honourary Wing Commander, 15 June 1942, Honourary Group Captain, 1 September 1942, and Honourary Air Commodore, 1 November 1943. Retired 8 January 1946; died in Ottawa, 22 February 1946. Award presented 8 April 1948.

The outstanding ability and leadership of this officer has continued since his appointment as the first Royal Canadian Air Force Chaplain (P) Overseas. During

the Battle of Britain he served all Canadian personnel in the British Isles with exceptional energy and devotion. His subsequent appointment as Director of Chaplain Services (P) increased his loyalty and devotion to the Service. He was chosen to represent Canada by the British Ministry of Information, and toured Great Britain as Canada's representative. In the past six months he has given capable supervision to all chaplaincy work, and brought a real uplift of morale to the many stations he has visited. He has maintained the closest relationships between civilian Protestant churches and the Royal Canadian Air Force, and has displayed great acumen in the fulfilling of his duties.

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CODD, F/O Percy (J38184) - **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 5 June 1916. Home in Moose Jaw, Saskatchewan; enlisted Montreal, 7 July 1942 and granted Leave Without Pay until 2 August 1942 when posted to No.5 Manning Depot. To No.13 SFTS for guard duty, 25 September 1942. To No.5 ITS, 29 December 1942; graduated and promoted LAC, 6 March 1943; but not posted to Mountain View until 1 May 1943; to No.6 BGS, date uncertain; graduated 25 June 1943; to No.10 AOS, 26 June 1943; graduated and commissioned 12 November 1943. To No.1 GRS, that date. To "Y" Depot, 29 January 1944. Taken on strength of No.3 PRC, Bournemouth, 19 February 1944. Repatriated 5 August 1945. Released 14 September 1945. Re-engaged as pilot in RCAF Auxiliary, 14 January 1952 to 21 December 1954. Award presented 11 August 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.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 when he had flown 32 sorties (182 hours), 17 September 1944 to 23 February 1945.

Flying Officer Codd, as a navigator of a heavy bomber aircraft, has participated in 32 attacks on enemy targets which included heavily defended industrial areas such as Hanover and Magdeburg. The outstanding success of this officer's crew was largely due to the tireless and painstaking efforts of this navigator. Throughout his tour of operations his keen offensive spirit and cheerful co-operation at all times have been of great assistance to the unit Navigation Section and has given inspiration, not only to the entire crew, but to his fellow navigators of this squadron. By his skilful navigation his pilot has always managed to keep on track, on time, and to reach his objective and return safely to base.

It is considered that the splendid operational record established by this navigator, his cheerfulness and devotion to duty throughout his operational tour

fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

17 September 1944 - Boulogne (3.40)
20 September 1944 - Calais (3.20)
24 September 1944 - Calais (5.00)
25 September 1944 - Calais (3.50)
27 September 1944 - Sterkrade (4.45)
28 September 1944 - Cap Gris Nez (4.40)
6 October 1944 - Dortmund (5.20)
11 October 1944 - Wanne-Eickel (5.10)
14 October 1944 - Duisburg (5.30)
15 October 1944 - Wilhelmshaven (4.30)
28 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (5.40)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (5.35)
21 November 1944 - Castrop Rauxel (6.00)
27 November 1944 - Neuse (5.25)
18 December 1944 - Duisburg (5.55)
24 December 1944 - Gardening, Oslo (6.35)
28 December 1944 - Gardening, Sanderfjord (6.40)
29 December 1944 - Gardening, Oslo (7.20)
31 December 1944 - Gardening, Sanderfjord (6.55)
5 January 1945 - Hanover (5.15)
14 January 1945 - Oslo (6.20)
16 January 1945 - Magdeburg (6.55)
1 February 1945 - Mainz (6.40)
2 February 1945 - Wanne Eickel (5.30)
4 February 1945 - Wilhelmshaven (5.15)
7 February 1945 - Goch (6.25)
14 February 1945 - Gardening, Wilnow (7.25)
20 February 1945 - Mannheim (7.00)
23 February 1945 - Essen (6.10)

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CODE, WO1 (now P/O) Arthur Warren (R128398/J87549) - **Distinguished Flying Cross** - No.101

Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Wilkie, Saskatchewan, 6 January 1918. Educated at Nottawa Public School, Wilkie High School and Swarthmore Correspondence School. Home in Phippen, Saskatchewan (farming). Non-Permanent Active Militia, No.121 Training Centre, January-February 1941. Enlisted in RCAF, Saskatoon, 30 September 1941. To No.2 Manning Depot, 12 December 1941. Posted 13 March 1942 to No.2 BGS for guard duty. To No.2 ITS, 11 April 1942; graduated and promoted LAC on 20 June 1942; to No.3 AOS, 18 July 1942; graduated and promoted Sergeant, 11 November 1942. To "Y" Depot, 25 November 1942. Embarked from Canada, 11 December 1942; disembarked in Britain, 18 December 1942. Attached to Canadian Army, observing 1 January 1943. Attached to No.7 EFTS, 25 January 1943 where he received 11 hours 20 minutes training on Tiger Moth. Returned to No.3 PRC, 25 February 1943. To Whitley Bay, 2 March 1943 (commando training). Promoted Flight Sergeant, 11 May 1943. To No.4 (Observer) AFU, West Freugh, 31 May 1943 (Anson aircraft, 47 hours 20 minutes). To No.81 OTU, 6 July 1943 (Whitley aircraft, 73 hours 35 minutes). To No.1662 Conversion Unit, 8 October 1943. To No.101 Squadron, 4 January 1944. Commissioned 20 June 1944. To No.82 OTU, 25 June 1944. To No.86 OTU, 21 July 1944. To No.18 OTU, 18 October 1944. Repatriated 22 January 1945; to Release Centre, 2 February 1945; released 8 March 1945. Died in Duncan, British Columbia, 26 September 1997 as per **Legion Magazine** of March 1998. Photo PL-35138 is a 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 2/8827 has recommendation dated 18 July 1944 when he had flown 31 sorties (185 hours 50 minutes), 27 January to 5 June 1944.

27 Jan 44 - Berlin - Bombed Wangani; glow seen through cloud and for 200 miles on return.

28 Jan 44 - Berlin - Many big fires; heavy attack.

15 Feb 44 - Berlin - Glow of nine concentrated fires seen; thick cloud.

19 Feb 44 - Leipzig - Large concentration of fires seen.

20 Feb 44 - Stuttgart - Marking concentrated; many incendiary fires seen.

24 Feb 44 - Schweinfurt - Attack heavy and concentrated; widespread fires.

25 Feb 44 - Augsburg - High explosive bursts and fires in target; three explosions in marshalling yard.

1 Mar 44 - Stuttgart - Bombing rather scattered; fires in target area seen.

15 Mar 44 - Stuttgart - Fires seen through break in clouds; marking very scattered.

18 Mar 44 - Frankfurt - Concentration of fires.

22 Mar 44 - Frankfurt - Three large explosions; fires covering a large area.

24 Mar 44 - Berlin - Marking and attack scattered; large orange explosion; scattered fires.

26 Mar 44 - Essen - Glow of fires on cloud; nothing else visible.

30 Mar 44 - Nuremberg - Fairly good concentration of fire; numerous H.E. bursts seen in target area.

10 Apr 44 - Aulnoye - Three large explosions seen at time of bombing; large building to northeast well ablaze.

11 Apr 44 - Aachen - Good fire glow on cloud and many bomb bursts seen on target.

20 Apr 44 - Cologne - Orange glow on cloud visible 100 miles from target.

22 Apr 44 - Dusseldorf - Large explosion seen; many concentrated fires.

24 Apr 44 - Karlsruhe - Marking and bombing well concentrated; many fires and explosions in successful attack.

26 Apr 44 - Schweinfurt - Concentrated bombing; one large explosion and small concentrated fires.

30 Apr 44 - Maintenon - Very large red-orange explosion; attack well concentrated.

11 May 44 - Hasselt - Scattered attack due to bad weather; second target going well.

19 May 44 - Orleans - Very good trip; large fires and explosion in target.

21 May 44 - Duisburg - 10/10 cloud. Bad conditions. No markers visible; brought back bombs.

22 May 44 - Dortmund - Concentrated attack; bombed ground markers.

24 May 44 - Aachen - PPF accurate and well-timed; hazy; no results seen.

27 May 44 - Aachen - Quantity of black smoke after bombing; a good attack.

31 May 44 - Trappes - Visibility good; red, yellow, green and white markers seen; bombed railway visually.

2 June 44 - Trappes - Defences active; no cloud and bright moon.

4 June 44 - Calais - Bombed in 10/10 cloud; heavy attack on small target.

5 June 44 - Special duties patrol - 10/10 cloud; 12/13,000 feet; very quiet trip.

Warrant Officer Code, a Canadian, has carried out 31 sorties on his first operational tour and has at all times displayed a high commendable keenness and determination to complete the task in hand.

Undeterred by the heaviest opposition, Warrant Officer Code's sorties, including four against Berlin, have been successful due in no small measure to his exceptional navigation.

Determined at all times to ensure that no efforts of his were spared to achieve the finest results, Warrant Officer Code has shown outstanding ability and produced splendid examples of navigational skill.

This Warrant Officer has set a fine example by his courage and tenacity of purpose, and it is considered that his devotion to duty is deserving of his recommendation for an award of the Distinguished Flying Cross.

Notes: On repatriation form dated 10 January 1945 he stated he had flown 31 sorties (186 operational hours), the last on 5 June 1944. He had flown 173.30 in overseas training and 54.40 in miscellaneous work.

Training: Interviewed 29 September 1941 in Saskatoon by P/O F. McRae. "Good type of young man. Physically well built, not of good carriage, well spoken. Experience not extensive. Suitable Sergeant type, Wireless Air Gunner. Anxious to serve."

Course at No.2 ITS was 12 April to 20 June 1942. Courses in Mathematics (142/150), Armament (49/50), Signals (145/150), Anti-Gas (37/50), Aircraft Recognition (87/100), Drill (66/100), Law and Discipline (71/100) and Navigation (160/200). Placed 15th in a class of 94. "This trainee really applied himself to make the Navigator's course; he was determined to make it as an A3B. He is very steady, reliable and he will give all he has to make the grade."

Course at No.3 AOS was 20 July to 11 November 1942. Anson aircraft - 35.40 as first navigator by day, 34.33 as second navigator by day, 20.35 as first navigator by night, 16.30 as second navigator by night. Examined in Navigation air work (476/700), Photography, air work (89/100), Elements of Navigation (304/500), Magnetism and Compasses (73/100), Instruments (35/50), Signals, practical (80/100 on supplemental), Signals, written (42/50). Maps and Charts (28/50), Meteorology (58/100), Photography (34/50), Reconnaissance (79/100) and Aircraft Recognition (77/100). Placed 19th in a class of 20. Navigation described as "Slow and tends to be inaccurate. Does not get flustered." General comments - "Hard working farm boy. Retains what he has learns. Slow in grasping substance."

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CODE, S/L William Henry (C11547) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 February 1903. Home in Sharbot Lake, Ontario. Enlisted in Toronto, 17 April 1942 in Works and Buildings Trade and immediately granted rank of Flying Officer. Taken on strength of No.1 Manning Depot on enlistment. To RCAF Headquarters, 3 May 1942. To Western Air Command, 20 May 1942. To No.9 Construction and Maintenance Unit, 7 July 1942. Promoted Flight Lieutenant, 22 October 1942. Promoted Squadron Leader, 1 October 1944. To Release Centre, 1 December 1945. Released 6 December 1945. Died 5 July 1966.

During the past three years this officer has shown initiative, skill and energy of such calibre that he has inspired the men under his command. Under his direction, urgently required work and services have been completed well and speedily under the most adverse conditions of climate, availability of skilled

personnel and supply of equipment and material. He has cheerfully assumed responsibilities far in excess of the normal requirements of his rank, and he is an officer of exceptional resource and trustworthiness.

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CODERRE, F/L Maurice Aloysius (J21551) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 23 November 1945 as per **London Gazette** of 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born 25 July 1918. Home in Peterborough, Ontario; enlisted Toronto, 3 July 1940. To No.1 ITS, 12 October 1941; graduated and promoted LAC, 4 November 1940; posted that date to No.3 EFTS; graduated 23 December 1940 and posted to No.6 SFTS; graduated 5 March 1941 and promoted Sergeant. To No.1 ANS, 9 March 1941. To No.7 SFTS, 6 May 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 5 March 1942. Commissioned 8 October 1942. To No.3 Training Command, 16 May 1943. To No.7 SFTS again, 5 July 1943. To "Y" Depot, 13 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Date of repatriation and release not certain. Re-engaged as an Education Officer, 25 February 1955 to 10 September 1962. He was long on staff of No.534 (City of Peterborough) Squadron, Royal Canadian Air Cadets and also commanded it. Also employed by General Electric. Died in Peterborough, Ontario, 27 August 2003. Award presented 29 June 1949. RCAF photo PL-44743 (ex UK-22182 dated 14 June 1945) is captioned as follows: "Blasted by flak and enemy fighter shells, F/L M.A. Coderre (left), Lancaster pilot of Peterborough, Ontario and F/O K.A. 'Moon' Flanigan, air bomber of Kirkland Lake and Sudbury, bailed out safely over Allied lines in Holland. Well, not quite. Coderre sprained his ankle in landing in his stocking feet."

Many of Flight Lieutenant Coderre's sorties have been against Germany's most heavily defended targets such as Hanover, Stuttgart, Dortmund and Kiel. In February 1945, he was detailed for an attack against Duisberg. Shortly after leaving the target he was engaged by very heavy anti-aircraft fire which set on fire the port wing of his aircraft and he was forced to abandon it. Flight Lieutenant Coderre's determination, courage and skill combined with his excellent captaincy and fine airmanship have set a magnificent example to all.

Document Air 2/8772 courtesy of Greg Harrison has recommendation drafted 6 June 1945 when he had flown 28 sorties (176 hours 41 minutes). Sortie list and submission as follows:

21 November 1944 - Aschaffenburg
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
12 December 1944 - Essen

19 December 1944 - Ulm
5 January 1945 - Hanover
14 January 1945 - Merseburg
16 January 1945 - Zeitz
22 January 1945 - Duisburg
28 January 1945 - Stuttgart
13 February 1945 - Dresden
17 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg - hit by flak, abandoned aircraft
16 March 1945 - Nuremberg
21 March 1945 - Bremen
22 March 1945 - Hildesheim
25 March 1945 - Hanover
31 March 1945 - Hamburg
3 April 1945 - Nordhausen
9 April 1945 - Kiel
10 April 1945 - Plauen
25 April 1945 - Berchtesgaden
29 April 1945 - supply dropping, the Hague
1 May 1945 - supply dropping, Rotterdam
3 May 1945 - supply dropping, Rotterdam
7 May 1945 - supply dropping, Rotterdam
11 May 1945 - transporting prisoners, Brussels

Flight Lieutenant Coderre,, an officer in the Royal Canadian Air Force, has successfully completed 28 sorties and 176 operational flying hours against the enemy. Many of his sorties were attacks on some of Germany's most heavily defended cities such as Hanover, Stuttgart, Dortmund and Kiel.

On the 21st February 1945, he was detailed to attack Duisburg. Shortly after leaving the target he was engaged by very heavy flak which set the whole of his port wing on fire. He gave his crew the order to bale out but did not attempt to leave the aircraft until he was quite certain that all his crew had safely left.

Since Flight Lieutenant Coderre baled out he has successfully completed another 14 sorties. That he has at all times pressed home his attacks in the face of heavy opposition has been proved by photographic evidence. His determination, courage and skill while on operations, combined with his superb captaincy and airmanship, have set a magnificent example to the rest of the Squadron.

Flight Lieutenant Coderre possesses coolness and has displayed exceptional fearlessness in the face of danger, and it is therefore recommended that his commendable courage and devotion to duty be recognised by the award of the Distinguished Flying Cross.

On the same day the Station Commander endorsed the submission as follows:

This Canadian officer is a superb Captain of Aircraft who has shown sustained courage and unusual initiative; his coolness and skill when his aircraft was set on fire by flak undoubtedly saved the lives of his crew.

Flight Lieutenant Coderre's tenacity, endurance and fine offensive spirit have set a fine example, truly in keeping with the highest traditions of the Royal Canadian Air Force, and I strongly recommend him for the award of the Distinguished Flying Cross.

On 7 June 1944 the Officer Commanding, No.15 Base (Air Commodore A.P.H. Carter) added his comments:

This Canadian Captain of Aircraft has carried out 28 successful sorties during his first tour in Bomber Command. He has shown himself to be outstanding in determination, courage and captaincy, and has at all times set a magnificent example to the rest of his Squadron.

I concur in strongly recommending him for the award of the Distinguished Flying Cross.

On 13 June 1945 the Air Officer Commanding, No.1 Group, endorsed the recommendation for a Non-Immediate Distinguished Flying Cross.

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COFFEY, F/O Jesse Ray (J86050) - **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 in Czar, Alberta, 16 April 1921. Home in Provost, Alberta (farm labourer, trucker). Worked as "Assistant" for Hudson Bay Company at Port Simpson, June 1941 to May 1942. Enlisted Edmonton, 15 May 1942 and posted to No.3 Manning Depot. To No.7 ITS, 30 August 1942; graduated and promoted LAC, 23 October 1942; to No.6 EFTS, 7 November 1942; to No.4 SFTS, 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y"

Depot, 14 May 1943; embarked from Halifax. 27 May 1943; disembarked in Britain, 4 June 1943. To No.11 (Pilots) AFU, 29 June 1943 (Oxfords, 71.45). Attached to No.1534 Beam Approach Training Flight, 20-27 July 1943. . To No.22 OTU, 7 September 1943 (Wellingtons, 93.30). Promoted Flight Sergeant, 30 October 1943. To No.61 Base, 4 December 1943 where given Battle School course. Attached to No.1664 Conversion Unit, 3 January to 6 February 1944 (Halifax, 39.35). To No.420 Squadron, 6 February 1944 (Halifax, 119.35). Commissioned 30 April 1944. Attached to Night Training Unit, Warboys, 3-15 May 1944 (Lancaster, 12.35). To No.405 Squadron, 3 May 1944 (Lancaster, 263.55). Promoted Flying Officer, 26 June 1944. Promoted Flight Lieutenant, 18 September 1944. Repatriated 19 December 1944. To No.7 Release Centre, Calgary, 29 December 1944. Released 6 February 1945. Postwar employed by Hudson Bay Company at Minaki (March 1945 to January 1946), McKenzie Island (February 1946 to January 1947), attending Fur Trading School (February to June 1947), Post Manager at Little Grand Rapids (June 1947 to 17 March 1949 when he resigned). Rejoined HBC, January 1951 and was Post Manager at Fort Rae to September 1953; Post Manger, Hazelton, October 1953 to September 1956; Post Manger, Fort Smith, September 1956 to 31 May 1958 when resigned. Died at Czar, Alberta, 24 May 1990. Award sent by registered mail. 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 34 sorties (172 hours 15 minutes), 10 November 1943 to 19 July 1944.

+ not counted as operational sortie
* counted as 1/3 an operation
daylight operation

18 November 1943 - Nantes (Nickling, 4.05)+
31 January 1944 - Sea Search (6.45)+
1 February 1944 - Sea Search (5.30)+
15 February 1944 - Berlin (7.50)
7 March 1944 - Le Mans (5.20)*
13 March 1944 - Le Mans (5.35)*
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfort (6.20)
22 March 1944 - Frankfort (5.20)
24 March 1944 - Berlin (8.20)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (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)
27 May 1944 - Rennes (3.55)
25 May 1944 - Aachen (3.30)
28 May 1944 - Dunkirk (2.00)
11 June 1944 - Tours (5.05)
15 June 1944 - Lens (2.35)
23 June 1944 - NOBALL (1.50)
24 June 1944 - St.Omer (1.50)
28 June 1944 - Abbeville (2.25)
29 June 1944 - Metz (5.40)
30 June 1944 - Villers Bocage (2.30)#
2 July 1944 - Oisemont-au-Bois (2.00)#
5 July 1944 - Watten (1.45)#
6 July 1944 - Abbeville (2.35)#
7 July 1944 - Caen (2.25)#
9 July 1944 - Dunkirk (1.40)#
10 July 1944 - Paris (2.50)#
12 July 1944 - Paris (3.10)#
15 July 1944 - Nucourt (3.30)#
19 July 1944 - Rollez (2.55)#

This officer is a keen and capable Captain of a highly successful crew. Flying Officer Coffey has a fine record of achievement which can be attributed to his skilful airmanship, devotion to duty and dogged determination to successfully complete his missions. The fine personal example set by this officer, not only to his crew, but to the squadron generally, is most commendable. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

COFFEY, F/L Jesse Ray, DFC (J86050) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Public Records Office Air 2/8830 has recommendation dated 20 November 1944 when he had flown 54 sorties (261 hours 45 minutes), 10 November 1943 to 9 November 1944.

Flight Lieutenant Coffey has proved himself an exceptionally keen and skilful

pilot and captain of aircraft. He has now completed two tours of operations against such strongly defended targets as Berlin, Stuttgart and Essen. Since the award of the Distinguished Flying Cross he has continued to display outstanding airmanship, determination and exceptional devotion to duty which have won the confidence and admiration of all his crew.

Notes: Repatriation form dated 4 December 1944 states he had flown 43 Pathfinder and 15 ordinary sorties (263 hours 30 minutes) plus 337 hours 25 minutes non-operational.

Incident, 19 March 1944, 0035 hours, Halifax III, serial LW419, Norfolk. Apparently returning from a raid, landed at an unfamiliar diversion field and led down the track by a taxiing truck. Had allowed engine to idle to cool down, began shutting down engines, and owing to inattention allowed the bomber to strike aircraft ahead of him. He applied full brake too late. Others in his crew that night were R58497 Sergeant M.M. Dingwall (air bomber, later DFC), J24725 F/O R.J. Bayne (navigator, later DFC), R110189 Warrant Officer R.A. Rutherglen (WOP/AG, later DFC), R116556 Sergeant K.A. Hart (air gunner, later DFM), R196535 Sergeant R.E. McWhirter (air gunner, later DFC) and 1076349 Sergeant W.Porter (RAF flight engineer).

Training: Course at No.7 ITS was 31 August to 23 October 1942. Courses in Mathematics , Navigation, Airmanship, Anti-Gas, Armament, Aero Engines, Meteorology, Signals, Aircraft Recognition, Drill Law and Discipline. Scored 871 out of a possible 1,000 points. Scored 89 in Visual Link. Placed 41st in a class of 115. "Sincere chap, recently married. His brother a Radio Mechanic."

Course at No.6 EFTS was 9 November 1942 to 1 January 1943. Tiger Moth aircraft - 35 hours ten minutes day dual (8.30 to first solo), 37.30 day solo, 4.00 night dual, 1.10 night solo. Spent 8.20 on instruments, 3.50 on dual navigation, 3.10 on solo navigation. Courses in Airmanship, Aircraft Recognition, Signals, Navigation, Armament, oral and written. Scored 582 out of a possible 700 points. Graduated 11th in a class of 34. "Above average student. Sets a good example for fellow students."

Course at No.4 SFTS was 11 January to 30 April 1943. Cessna Crane aircraft - 81.20 day dual (2.25 to first solo), 59.50 day solo, 10.00 night dual, 8.05 night solo. Flew 12.05 in formation, 26.00 on instruments, 21.00 dual navigation, 14.15 navigation solo and logged 23.50 in Link. One accident - "Student on landing applied brakes causing aircraft to turn over." Ground courses in Airmanship, Armament, practical and written, Navigation, Aircraft Recognition, Signals and Meteorology. Scored 644 points of a possible 750. Placed 12th in a class of 46. "This student's flying is average. He could be more aggressive than he is. His flying is quite accurate and safe. Has a tendency to over control in his instrument flying. He was an above average pupil in ground school being a quiet, studious type." (S/L G.B.G. Edwards). "A quiet, hard

working student who gets along well with the rest of his classmates. Works very hard to put forth a good show. Discipline is good, dress and appearance good." (W/C C.F. Newcombe).

Course at No.11 (Pilots) AFU was 6 July to 7 September 1943. Oxford aircraft (20.35 day dual, 26.20 day solo, 4.55 night dual, 11.05 night solo; logged 8.05 in Link). Assessed in General Flying (290/400), Applied Flying (135/200), Instrument Flying (165/250), Night Flying (68/100), Link (30/50). Graded 50/100 in "Character and Leadership." Rated "Moderately Suitable" for further training.

Course attached to No.1534 Beam Approach Training Flight was 20-26 July 1943. Oxford aircraft (10.45, all on instruments, beam flying) plus five hours in Link. Graded on Beam Approach Procedure and "Q" Codes, Link (112/200), Receiver Operation (60/100), Instrument Flying (147.5/250, Cloud and Night Flying (147/5/250) and General Application of Beam Approach Procedure, flying (118/200). "A normal average pilot whose main fault seemed to be inconsistent height keeping."

Course at No.22 OTU was 7 September to 4 December 1943. Wellington aircraft (6.05 day dual to first solo, 11.25 total day dual, 35.35 day with a captain at controls, 9.30 day solo, 5.15 night dual to first night solo, total 11.30 night dual, 35.20 night with a captain at controls, 9.30 night solo.) Flew four hours on instruments and logged 17.30 in Link. Flew three day and five night cross-country trips, one Nickle operation, three fighter affiliation exercises, no Bullseyes. Assessed in General Flying (310/400), Applied Flying (160/200), Instrument Flying (200/250), Night Flying (80/100), Link (38/50). Ground courses in Airmanship (225/300), Armament (216/300), Navigation (186/200), Signals (62/100). Graded 84/100 in "Character and Leadership." Described thus - "This AFU trained pilot is well above the average and has a very good crew. The navigator and WOP are best of the course, and the whole crew is strongly recommended for Pathfinder Force. An extremely able captain who is recommended for a commission."

At No.1664 Conversion Unit the flying program was as follows; the drogue aircraft was grounded so some flying involving air-to-air work was cancelled.

1. Familiarization - 30 minutes
2. Dual, circuits and bumps - two hours
3. Dual, circuits and bumps, overshoots - one hour 50 minutes
4. Dual, three-engine flying (before solo) - 30 minutes
5. Solo, circuits and bumps - 1.15
6. Dual check, including overshoot - 20 minutes
7. Solo, circuits and bumps, three-engine flying - 1.30
8. Solo, circuits and bumps, general flying, BA practice - 1.30

9. Dual, three-engine flying and overshoots, two-engine flying - 1.30
10. Solo, complete crew, firing, bombing, GEE and map reading - not carried out.
11. Solo, complete crew, air-to-air firing, 16,000 foot climb, general flying - not carried out.
12. Dual, complete crew, fighter affiliation, air-to-sea firing - 1.10
13. Solo, complete crew, fighter affiliation - 1.15
14. Solo, complete crew, air-to-air, bombing - not carried out
15. Dual, night circuits and bumps - 2.35
16. Solo, night circuits and bumps - 1.15
17. Solo, full crew, day cross-country, sea search - 6.45
18. Solo, full crew, night cross-country, night bombing, Bullseye - 5.00 and 5.00.
19. Solo, full crew, sea search - 5.30.

Assessed at HCU as follows: "Above average. A very good pilot who converted very easily and has made a good Halifax pilot. Has a good crew and controls them very well. Recommended for a commission with operational experience." (S/L H.V. Peterson). For assessments of other crew, see entries for R.J. Bayne, R.A. Rutherglen, K.A. Hart, M.M. Dingwall and R.E. McWhirter.

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COFFEY, G/C Patrick Joseph (C1132) - **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. Enlisted in Ottawa, 2 October 1939 in Administrative Branch. Promoted Squadron Leader, 15 May 1941; promoted Wing Commander, 1 July 1942; to Eastern Air Command, 27 October 1943; promoted Group Captain, 1 March 1944. To Release Centre, 7 October 1945; released 7 October 1945.

This officer has been employed for the past year as Staff Officer Personnel at Eastern Air Command Headquarters. Prior to this he was employed in the Personnel Branch at Air Force Headquarters. Throughout his period of service he has at all times devoted his entire energy to the benefit of the Royal Canadian Air Force. He has embraced his duties in a vigorous and determined manner to the advantage of all personnel and units in this command. The tireless application to duty of this officer to any job large or small is a consistent feature of his work.

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COFFEY, F/L Robert Ellsworth (J10256) - **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 20 March 1915 in Greenview, Illinois; home there; spent six years

in U.S. Army, two years in USAF; civil engineer. Enlisted in RCAF at Windsor, Ontario, 26 June 1941 and posted that date to No.4A Manning Depot. To No.3 ITS, 8 August 1941; graduated and promoted LAC on 12 September 1941; to No.17 EFTS that date; graduated 7 November 1941 and posted to No.8 SFTS; graduated and commissioned 27 March 1942. To Trenton, 29 March 1942; to No.1 SFTS, Camp Borden to instruct, 17 May 1942. To No.1 OTU, Bagotville, 24 April 1943; to Western Air Command, 9 July 1943; to No.118 Squadron, 13 July 1943. To "Y" Depot, 26 October 1943; proceeded overseas in November 1943, flying with No.438 Squadron, 18 December 1943 to 15 March 1945 until given command of No.440 Squadron. Fatally injured in an automobile accident, 1 August 1945; buried in Graasthen, Denmark. Photos PL-40902, PL-40907 and PL-42809. DFC and Bar sent by registered mail to his father, 13 October 1947. Recommended when he had flown 101 sorties (105 operational hours).

Flight Lieutenant Coffey has a fine record of successful operations. He has displayed excellent qualities as a leader. Prior to the invasion of Normandy he participated in numerous attacks on enemy installations in France, encountering heavy and accurate anti-aircraft fire. In July 1944, Flight Lieutenant Coffey pressed home a successful attack on a bridge at Thury Harcourt which was completely destroyed and during and after the battle in the Falaise Gap he destroyed many locomotives, barges and an ammunition ship. He has led many successful sorties against railway targets in the battle area and has done effective work disrupting enemy communications and supply lines.

NOTE: Public Record Office Air 2/9043 has recommendation drafted by S/L R.F. Reid about 27 October 1944. He had flown 105 sorties (105 hours). Sortie list and submission as follows:

9 April 1944 - Gounflos, France (25 minutes)
12 April 1944 - Dive-bombing, St. Omer (1.20)
14 April 1944- Dive-bombing, Marquville, France (50 minutes)
29 April 1944 - Dive-bombing, marshalling yards (1.20)
2 May 1944 - Dive-bombing, return to base (55 minutes)
3 May 1944 - weather recce, Cherbourg area (1.00)
3 May 1944 - Dive-bombing, St. Helena aerodrome (1.15)
7 May 1944 - Dive-bombing, Noball target (30 minutes)
8 May 1944 - Dive-bombing, marshalling yards, Douvi (1.10)
12 May 1944 - Dive-bombing, bridge and railway (1.30)
30 May 1944 - Dive-bombing, Noball target, Wisques (1.30)
2 June 1944 - Dive-bombing, radar station, France (1.25)
3 June 1944 - Dive-bombing, radar station, France (1.10)
5 June 1944 - Dive-bombing, radar station, France (1.10)
6 June 1944 - Dive-bombing, strafing, Falaise (1.30)

8 June 1944 - Dive-bombing, south of Caen (1.30)
12 June 1944 - Dive-bombing, troops, Vendis (1.20)
13 June 1944 - Dive-bombing, troops and tanks, Braville (1.20)
14 June 1944 - Dive-bombing, fighter cover for bombers (1.20)
14 June 1944 - scramble, air/sea rescue, assistance (1.50)
15 June 1944 - Dive-bombing, bridge, Anaye-sur-Orne (1.25)
17 June 1944 - Dive-bombing, bridge at Calsburg (1.25)
18 June 1944 - Dive-bombing, jettisoned bombs over Channel (1.20)
22 June 1944 - Dive-bombing, Ranger southeast of Caen (1.45)
27 June 1944 - Dive-bombing, bridge at Caen (1.00)
27 June 1944 - Dive-bombing, bridge at Caen (35 minutes)
28 June 1944 - Tank concentration, Uerson (55 minutes)
28 June 1944 - Dive-bombing, bridge, Goupillierd (1.00)
29 June 1944 - Dive-bombing, ammunition dumps (55 minutes)
6 July 1944 - Dive-bombing, St. Andre (50 minutes)
8 July 1944 - Dive-bombing, troops and MT concentration (35 minutes)
8 July 1944 - Dive-bombing, troops and MT concentration (45 minutes)
12 July 1944 - Dive-bombing, armed recce, concentration (1.35)
13 July 1944 - Dive-bombing, MT and troop concentration (45 minutes)
16 July 1944 - Dive-bombing, straf of MT and troops (1.00)
18 July 1944 - Dive-bombing, bridge, Anaye-sur-Orne (1.00)
18 July 1944 - Dive-bombing, returned to base, weather (15 minutes)
25 July 1944 - Dive-bombing, MT and troop concentration (45 minutes)
25 July 1944 - Dive-bombing, MT, troop and tank concentration (45 minutes)
26 July 1944 - fighter cover, Fontenay-la-Mere (45 minutes)
2 August 1944 - Dive-bombing, village, Conde-sur-Orne (1.00)
2 August 1944 - Dive-bombing, troop concentration (40 minutes)
3 August 1944 - Dive-bombing, troops and MT concentration (55 minutes)
8 August 1944 - Dive-bombing, Conde-sur-Orne (50 minutes)
8 August 1944 - Dive-bombing, troops and MT concentration (40 minutes)
9 August 1944 - Dive-bombing German Army at Ussy (55 minutes)
9 August 1944 - Dive-bombing, woods at La Carneille (1.00)
10 August 1944 - Dive-bombing, troops and mortar concentration (45 minutes)
11 August 1944 - Dive-bombing, troops and tank concentration (50 minutes)
12 August 1944 - DB, bridge at Notre-Dame-du-Rocher (45 minutes)
18 August 1944 - strafing MT convoys, Orbec (1.20)
18 August 1944 - strafing MT convoys, Orbec (1.00)
18 August 1944 - strafing MT convoys, Orbec (1.00)
19 August 1944 - Dive-bombing, troop and gun concentration, La Follelier (1.00)
20 August 1944 - strafing MT convoys, Orbec (1.15)

22 August 1944 - strafing MT convoys, Orbec (1.00)
25 August 1944 - Dive-bombing, barge in Seine below Rouen (1.10)
25 August 1944 - strafing, MT convoys, Rouen (1.25)
26 August 1944 - Dive-bombing, bridge southeast of Rouen (1.00)
8 September 1944 - strafing, Thiele-Flushing area (1.10)
9 September 1944 - strafing shipping, east Schelde (1.00)
9 September 1944 - strafing Turnhout-Eindhoven area (1.10)
10 September 1944 - strafing Turnhout-Breda area (1.00)
10 September 1944 - Dive-bombing, shipping at Hoedekenskerke (1.00)
11 September 1944 - armed recce, Eindhoven (1.00)
12 September 1944 - strafing, Eindhoven area (1.10)
13 September 1944 - strafing, Eindhoven (50 minutes)
13 September 1944 - strafing Eindhoven and Arnhem area (1.25)
16 September 1944 - strafing Breda area (1.10)
16 September 1944 - strafing Hertogenbosh-Nijmegen (1.10)
18 September 1944 - bad weather, returned to base (15 minutes)
25 September 1944 - fighter sweep, Nijmegen-Arnhem (1.10)
26 September 1944 - Low-level bombing, railway at Grosp (1.20)
26 September 1944 - Low-level bombing, railway at Grosp (50 minutes)
28 September 1944 - Low-level bombing, Isselburg, Germany (1.05)
28 September 1944 - railway at Wesel, Germany (45 minutes)
29 September 1944 - Low-level bombing, railway at Dieren, Holland (45 minutes)
29 September 1944 - Low-level bombing, railway at Praset, Germany (1.00)
29 September 1944 - Low-level bombing, railway at Gildern, Germany (50 minutes)
30 September 1944 - fighter sweep, Nijmegen (1.10)
30 September 1944 - Low-level bombing, railway, Baken, Germany (1,05)
1 October 1944 - Low-level bombing, railway, Udem, Germany (1.05)
2 October 1944 - Low-level bombing, railway, Boiken, Holland (1.00)
2 October 1944 - Low-level bombing, railway, Zantem, Holland (1.00)
2 October 1944 - Low-level bombing, railway, Wessel, Germany (1.10)
4 October 1944 - Low-level bombing, railway, Boiken, Germany (1.10)
4 October 1944 - Low-level bombing, railway, Zevenaar, Holland (1.00)
5 October 1944 - Low-level bombing, railway, Geldern, Germany (1.00)
6 October 1944 - Low-level bombing, railway, Bocholt, Germany (1.15)
6 October 1944 - dive-bombing, railway, Geldern, Germany (50 minutes)
7 October 1944 - Low-level bombing, railway, Elten, Germany (1.10)
12 October 1944 - Low-level bombing, railway, Lockem, Holland (1.05)
13 October 1944 - Low-level bombing, railway, Appeldoorn, Holland (1.00)
14 October 1944 - Low-level bombing, railway, Winterswick, Germany (1.35)
15 October 1944 - Low-level bombing, railway, Appeldoorn, Holland (50 minutes)

17 October 1944 - Low-level bombing, railway, Hotten, Holland (45 minutes)
18 October 1944 - Low-level bombing, railway, Hotten, Holland (1.00)
19 October 1944 - Low-level bombing, railway, Realte, Holland (1.00)
20 October 1944 - Low-level bombing, railway, Zwolle, Holland (1.00)
21 October 1944 - Low-level bombing, railway, Hotendorf, Germany (1.00)
24 October 1944 - Low-level bombing, railway, Almelo, Holland (1.00)

This officer has displayed exceptional coolness and courage during his operational tour. As a leader he pressed home attacks against heavily defended targets with great determination, and in so doing, set an excellent example to the whole Wing.

Just prior to "D" Day, Flight Lieutenant Coffey participated in numerous continuous attacks on the Radar Station at Le Havre despite heavy accurate flak. In July he pressed home a dive-bombing attack on a bridge at Thury Harcourt, which was completely destroyed.

During the Falaise Gap period, this pilot logged many MT flamers and smokers, and since that time has assisted in destroying many locomotives, barges, and an ammunition shipping Hoedekenskerke Harbour, Holland.

On recent sorties, Flight Lieutenant Coffey has successfully led the squadron on an extensive rail interdiction programme, disrupting enemy supply lines in Holland and Germany itself.

A skilful leader and an efficient Flight Commander, this officer has greatly contributed to the operational efficiency of his whole squadron.

On 29 October 1944, W/C F.G. Grant (Wing Commander Flying, No.143 Wing) wrote:

A cool and efficient leader, Flight Lieutenant Coffey has a fine record of success in the fighter-bomber world. Strongly recommend award of the DFC.

On 4 November 1944, G/C P.Y. Davoud added his remarks:

This officer has set an unusually high standard as a fighter-bomber pilot, and has displayed excellent qualities as a leader. He has consistently shown the greatest enthusiasm to strafe all suitable targets, and the accuracy of the rail-cutting sorties which he has led is exceptional. I strongly recommend that he be considered for an award of the DFC.

This was endorsed by the Air Officer Commanding, No.83 Group, 16 November 1944, and by Air Marshal Alan Coningham on 14 December 1944.

COFFEY, S/L Robert Ellsworth, DFC (J10256) - **Bar to Distinguished Flying Cross** - No.440 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1944 and AFRO 1672/45 dated 2 November 1945.

This officer is now on his second tour of operational duty. In March, 1945, he participated in an attack on the railway sidings at Winterswijk. Despite intense anti-aircraft fire his squadron destroyed twenty-five trucks and damaged ten. On another occasion this officer completely silenced heavy guns on a well defended enemy position. Squadron Leader Coffey has at all times shown a high standard of devotion to duty. He has led attacks against a wide variety of targets displaying exceptional qualities of leadership and courage.

RCAF Press Release No.6846 dated 2 October 1944 transcribed by Huguette Mondor Oates reads:

A FORWARD RCAF AIRFIELD IN HOLLAND: -- "Like 50 tomcats all in one cage," was the way F/L Robert Coffey, Greenview, Illinois, described today one of the fiercest and hectic dog-fights of the Westwall fighting which evolved around four Typhoons returning from dive-bombing a railway near Groin.

The Canadian Typhoons passed over Nijmegen yesterday en route to base when their control advised them there were enemy aircraft in the vicinity. They immediately turned back to the Nijmegen skies in the hopes of meeting them. They did. "We just got started and three waves of Me.109's dived out of the clouds about 4,000 feet. You couldn't see the three waves all at once," stated F/L Coffey.

"We broke into the first wave, then broke back to face the second. There were about 15 in each wave. They were all circling around us, and cutting through us at one time. Just then two squadrons of Spits – we passed them on the way out – dived into the scrap from 100 feet above us. Within 10 seconds, I saw three aircraft blow up on the ground. I just took two squirts at a Me109's passing in front of me. I got lined up on a third and a Spit climbed in ahead of me. I reckon we were in there about four minutes, but it seemed like a week."

"Then I saw some strange-looking Typhoons circling around outside the fight. I found later they were Tempests, just waiting for any Jerries to break out. I saw a Me.109 climbing up towards my cannon and he flicked right over on his back and

went down again when he changed his mind. When we got back to base, I met a Warrant Officer who had landed his Tempest with a couple of flak holes in its wing, and he told me he had to throttle back to avoid overshooting a Me.190 [sic], once he had one lined up in his sights. So I guess not many of them get away by running for it," F/L Coffey concluded.

F/O Harry Upham, Minneapolis, Minn., who flew with the four Typhoons on this mission, destroyed a Me.109 during the hectic four minutes above Nijmegen.

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COFFIN, FS Rolfe Meredith (R66916) - **Mention in Despatches** - No.4 Repair Depot - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 9 June 1908. Enlisted in Montreal, 21 August 1940 as Clerk/Accountant. To School of Technical Training, St. Thomas, 6 September 1940. To "K", 17 October 1940. Promoted AC1, 21 November 1940. To No.4 Repair Depot, 30 November 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 April 1942. Promoted Flight Sergeant, 1 December 1944. To Scououc, 14 July 1945. To Eastern Air Command Headquarters, 2 November 1945. To Release Centre, 19 February 1946. Released 23 February 1946.

This non-commissioned officer, when in charge of civilian pay, brought No.4 Repair Depot the honour of being the first unit in Eastern Air Command to achieve one hundred percent accuracy in paylists. Later as non-commissioned officer in charge of Non-Public Funds, he did his work so well that inspectors could raise no observations. Now in charge of service pay, he has done splendid work and has made sound recommendations for improvement of procedure. All this has been achieved by hard work and long hours and his record is worthy of the highest praise.

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COGHLAN, FS Lloyd James (Can 7515) - **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 2 October 1915. Enlisted in Ottawa, 7 February 1936 as Clerk. Promoted Corporal, 1 January 1940. Promoted Sergeant, 1 March 1940. To No.1 Training Command, 18 October 1940. To No.4 BGS, 28 October 1940. To No.3 BGS, 29 March 1941. To No.5 BGS, 1 May 1941. Promoted Flight Sergeant, 1 September 1942. To No.2 Construction and Maintenance Unit, 26 January 1943. To No.2 Training Command, 12 July 1943. Reverted to Corporal, 1 October 1946. Promoted Sergeant, 1 June 1947. In postwar RCAF; awarded Queen's Coronation Medal, 21 October 1953 when on strength of AFHQ as Flight Sergeant.

Award presented 17 January 1948. Died in Ottawa, 15 June 1979 as per **Legion Magazine** of December 1979.

Flight Sergeant Coghlan has proven himself to be an exceptionally conscientious, enthusiastic and dependable non-commissioned officer. On many occasions he has willingly tackled work which necessitated extra hours of labour beyond the call of normal duties. His extreme dependability to organize, his praiseworthy devotion to duty and his outstanding perseverance have contributed immeasurably in maintaining high morale and a most efficient section.

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COGHLAN, F/L Terence (J14087) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 7 June 1920. Home in Fort William; enlisted North Bay 30 July 1941 and granted Leave Without Pay. To No.1 Manning Depot, 19 September 1941. To No.13 Explosives Depot, 21 October 1941. To No.5 ITS, 23 November 1941; graduated and promoted LAC on 17 January 1942; posted that day to No.21 EFTS; graduated 11 April 1942. Posted to No.8 SFTS, 23 May 1942; graduated and commissioned 11 September 1942. To No.1 Flying Instructor School, 10 October 1942. To No.2 SFTS, 12 December 1942. To "Y" Depot, 31 October 1943. Taken on strength of No.3 PRC, 15 November 1943. Repatriated 22 July 1945. Released 14 September 1945. Award sent by registered mail 28 June 1949. RCAF photo PL-43605 (ex UK-20855 dated 26 April 1945) has following caption: "Canada Gets the Gen. A public relations reported interrogates fliers of the Bluenose Squadron in RCAF Bomber Group on their return from attacking Leuna, one of the few synthetic oil centres in Germany still under Nazi control. At left stands WO George Wilson, St.Catharines, Ontario, centre Sergeant John Badger, air force newsman, Montreal, and at right, F/L Terry Coghlan, pilot, Fort William, Ontario." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.9 Vol.20612) has recommendation dated 3 April 1945 when he had flown 30 sorties (203 hours 15 minutes), 2 November 1944 to 31 March 1945. Sortie list mentions heavy flak on first sortie (Dusseldorf), early returns on 2 December and 4 December (engine trouble). On 13 February 1945 (Dresden) it reads, "Predicted flak on the outward journey holed both No.3 tanks and port fin." Heavy flak on 20 February (Dortmund); for 7 March 1945 it reads, "Fighters and flak en route very active." 15 March 1945, "Fighters active."

Flight Lieutenant Coghlan has completed numerous sorties against the enemy, the majority of which were attacks against such heavily defended targets as Stuttgart, Munich, and Hamburg. He has at all times displayed the greatest

determination and tenacity in pressing home his attacks. He is a highly skilled and courageous pilot whose coolness under fire, devotion to duty, and display of a fine offensive spirit have served as an example to the whole squadron.

The complete sortie list was as follows:

2 November 1944 - Dusseldorf (5.45, heavy flak)
16 November 1944 - Julich (5.50)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (6.45)
2 December 1944 - Hagen (7.00, early return, port inner)
4 December 1944 - Karlsruhe (4.20, early return, starboard inner)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (6.05)
18 December 1944 - Duisburg (5.45)
21 December 1944 - Cologne (6.15)
5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (6.35)
7 January 1945 - Munich (8.35)
28 January 1945 - Stuttgart (7.45)
2 February 1945 - Wiesbaden (6.15)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (6.45)
13 February 1945 - Dresden (10.05, predicted flak on the outward journey, holed both No.3 tanks and port fin.
14 February 1945 - Chemnitz (8.50)
20 February 1945 - Dortmund (6.55, heavy flak)
21 February 1945 - Duisburg (6.10)
5 March 1945 - Chemnitz (9.30)
7 March 1945 - Dessau (9.30, fighters and flak on route very active)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (6.20)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (6.45, fighters active)
20 March 1945 - Heide (5.30)
22 March 1945 - Hildesheim (6.25)
25 March 1945 - Hanover (6.25)
31 March 1945 - Hamburg (5.45)

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COHEN, S/L Sydney Joshua Joseph (J7645) - **Air Force Cross** - Western Air Command Headquarters - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 17 March 1919. Enlisted in Montreal, 8 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC on 27 January 1941; posted that day to No.13 EFTS; ceased training 14 February 1941 and posted to No.1 Manning Depot. To No.4 AOS, 14 April 1941; to No.4 BGS, 7 July 1941; promoted Sergeant, graduated 18 August 1941 and posted to No.2 ANS; graduated and commissioned 15 September 1941. To No.32 OTU, 13 December 1941. To "US" or "VS", 9 September 1942; to Western Air Command, 23 September 1942. To No.5 OTU, 2 December 1944. To Moncton, 27 April 1945. To No.11 Squadron, 29 April 1945. To "K", 23 May 1945. To Halifax, 21 July 1945. To No.1 Air Command, 11 September 1945. Released 25 October 1945. As of recommendation had flown 873 hours including 308 operational hours (66 sorties). Award presented 25 February 1949. Died in Montreal, 28 December 2001.

This navigator has at all times displayed exceptional keenness and efficiency in the air. Since being posted from an operational squadron to staff duties he has flown a comparatively large number of operational hours and has made remarkable progress in organizing the work of squadron navigators. He has been instrumental in raising the standard of navigation of coastal squadrons far beyond anything previously achieved. The skill, organizing ability and devotion to duty of this officer is outstanding.

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COHN, Sgt Harry Joseph (R59387) - **British Empire Medal** - AFHQ, Directorate of Air Training - Award effective 8 June 1944 as per **Canada Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944 - Born 20 December 1912 in Norwood, Manitoba; home there; enlisted in Winnipeg, 4 July 1940 as Clerk. To AFHQ, 16 July 1940. Promoted AC1, 1 October 1940. Promoted LAC, 4 January 1941. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 June 1941. Released 20 December 1944. Award presented 27 April 1945.

This NCO has served in the Directorate of Air Training during his more than three years of service. He has organized the work in his section in a most efficient manner, thereby enabling them to work at the highest pressure at all times. His initiative, energy and devotion to duty have been an example and inspiration to all members of his section.

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COHOE, F/O George Elmer Kennedy (J12687) - **Air Force Cross** - No.3 OTU - Award effective 11

August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14 September 1945. Born in Pilot Mound, Manitoba, 22 April 1912. Clerk, 1928-1929; mechanic, 1929-1936; general store clerk, 1936-1937; managing family drug store, 1937-1940, all in Pilot Mound. Enlisted at Winnipeg, 4 May 1940. To No.1 ITS, 27 May 1940; to No.2 EFTS, 21 June 1940; promoted LAC, 24 June 1940; to No.2 SFTS, 20 October 1940. Promoted Sergeant and graded as Pilot, 4 January 1941. To No.1 ANS, 5 January 1941. To No.10 SFTS, 3 March 1941. Commissioned 30 June 1942. Promoted Flying Officer, 30 December 1942. To No.1 GRS, 22 January 1943. To No.7 Squadron, 13 April 1943. To No.3 OTU, 30 June 1944. To No.6 OTU, 27 July 1945. To Release Centre, 3 October 1945. Released 10 October 1945. Died in Pilot Mound, Manitoba, 19 November 1973. Had flown 2,597 hours to date, 1,558 hours as instructor, 308 hours in previous six months. Award presented 9 April 1949. DHist file 181.009 D.2280 (RG.24 Vol.20623) has his application for Operational Wings dated 20 May 1945. It notes that he had been an instructor from March 1941 to January 1943 before going on operations. He flew with No.7 (BR) Squadron, commencing 28 May 1943 (Shark, anti-submarine patrol, four hours 20 minutes). He flew a total of eight sorties on Sharks (32 hours 20 minutes) before going on to Cansos with the occasional Stranraer (two sorties, nine hours 50 minutes) and Catalinas (five sorties, 58 hours 15 minutes). His total operational time was 463 hours 35 minutes (57 sorties). His longest patrol was 25 July 1943 (16 hours ten minutes). Last sortie was 26 June 1944 when he was re-assigned (under protest) to instructional duties. In the end he was **not** awarded Operational Wings (insufficient operational hours).

This officer is an exceptionally keen and conscientious type of instructor who has spent the majority of his service career on instructional duties. He has invariably shown an extremely high degree of flying and instructional ability which has set a splendid example among those with whom he has served. His keen devotion to duty as well as an all-absorbing interest in his work are well deserving of very high praise.

This was raised by W/C W.C. Kent, No.3 OTU, 28 April 1945, as follows:

This officer is an exceptionally keen and conscientious officer who through no fault of his own has spent the majority of his service career on instructional duties. Throughout his stay on this unit he has surpassed all others in his devotion to duty and has at all times exhibited an extremely high degree of flying and instructional ability as well as an all-absorbing interest in his work, and those who serve under him.

He had been recommended for the Air Force Medal, 15 February 1942 by G/C Wilson, No.10 SFTS, "for exceptional devotion to duty while instructing" but it did not advance further.

Training: Course at No.1 ITS was 27 May to 21 June 1940. Courses in Mathematics (70/100), Armament, practical and oral (93/100), Drill (70/100) and Law and Discipline (79/100). Placed 71st in a class of 96. "Serious - determined - clean cut - although not outstanding."

Course at No.2 EFTS was 18 August to 19 October 1940. Tiger Moth aircraft (26.55 day dual, 38.25 day solo, 45 minutes as passenger, 5.30 in Link). Rated "above average" as pilot. "Made favourable progress - aerobatics need more practice - turns can stand more practicing." (G. Douglas, CFI). Ground school courses in Airmanship (154/200), Airframes (169/200), Aero Engines (174/200), Signals, practical (49/50), Theory of Flight (94/100), Air Navigation (164/200), Armament, oral (158/200); rated 180/200 for officer qualities and suitable for commissioned rank.

Intermediate flying training at No.2 SFTS was 2 October to 7 December 1940. Flew Yales (14.20 day dual, 14.30 day solo) and Harvard (13.35 day dual, 10.45 day solo, 1.35 night dual, 1.25 night solo). Also logged six hours in Link. "An average pilot - weak in instrument flying." (F/L A.N. Martin, CFI, 7 December 1940). Ground courses in Airmanship (148/200), Armament, written (70/100), Armament, practical (75/100), Air Navigation (177/200), Signals (48/50). "Conscientious, hard working and quiet. Not a good appearance." (S/L Woods, CGI). "A good clean type but lacking in initiative." Placed 23rd in a class of 42.

Advanced flying training at No.2 SFTS was 9-24 December 1940. Flew Harvards (7.45 day dual, 18.05 day solo, 30 minutes night dual, 2.30 night solo). "Average pilot", placing 23rd in class of 42. He wanted fighter aircraft.

Course at No.1 ANS, Rivers, was 6 January to 1 March 1941. Avro Anson aircraft (31.40 as navigator by day, five hours as navigator by night). "Average. A steady and capable worker in the air." (F/O A.M. Christie). Ground training in navigation involved following courses: DR Navigation (291/450), Magnetism and Compasses (164/200), DF and WT (88/100), Instruments (93/150), Mathematics (75//150), Maps and Charts (92/150), Meteorology (132/200), Reconnaissance (77/100). "Average. A hard worker and reasonably bright." Placed 12th in a class of 16.

Course at No.1 GRS, Charlottetown was 1 February to 2 April 1943. Flew Anson I aircraft (42 hours five minutes, all by day). Courses and tests in DR Navigation, Intermediate (68/100), DR Navigation Final (200/300), DR Navigation Air Work (237/300), Reconnaissance (155/200), Reconnaissance Air Work (72/100), Astro Navigation (77/100), Compasses and Instruments (146/200), Meteorology (125/200), Signals (93/150), Coding (66/100), Ship Recognition (167/200), Photography (81/100), Visual Signals (Pass). Placed seventh in a class of 22. "Average. This pupil worked well on the course. Some of the examination results are a little disappointing and are not representative of his ability. A satisfactory pupil." Recommended for

1. General Reconnaissance Landplanes, 2. Flying Boats, 3. Torpedo Bombers.

Operational Flying With No.7 (BR) Squadron (from application for Operational Wing):

28 May 1943 - Shark - anti-submarine patrol (4.20)
30 May 1943 - Shark - anti-submarine patrol (4.15)
1 June 1943 - Shark - anti-submarine patrol (3.45)
3 June 1943 - Shark - anti-submarine patrol (4.20)
6 June 1943 - Shark - anti-submarine patrol (3.50)
9 June 1943 - Shark - anti-submarine patrol (3.50)
11 June 1943 - Shark - anti-submarine patrol (4.30)
16 June 1943 - Shark - anti-submarine patrol (3.30)
12 July 1943 - Canso - anti-submarine patrol (14.30)
21 July 1943 - Canso - anti-submarine patrol (13.35)
24 July 1943 - Canso - anti-submarine patrol (12.45)
25 July 1943 - Canso - anti-submarine patrol (16.10)
4 August 1943 - Canso - anti-submarine patrol (9.10)
6 August 1943 - Stranraer - search (4.30)
29 September 1943 - Canso - interception and anti-submarine patrol (11.20)
3 October 1943 - Stranraer - anti-submarine patrol (5.20)
7 October 1943 - Canso - interception and anti-submarine patrol (9.40)
8 November 1943 - Canso - search (7.55)
17 November 1943 - Canso - night search (6.05)
26 November 1943 - Canso - anti-submarine patrol (8.05)
8 December 1943 - Canso - anti-submarine patrol (6.35)
12 December 1943 - Canso - anti-submarine patrol (8.40)
16 December 1943 - Canso - anti-submarine patrol (7.35)
1 January 1944 - Canso - special night patrol (11.45)
7 January 1944 - Canso - anti-submarine patrol (7.35)
16 January 1944 - Canso - anti-submarine patrol (10.15)
20 January 1944 - Canso - anti-submarine patrol (3.35)
31 January 1944 - Canso - anti-submarine patrol (7.55)
2 February 1944 - Canso - anti-submarine patrol (8.25)
8 February 1944 - Canso - anti-submarine patrol (9.45)
14 February 1944 - Canso - anti-submarine patrol (7.35)
16 February 1944 - Canso - anti-submarine patrol (10.10)
18 February 1944 - Canso - anti-submarine patrol (11.35)
25 February 1944 - Canso - anti-submarine patrol (1.00)
25 February 1944 - Canso - anti-submarine patrol (8.10)
27 February 1944 - Catalina - anti-submarine patrol (10.05)

2 March 1944 - Canso - anti-submarine patrol (3.20)
5 March 1944 - Canso - anti-submarine patrol (11.40)
8 March 1944 - Canso - anti-submarine patrol (9.00)
22 March 1944 - Canso - anti-submarine patrol (11.05)
25 March 1944 - Canso - anti-submarine patrol (1.00)
15 April 1944 - Canso - anti-submarine patrol (5.15)
21 April 1944 - Canso - anti-submarine patrol (4.45)
25 April 1944 - Canso - anti-submarine patrol (10.45)
29 April 1944 - Canso - anti-submarine patrol (7.30)
2 May 1944 - Canso - anti-submarine patrol (5.00)
7 May 1944 - Canso - anti-submarine patrol (11.10)
14 May 1944 - Catalina - anti-submarine patrol (11.00)
21 May 1944 - Canso - anti-submarine patrol (13.25)
23 May 1944 - Canso - anti-submarine patrol (10.30)
25 May 1944 - Canso - anti-submarine patrol (3.15)
27 May 1944 - Canso - anti-submarine patrol (13.40)
10 June 1944 - Catalina - anti-submarine patrol (12.20)
14 June 1944 - Catalina - anti-submarine patrol (13.35)
16 June 1944 - Canso - anti-submarine patrol (1.00)
22 June 1944 - Catalina - anti-submarine patrol (12.15)
26 June 1944 - Canso - anti-submarine patrol (11.00)

Tour cut short against his will as instructors needed for No.3 OTU and he had instructional experience from March 1941 to January 1943.

Selected Assessments: "He has only been with this squadron a short time and has shown qualities which will make him an excellent Bomber Reconnaissance pilot." (S/L C.R. Dobson, Prince Rupert, 23 May 1943). To this, W/C L.H. Brooks adds, "Has the making of a fine type of BR pilot and officer. Cultured and respectful. Has only served for a short time on this station. Strongly recommend that he be retained in the service."

"Did a good job ferrying three Catalinas from Rockcliffe to Western Air Command. Dependable pilot." (S/L C.R. Dobson, No.7 BR Squadron, 25 September 1943).

"A fully qualified Captain on Canso A aircraft. Keen and can always be depended on to do a job accurately and well." (S/L C.R. Dobson, No.7 Squadron, 15 March 1944).

"One of the most outstanding pilots in his squadron. Well qualified for promotion to Flight Lieutenant rank." (W/C L.H. Brooks, Prince Rupert, 30 April 1944)

“Besides being an outstanding BR pilot he is employed as station and squadron photographic officer.” (S/L C.R. Dobson, 3 July 1944).

Note: Incident on 14 May 1944, Catalina JX212, two inboard depth charges accidentally released at 53.48N 134.45W, 1418 hours, height 3,500 feet. Not fused but not seen to hit sea either owing to cloud. Believed due to short circuit in release mechanism.

Accident, 4 August 1944, Canso 11011, No.3 OTU - on landing, wing tip floats damaged, aircraft capsized and lost. No charges or disciplinary action.

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COLBORNE, F/L Frederick Charles (J2937) - **Distinguished Flying Cross** - No.5 (BR) Squadron - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born in Saint John, New Brunswick, 14 November 1916. Prewar stage actor and vaudevillian. Home in West Calgary; enlisted Calgary 15 April 1940. To No.1 ITS, 29 April 1940; to Calgary Flying Club, 23 June 1940; promoted LAC, 24 June 1940. To No.1 SFTS, 22 July 1940. To No.13 Operational Training Squadron, 4 November 1940. Commissioned 6 November 1940. To No.5 (BR) Squadron, 16 January 1941 serving to 11 October 1943. Promoted Flight Lieutenant, 1 November 1942. To Yarmouth, 11 October 1943. Promoted Squadron Leader, 1 February 1944 and posted to No.166 Squadron, 23 March 1944. Flew two tours. To Release Centre, 14 February 1945. Retired 4 October 1945. He was elected to the Alberta Legislature as an Air Force Servicemen's representative in 1944. That was the beginning of a distinguished twenty-seven-year career as an MLA, during which he served in Cabinet as a minister without portfolio, Minister of Public Works and Minister of Municipal Affairs. Died in Calgary, 19 April 2006. Photo PL-13655 shows him.

This officer has completed 1,900 hours of flying, 1,500 hours of which have been on anti-submarine operations in the North Atlantic from January 1941 to May 1943. He has participated in two attacks on enemy submarines and has proven himself to be a skilful pilot under any and all conditions. Recently, while six hundred miles at sea, he sighted and made an attack on a submarine which has been reported as being probably sunk. His enthusiastic persistence in all his undertakings has contributed greatly to the efficiency of his squadron. He has been an inspiration to all who work with him.

NOTE: An attack he made on 24 February 1943 was very promising (assessed at the time as “probably sunk”) but in fact **U-604** escaped undamaged. Others in crew were Flight Sergeant R. Duncan (second pilot, later commissioned and awarded DFC), F/O W.P. Irving (navigator, Mentioned in Despatches), WO2 J.J.L. Eldon (WAG), Flight Sergeant L.H. Blain (WAG), Sergeant

H.H. Thomas (flight engineer) and LAC J. Watson (second flight engineer). Time of attack was 1315 GMT and position was 45 14" N 40 30" W. He remained in the area 58 minutes after the attack before setting course for base.

A Canso A aircraft with white camouflage, whilst on an anti-submarine patrol, sighted and identified a fully surfaced U-Boat six miles away. The sighting was made by the captain. The submarine, bearing 20 to port of aircraft, was on a course of 250 T at a speed of 12 knots. The aircraft immediately turned to port and attacked from the 11 o'clock position. Visibility was ten miles with a wind of 235 T at a speed of 12 knots. Immediately prior to start of U-Boat's dive a large column of blue smoke was seen to shoot from its stern straight up into the air.

Four 250-lb torpex depth charges, set for 23 feet with a 45 foot spacing, were released from 100 feet at 150 knots. The second depth charge was seen to strike just ahead of the conning tower and before the explosion had subsided a secondary explosion was observed of a definitely bright colour. The other depth charges struck the water as spaced.

As the spray of the explosion subsided an object was seen floating on the surface. This disappeared followed by continuous boiling air bubbles for approximately 12 minutes. 45 minutes after the attack a large oil slick developed and bits of debris appeared.

The following is an excerpt from the diary of Station Gander:

15 January 1943 - "Aircraft 9744, F/L F.C. Colborne, captain, returned from patrol at 1700 hours. Upon approaching the runway to land it was fortunately discovered that the nose wheel would not let down. The Maintenance Section communicated with the aircraft, advising down to force the wheel down, but all efforts to do so were unsuccessful. The captain decided to land on the water at Gander Lake, but it was then found that the landing wheels would not retract. A landing on the runway was thus necessitated and due to the skill of the pilot only minor damage was done to the aircraft."

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COLDRIDGE, F/O Alfred Stanley (J26625) - **Mention in Despatches** - No.138 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 1 June 1919 in Port Arthur, Ontario; home there (reporter and salesman); enlisted Fort William, 4 June 1940. To No.1 ITS, 24 June 1940. To No.2 EFTS, 19 July 1940. Promoted LAC, 22 July 1940. To No.4 SFTS, 14 September

1940. Employed thereafter as civilian pilot (duties unknown) until 24 April 1942 when he was reinstated in RCAF with rank of Sergeant, this occurring when he was in London, England. Repatriated to Canada via No.31 Personnel Depot, 13 November 1942. To No.34 EFTS, date uncertain; reported to have graduated 29 January 1943 but not posted to No.38 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943. To RAF, 22 June 1943. Promoted Flying Officer, 28 November 1943. Missing 10 May 1944. Reported Safe in UK, 2 September 1944. Repatriated 16 October 1944. To No.1 Army Cooperation Unit, 18 November 1944. To No.7 BGS, 17 March 1945. To Central Flying School, 27 July 1945. To Release Centre, 21 October 1945. Released 26 October 1945. Postwar he attended University of Toronto, worked in advertising in Burlington and Toronto; moved to Calgary where he died, 7 September 2008. Public Records Office Air 2/9230 has recommendation for a Military Cross (downgraded) and refers to Interrogation Reports Nos. M.I.9/S/PG - 2387 and 2388 (see below). Cited with F/O Harry D. Medland (also Mentioned in Despatches). When recommended on 4 November 1944 he had flown ten sorties (65 hours)

These officers were members of the crew of a Halifax aircraft engaged on operations over France on the night of 9th May 1944. Owing to serious engine trouble developing, the captain - Flying Officer Coldridge - ordered the crew to abandon the aircraft. He remained in the aircraft until all was clear and, after leaving it finally at a low altitude, sprained both ankles very badly when reaching the ground. Whilst endeavouring to reach cover he encountered Flying Officer Medland who helped his captain to a wood over a mile away, and then made his way alone to a village. Having obtained help, Flying Officer Medland returned and, with a peasant's assistance, managed to bring Flying Officer Coldridge to a house where he was attended by a doctor of the Maquis. Both officers remained with the doctor until 3rd June 1944. During their stay they took part in some of the operations by the Maquis, blowing up trains, etc and they also instructed Maquis personnel in the laying out of reception areas in which to receive supplies from the air. Whilst so engaged the two officers made arrangements for returning to England. They were assisted to Spain by members of the Resistance movement. They were arrested by the Guardia Civile at Labuerda and subsequently imprisoned at Boltana. They were ultimately released and reported to the British Consulate in Madrid. Both officers returned to this country, via Gibraltar, early in September 1944.

Public Record Office WO 208/3323 has the MI.9 debriefing report for both Coldridge and Medland.

We took off from Tempsford in a Halifax aircraft at 2242 hours on 9 May 1944. We were forced to bale out at 0300 hours on 10 May and landed two kilometres

east of Rochechouart (France, 1:250,000, Sheet 25, Z 89). We met after landing and remained together throughout our journey.

We hid in the woods that night and the next morning contacted a peasant from the village of Les Broses-Hte-Vienne, who hid and fed us and sent for the nearest Maquis. FFI officers arrived and took us to the forest of Rochechouart. We remained with them until 3 June. We discussed the chances of getting through to Spain with a French Intelligence Officer who advised us not to try at that time.

On 10 June we started to walk south and were fed and sheltered by a Polish officer in a chateau in the village of St. Auvent (Z 99), and we were taken to the Maquis headquarters at Cussac. We operated with the Maquis for some time, blowing up trains, raiding warehouses, etc.

On 13 June F/O [R.C.] Evans [bomb aimer], Sergeant [E.] Jones [flight engineer], and Sergeant [H.] Blackett [gunner] of our crew, who were with the Maquis, started to go east, but we do not know how they fared. Sergeant R. Clark of our crew [dispatcher] was captured by the Germans on 11 May.

We started to walk south on 15 June, but were arrested by Garde Republicaine patrols who interrogated us. We were released and continued to go south. We were issued with false papers, ration tickets, etc and also given a Paris address by the Maquis. We went by train to Argenton-sur-Creuse (Sheet 21, Q 37) and there met a civilian who supplied us with new civilian clothes and bicycles. From there we travelled by bicycle for several days, finally arriving at the Paris address, but obtained no help.

We contacted the Resistance in Paris, and about 18 July they supplied us with an agent who was to take us south to Spain. We left Paris with this agent and two women members of the Resistance, and reached Tarbes (Sheet 39, U 10) on 30 July. We stayed there until 5 August and then started out by Maquis car and on foot to Spain. On 8 August we were arrested near Labuerda (Iberian Peninsula, Sheet S 8480, K 1509) by Guardia Civil with Captain Gerard Courte, a French Intelligence Officer, and two civilians. The French Intelligence Officer claimed that he had pictures of French atrocities and documents relating to the operation of the Maquis and organisation of French manpower. Last seen he was in the hands of the Spanish Army. We were imprisoned at Boltana and interrogated by the Spanish but released, and we finally arrived and reported to the British Consulate at Madrid.

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COLE, WO Edward Frederick (R157880) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 30 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Vancouver, 13 March 1920. Enlisted there, 26 March 1942 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 11 May 1942. To No.4 EFTS, 6 June 1942. To No.4 ITS, date uncertain; graduated and promoted LAC, 31 July 1942 but not posted to No.5 EFTS until 12 September 1942; graduated 7 November 1942 when posted to No.3 SFTS; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 27 March 1943. Arrived in UK, 4 April 1943. To No.12 (P) AFU, 8 June 1943; to No.51 OTU, 31 August 1943. Promoted Flight Sergeant, 3 September 1943; WO2 as of 5 March 1944. Served with No.409 Squadron, 4 January 1944 to 12 March 1945. Commissioned 22 December 1944 (J93437). Promoted Flying Officer, 22 June 1945. Repatriated to Canada, 13 August 1945; released 3 October 1945. Attended University of British Columbia before embarking on a long and successful career with Agriculture Canada, travelling in British Columbia and doing research on the UBC campus. Died in Vancouver, 28 December 2005. Award sent by registered mail. RCAF photo PL-40404 (ex UK-17551 dated 16 December 1944) is captioned as follows: "WO Ted Cole, left, of West Vancouver, Nighthawk Squadron Mosquito pilot, shows WO Len Fitchett (Victoria) on a chart where his cannon shells scored hits on two Ju.88 night fighters which he shot down in one night recently. Fitchett shot down the first enemy plane scored by the Nighthawks after they moved to France, where they are now operating." Cited with F/O William S. Martin (RCAF observer). The incident described was on the night of 29/30 November 1944 when they shot down two Ju.88s. DHist file 181.009 D.3510 (RG.24 Vol.20640) has recommendation dated 6 December 1944. They had to fly 100 miles to reach airfield after damage; they had completed 53 sorties as of recommendation.

As observer and pilot respectively, Flying Officer Martin and Warrant Officer Cole have completed a large number of operational missions. They have displayed a high degree of skill and determination and throughout have set a fine example of devotion to duty. During a recent sortie they were responsible for the destruction of two enemy aircraft. In the second of the fights one wing of the hostile aircraft was shot away. It struck Warrant Officer Cole's aircraft which sustained severe damage. Height was gradually lost but Warrant Officer Cole flew a considerable distance to reach an airfield where a safe landing was effected. On the flight home he received the greatest assistance from Flying Officer Martin, whose navigation, although deprived of the use of many of his instruments, was faultless. These members of aircraft crew displayed courage and coolness in difficult circumstances.

RCAF Press Release 5339 dated 12 February 1945 reads as follows:

With an RCAF Night Fighter Squadron in France: Award of immediate DFCs to Warrant Officer Ted Cole of Eat Vancouver, British Columbia and his navigator, Flying Officer Bill Martin of Toronto, Nighthawk Squadron Mosquito team who shot down two Ju.88 night fighters in one night recently, has been announced.

Cole and Martin scored their double kill during a night patrol near Venlo when German night fighters were apparently out on the prowl for the Mosquito patrols.

After shooting their first victim down in flames, they closed in on number two and poured a heavy burst of cannon fire into him from close range. The wing of the enemy night fighter folded up to a right angle, then snapped off and smashed into the nose of the Mosquito. The impact knocked two feet off the nose, dented the propellor spinner and bent the propellor while debris filled the air intake scoop, putting one engine out of commission.

"The toughest part of the whole night was getting back to an airfield", the 24-year old pilot related. "The kite wouldn't trim properly and it was hard to hold on course with one motor. We finally got back to a landing field, but overshot a bit and we ran into an old shell hole."

The pair climbed out of their Mosquito unhurt. In the morning they found a piece of the German plane's wing imbedded in their fuselage.

"It was our first contact with an enemy plane", Martin said. "We've flown together with the Nighthawk Squadron since January, but all we had ever chased were friendly aircraft."

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COLE, WO Harry Clifford (R61668) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 18 August 1913. Home in Tompkins, Saskatchewan; enlisted Regina, 27 June 1940. To No.1 ITS, 27 July 1940; graduated 16 September 1940 when promoted LAC and posted to No.2 WS; to No.2 BGS, 19 January 1941. Graduated and promoted Sergeant, 17 February 1941. To Debart, 11 March 1941. Overseas 8 April 1941. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 November 1942; promoted WO1, 1 May 1943. Repatriated 22 October 1944. To No.2 Air Command, 4 December 1944. To

No.7 BGS, 1 February 1945. To No.6 Release Centre, 23 March 1945. Released 27 March 1945. Died in Maple Creek, Saskatchewan, 16 February 1981. Award presented 9 July 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 17 June 1944 when he had flown 51 sorties (267 hours) over two tours

25 June 1942 - Bremen
28 June 1942 - GARDENING (Courbe Point)
3 July 1942 - Bremen
6 July 1942 - GARDENING (Coubre Point)
24 July 1942 - Duisburg
26 July 1942 - Duisburg
28 July 1942 - Hamburg
29 July 1942 - Saarbrucken
31 July 1942 - Dusseldorf
10 August 1942 - Osnabruck
12 August 1942 - Mainz
16 August 1942 - Dusseldorf
17 August 1942 - Osnabruck
20 August 1942 - Enemy tanker, Bay of Biscay
27 August 1942 - Frankfurt
28 August 1942 - Nuremberg
4 September 1942 - Bremen
6 September 1942 - Duisburg
8 September 1942 - Frankfurt
10 September 1942 - Dusseldorf
13 September 1942 - Bremen
14 September 1942 - Wilhelmshaven
23 September 1942 - Wismar
6 November 1942 - Genoa
9 November 1942 - Hamburg
8 January 1943 - Duisburg
23 January 1943 - Dusseldorf
27 January 1943 - Dusseldorf
30 January 1943 - Hamburg
3 February 1943 - Hamburg
11 February 1943 - Wilhelmshaven
14 February 1943 - Milan
21 February 1943 - Bremen
26 February 1943 - Cologne

9 March 1943 - Munich
5 January 1944 - Special target
24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
8 May 1944 - Nantes
10 May 1944 - Cap Gris Nez
19 May 1944 - Boulogne
22 May 1944 - Dortmund
28 May 1944 - Mardyck
31 May 1944 - Montcouple
6 June 1944 - Longues
7 June 1944 - Foret de Cerisy
8 June 1944 - Fougères
10 June 1944 - Laval
15 June 1944 - Lens

Warrant Officer Cole is the set operator of a very successful crew. He has taken part in a large number of attacks on heavily defended German targets as well as on French and Italian targets. His aircraft has frequently been the target for the enemy defences, often sustaining severe damage. He has complete disregard for enemy opposition.

This warrant officer is a most resourceful member of aircrew who is determined to meet the enemy wherever he can be found. He has made a valuable contribution to the squadron's operational effort, and is recommended for the award of the Distinguished Flying Cross.

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COLE, FS James Pettigrew (R71461) - **Mention in Despatches** - Station Patricia Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Newton Stewart, Scotland, 8 May 1903. High School education in Manitoba. Member, 16th Scottish Regiment (Militia), 1920-1923. Home in Winnipeg. Clerk, Bank of Montreal, 1923-1926; Clerk, Canadian Pacific Railway, 1926-1936; Hudson Bay Company, 1936-1938; RCMP Constable, 1939-1940. Enlisted in Winnipeg, 15 October 1940 as Service Policeman. Promoted Corporal, 23 November 1940. To No.2 Training Command, 26 November 1940. To No.3 BGS, 29 November 1940. Promoted Sergeant, 4 December 1940. Promoted Flight Sergeant, 1 March 1942. To Composite Training School, 6 February 1944. To Western Air Command, 14 April 1944. To No.2 Wing (Edmonton), 25 May 1944. To Northwest Air Command, 1 June 1944. To Western Air Command, 1 May 1945. To Patricia Bay, 26 May 1945.

To Release Centre, 5 February 1946. Released 14 February 1946. Died in Victoria, 12 March 1973 as per British Columbia Vital Statistics.

This non-commissioned officer has done splendid work on the Service Police (Investigation) which has resulted in recovery of Royal Canadian Air Force property amounting to several thousand dollars. He shows well above average ability in Police Investigation work, which sets a high standard for his associates to follow. Untiring in efforts to bring matters to a successful conclusion, he works long hours without thought of self.

Recommendation for a British Empire Medaal raised 29 July 1945 by F/L E.A. Lees (DAPM) as follows:

Has done splendid work on the Service Police (Investigation) which has resulted in recovery of Royal Canadian Air Force property amounting to several thousand dollars. Shows well above average ability in Police Investigation work, which sets a high standard for his associates to follow. Untiring in efforts to bring matters to a successful conclusion. Works long hours without thought of self.

Attended School of Specialized Investigation, Ottawa, 22 February to 3 April 1943. Courses in Criminal Investigation, Air Force Act, Technical and Routine Investigation, Subversive Investigation and Supervision (Operations of Investigative Service). Scored 478 of possible 500 marks. Placed 15th in a class of 32. "Displayed a keen interest in the course and really 'dug in'. Shows promise. Possible officer material, and should be given an opportunity to prove eligibility."

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COLE, P/O James Henry (J86733) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2637/44 dated 8 December 1944. Born in Winnipeg, 13 July 1914. Educated in Sioux Lookout, Ontario. Worked for Department of Highways, Kenora, October 1931 to May 1934; Assistant Town Clerk for Kenora, May 1934 to April 1941; foreman and superintendent on constriction, 1941-1942. Home in Sioux Lookout, Ontario; enlisted Toronto, 7 February 1942. To No.1 Manning Depot, 1 March 1942. To No.6 ITS, 18 July 1942; graduated 11 September 1942 when promoted LAC; to No.1 BGS, 10 October 1942; to No.10 AOS, 8 December 1942. To No. 5 Manning Depot, 12 February 1943. To No.4 Bombing and Gunnery School, 6 March 1943. Graduated and promoted Sergeant, 5 April 1943. To "Y" Depot, 19 April 1943. To RAF, 28 May 1943, disembarking in Britain on 4 June 1943. To No.4 AOS, West Freugh, 15 June 1943. To No.16 OTU, 13 July 1943. Promoted Flight Sergeant, 5 October 1943. To No.1660 Conversion Unit, 7 October 1943. To No.57 Squadron, 20 November 1943. To No.51 Base, 5 December 1943 and attached to No.1668 Conversion Unit. Attended No.5 Lancaster Finishing School,

December 1943. To No.50 Squadron, 28 December 1943. Promoted WO2, 5 April 1944. Commissioned 15 May 1944. To No.617 Squadron, 18 July 1944. Promoted Flying Officer, 15 November 1944. Flew two tours; attached to Coastal Command Development Unit, 1 December 1944, apparently for Air/Sea Warfare development and experimental bombing. To RCAF Overseas Headquarters, 31 July 1945; repatriated 5 August 1945; released 17 September 1945. Died in Nanaimo, British Columbia, 6 May 1985 as per **Legion Magazine** of August 1985. Award sent by registered mail 30 September 1946.

This officer has completed many successful operations during which he has displayed high skill, fortitude and devotion to duty.

Notes: Applications for Operational Wing dated 30 August 1944 and 3 October 1944 agree that he had flown 32 sorties (200 hours 40 minutes) with No.50 Squadron and 14 sorties (99 hours five minutes) with No.617 Squadron, 1 January to 29 October 1944.

Assessment dated 15 May 1944, No.50 Squadron - "A very smart and competent NCO who has proved his ability both in the air and on the ground. He is of the required educational standard and has all the makings of a good officer." (W/C A.W. Heward).

Repatriation form dated 4 July 1945 gave 46 sorties (300 hours 25 minutes), the last one on 29 October 1944 plus 339 hours 20 minutes non-operational. Types on which he had experience were Anson (34.40), Botha (4.20), Wellington (60.00), Halifax (8.20), Mosquito (25 minutes) and Lancaster (532.00)

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COLE, P/O Mervyn William (J88249) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 7 January 1921. Home in Parry Sound, Ontario; enlisted Hamilton, 6 April 1942. Trained at No.6 ITS (graduated 11 September 1942), No.20 EFTS (ceased training) and No.1 CNS (graduated 14 May 1943). Released 14 September 1945. Served again in RCAF, 28 February 1950 to 19 June 1971 (service number 32012). Award sent by registered mail 20 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 dated 21 November when he had flown 32 sorties (147 hours 25 minutes), 27 April to 6 November 1944.

An above average and efficient navigator who has completed thirty-two successful sorties and has shown such exceptional navigation ability that he has won the confidence and respect of his crew and superior officers. His cheerful disposition, alertness and strong sense of duty in his work have made him stand out among his fellow navigators. For his fine record and intense loyalty, this

officer is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 April 1944 - Montzen (4.30)
30 April 1944 - Somain (4.40)
7 May 1944 - Valerie-en-Caux (3.30)
27 May 1944 - Bourg Leopold (4.25)
31 May 1944 - Mont Couple (3.15)
5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutrances (5.00)
8 June 1944 - Mayenne (5.55)
12 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.35, day)
16 June 1944 - Sterkrade-en-Holten (4.10)
21 June 1944 - St. Martin l'Hortier (4.05, day)
23 June 1944 - Bientques (3.35)
27 June 1944 - Foret d'Eawy (3.55)
28 June 1944 - Metz (6.45)
3 July 1944 - Biennais (3.50, day)
5 July 1944 - Biennais (4.30)
17 July 1944 - Caen (3.55)
18 July 1944 - Wesseling (5.00)
20 July 1944 - Sernes (3.40, day)
24 July 1944 - Ferfay (4.15)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Brunswick (5.25)
3 September 1944 - Volkel (3.45, day)
10 September 1944 - Le Havre (4.15, day)
12 September 1944 - Bochum (4.45, day)
17 September 1944 - Boulogne (3.50, day)
27 September 1944 - Bottrop (5.10, day)
6 October 1944 - Dortmund (6.20)
23 October 1944 - Essen (6.00)
25 October 1944 - Homburg (5.05, day)
6 November 1944 - Gelsenkirchen (4.45, day)

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COLE, FS Sydney Reginald (R179577) - **Distinguished Flying Medal** - No.162 (BR) Squadron - Award effective 28 July 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 April 1923 at Poradown, Northern Ireland. Home in Long Branch,

Ontario where he was educated; worked for a tire company as seal painter, shipping clerk and then in a steel plant as a "nut tapper". Enlisted Toronto, 6 July 1942. At No.1 Manning Depot, Malton, to 23 September 1942. To No.3 WS, 23 September 1942; promoted LAC on 28 October 1942; may have graduated 10 April 1943 but not posted to No.8 BGS until 16 April 1943; graduated 31 May 1943 and promoted Sergeant. To "Y" Depot, Halifax, 15 June 1943; to Eastern Air Command, 17 June 1943; to No.160 (BR) Squadron, 6 July 1943; to No.162 (BR) Squadron, Iceland, 27 April 1944; promoted WO2, 28 August 1944; to No.501 RHU, Halifax, 25 October 1944; to No.1 AOS, Malton, 8 December 1944; commissioned 24 January 1945; to Release Centre, 30 April 1945; released 8 June 1945 and became a police officer. Rejoined RCAF Auxiliary, 10 October 1951 with No.2400 Aircraft Control and Warning Squadron, Toronto; released 5 June 1953. Died in Mississauga, Ontario, 21 November 1991. Cited with F/O B.C. Denomy (DSO), F/Os Graham Campbell and Sidney E. Matheson (DFCs) and Flight Sergeants Israel J. Bodnoff (DFM). See Bodnoff, above, for citation. Award presented 18 October 1947. Applied for Operational Wings while at No.1 AOS, January 1945; application denied 31 January 1945 when S/L R.M. Aldwinckle wrote (memo to AMP/RO), "Since this airman received the DFM for his part in Hornell's attack, his having spent 21 hours in the water doesn't enter into the picture. Since he has only 460 hours during only seven months of flying - mostly with 160 Squadron - he is NOT considered eligible".

NOTE: Public Record Office Air 2/9158 has recommendation raised 1 July 1944 by the Officer Commanding, RAF Station Wick. It noted that Cole had flown approximately 30 sorties (350 operational hours):

This Non-Commissioned Officer was the 3rd Wireless Operator in Canso "P" of 162 Squadron on the 24th June 1944. and was manning the Wireless Telephone set During the run in to attack a U-Boat in the face of accurate and intense anti-aircraft fire, the aircraft was being repeatedly hit and the starboard engine out of action and on fire. He coolly and courageously continued sending a sighting report until he was wounded by shrapnel and stunned momentarily, when the Wireless Telephone set was manned by the 1st Wireless Operator.

After the U-Boat had been sunk the aircraft was forced to ditch due to fire and the starboard engine falling out. This Non-Commissioned Officer then searched the aircraft, which was full of fumes and smoke, for a dinghy which had without his knowledge been launched. He collected a tin of water and rations at a time when the petrol tanks were in danger of exploding, and even when in the dinghy leaving the aircraft, had to be restrained by the others from going back to get the dinghy radio which had been left behind.

During the 21 hours spent in the water he did all in his power to assist the others and as a result of his efforts the Navigator's life was saved, in spite of the fact that he was suffering from shrapnel wounds received during the attack.

It is considered that this Non-Commissioned Officer showed great devotion to duty and exceptional courage and is most strongly recommended for the award of the Distinguished Flying Medal.

To this the Air Officer Commanding, No.18 Group, added (2 July 1944):

Throughout the gallant and successful attack by this aircraft on a U-Boat, Flight Sergeant Cole behaved in an exemplary manner, continuing to send out sighting reports until he was wounded and thrown from his position by the wireless set. Strongly recommended for immediate award.

His application for Operational Wings (17 January 1945) lists 43 sorties with No.160 (BR) Squadron, 9 August 1943 to 8 April 1944 and the following sorties with No.162 (BR) Squadron:

| | |
|--------------|---------|
| 2 June 1944 | (8.15) |
| 2 June 1944 | (1.40) |
| 3 June 1944 | (15.40) |
| 5 June 1944 | (14.00) |
| 10 June 1944 | (10.30) |
| 12 June 1944 | (8.50) |
| 18 June 1944 | (8.10) |
| 20 June 1944 | (12.45) |
| 23 June 1944 | (12.15) |
| 24 June 1944 | (12.00) |
| 4 July 1944 | (6.45) |

Total of 54 sorties (460 hours). His longest sorties with No.160 Squadron were on 22 February 1944 (13.05), 24 March 1944 (13.50) and 8 April 1944 (13.15).

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COLEMAN, G/C Sheldon William (117) - **United States Legion of Merit (Degree of Officer)** - Award effective 8 August 1947 as per **Canada Gazette** dated 2 August 1947 and AFRO 431/47 dated 8 August 1947. Born in Hamilton; home in Montreal; enrolled as Provisional Pilot Officer, 15 July 1929; awarded wings, 21 February 1930. Much survey flying in the 1930s and was the object of an extensive aerial search in the Northwest Territories in 1936. Commanded No.5 (BR) Squadron, December 1938 to June 1939 and again June to September 1941. Wing Commander as of 1 November 1940. Senior Air Staff Officer at No.1 Group, St.John's, September 1941 to November 1942. To AFHQ, 13 November 1943. Promoted Group Captain, 1 June 1944. Posted to Washington early in 1945 and was stationed that summer on Guam with the 16th Bombardment Group, 315 Bomb Wing, 20th Air Force, June to October 1945. He

applied for a Pacific Star (unsuccessfully) for this service, claiming one "bomb raid" on Tokyo on 2 September 1945 (a demonstration, not a raid). To Northwest Air Command, 16 January 1947. To AFHQ, 11 February 1952 (Plans Division). Promoted Air Commodore, 1 December 1952. To Tactical Air Group, 12 December 1952. Awarded Queen's Coronation Medal, 23 October 1953 while an Air Commodore at Tactical Air Command Headquarters. Retired 13 June 1959. RCAF photo PL-1340 taken 1940 as a Squadron Leader. Captain (USN) John Raby, Naval Attache for Air, to Air Marshal Leckie, 19 June 1947, provides citation for American award:

For exceptionally meritorious conduct in the performance of outstanding service as Chief Staff Officer to the Commander of the Royal Canadian Air Force units based in Newfoundland during the period 13 September 1941 to 30 September 1942. He worked in close harmony with CTF-24 and staff and thereby ensured employment of RCAF coordination with Naval air and surface forces under the command of Commander Task Force Twenty-Four. His intelligent and cooperative attitude were contributing factors in the successful escort of convoy operations and were in keeping with the highest traditions of the Allied military performance.

NOTE: recommended for CBE or OBE by Air Vice Marshal Curtis, 5 March 1946 when on AMAS, AFHQ, confirmed as OBE but did not reach priority list for awards:

This officer has displayed a brilliant knowledge of the various phases of Air Force planning. He has remarkable ability in expressing himself on paper on [in ?] clear-cut concise language. His well written precis and submissions to the Government on matters of high policy level have been productive of amazingly gratifying results. He is unsparing of himself in preparing documents which only an officer with his sound Service knowledge could produce, often under pressure to meet a deadline. Many of his submissions have been prepared on post-hostilities plans where his foresight and reliable knowledge have been invaluable.

On his return from the Pacific Theatre of War, he prepared a combined report on the U.S. Army Air Force operations which will be of great benefit to the RCAF in its post-war tactical planning.

He has advanced many excellent constructive ideas for the training of the future Air Force.

His willing co-operation and untiring efforts have at all times assisted the smooth functioning of AMAS Division.

Coleman was living at 48-122 Lakeshore, St. Catharines, L2N 6N6 in 1994 when applied for

Special Service Medal.

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COLES, P/O Millard Wright (J16833) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 26 October 1921. Home in Milton, Prince Edward Island; enlisted Charlottetown, 13 March 1941. To No.4 BGS (non-flying duties), 28 May 1941. To No.1 ITS, 15 July 1941; promoted LAC, 20 August 1941 and posted that date to No.20 EFTS; to No.16 SFTS, graduated 10 October 1941; graduated 9 January 1942 and promoted Sergeant. To "Y" Depot, 10 January 1942. To RAF overseas, 23 January 1942. Commissioned 5 January 1943. Missing 28 August 1944. Reported Safe in United Kingdom, 12 May 1945. Repatriated 6 July 1945. Released 4 September 1945. Award sent by registered mail 1 August 1951. Died 6 June 2004 in Montreal; obituary notice stated he had flown two tours.

Pilot Officer Coles has completed many sorties against targets in Germany, Italy and occupied Europe and recently has participated in attacks on the heavily defended area on the Ruhr Valley. His work as captain of aircraft has been consistently excellent and he has achieved some fine results.

Note: Canadian-built Mosquito KB212, No.608 Squadron (6T-F) left Downham Market at 2302 for an attack on Mannheim and was shot down by flak near Worms, 27 August 1944. Crew were J16833 F/L Millard Wright Coles, DFC and J15601 F/L Charles Edmund Darby, DFM. Coles (who became a POW) reported on a questionnaire dated 15 May 1945 that he had been told by a Luftwaffe interrogator at Frankfurt that Darby was dead. The following appeared as Coles' statement:

I gave the order to bale out as aircraft received second burst of flak. Rendered unconscious when I believe stick must have been forced back against temple. Regain consciousness at low altitude in spin. As far as I can ascertain bottom escape hatch was not open (normal escape hatch).

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COLES, F/O Nathaniel John (J17728) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Home in Smith Falls, Ontario; enlisted London, Ontario, 20 July 1940. Trained at No.3 WS (graduated 24 October 1941) and No.8 BGS (graduated 24 November 1941). Repatriated 2 August 1945. To Mountain View, 13 September 1945. Released 11 October 1945. Rejoined 23 April 1951 in Signals and Flying Control (39506) with rank of Flying Officer. To Gimli, 16 September 1951; to Whitehorse, 16 June 1955; promoted Flight Lieutenant, 1 January 1957; to Training Command Headquarters, 1 July 1957; retired again 13 January 1967.

Last posting was Rockcliffe; retired to Ralston, Alberta. Award presented 24 May 1946. 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.3260 (RG.24 Vol.20637) has recommendation dated 22 November 1944 when he had flown 18 sorties of a second tour (27 September to 6 December 1944). First tour had been 21 sorties in Bomber Command, 18 January to 29 May 1943.

Flying Officer Coles has now completed eighteen sorties on his second tour. All his sorties have been characterized by his exceptional devotion to duty and high "esprit de corps". While on the ground, Flying Officer Coles is untiring in his endeavours to assist his less experienced fellows and his precept and example have been of great value to the squadron.

I consider the courage and high sense of duty shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list follows: first tour had been on Stirling bombers; second tour on Lancaster X aircraft:

18 January 1943 - Gardening, Frisians (4.15)
21 January 1943 - Gardening, Frisians (4.00)
3 February 1943 - Hamburg (5.25)
16 February 1943 - Lorient (5.25)
25 February 1943 - Nuremberg (6.40)
26 February 1943 - Cologne (3.15)
28 February 1943 - St. Nazaire (4.00)
1 March 1943 - Berlin (7.45)
5 March 1943 - Essen (2.00, incomplete)
23 March 1943 - St. Nazaire (4.30)
27 March 1943 - Berlin (9.00)
2 April 1943 - Lorient (5.15)
4 April 1943 - Kiel (5.35)
8 April 1943 - Duisburg (4.35)
10 April 1943 - Frankfurt (6.50)
20 April 1943 - Rostock 7.40)
28 April 1943 - Gardening, Baltic (7.15)
4 May 1943 - Dortmund (5.50)
23 May 1943 - Dortmund (4.30)
25 May 1943 - Dusseldorf (4.00)
29 May 1943 - Wuppertal (5.10)
* * * * *
27 September 1944 - Bottrop (5.35, day)

28 September 1944 - Cap Gris Nez (4.05, 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 (7.40)
23 October 1944 - Essen (5.15)
25 October 1944 - Essen (5.55, day)
28 October 1944 - Cologne (6.35, day)
30 October 1944 - Cologne (6.25)
16 November 1944 - Julich (5.25, day)
21 November 1944 - Castrop Rauxel (7.15)
30 November 1944 - Duisburg (7.25)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.00)
6 December 1944 - Osnabruck (5.40)

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COLEY, F/O James Edmund (J26344) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 29 February 1924. Home in Kenora, Ontario; enlisted Winnipeg, 7 April 1942. To No.12 SFTS, 22 May 1942 (non-flying duties). To No.2 ITS, 18 July 1942; promoted LAC, 12 September 1942; to No.3 AOS, 26 September 1942; to Composite Training School, 6 December 1942; to No.5 BGS, 8 January 1943; to No.1 ANS, 3 April 1943; graduated and commissioned, 14 May 1943. To "Y" Depot, date uncertain; to UK, 15 July 1943. May have remained in UK to join RAF; struck off RCAF strength 4 October 1945. Photo PL-33067 (ex UK-15277 dated 26 September 1944) shows tour-expired F/O James Coley (bomb aimer, Kenora) and his captain, F/O A. Horne (Winnipeg); caption notes that ten of their sorties had been to "hotly defended German targets." Died in Thunder Bay, Ontario, August 1980. Award sent by registered mail. 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 20 December 1944 when he had flown 39 sorties (170 hours), 27 May to 17 September 1944. In crew of F/L Alexander Horne, DFC.

27 May 1944 - Bourg Leopold (4.04)
1 June 1944 - Ferme d'Urville (2.43)
5 June 1944 - Mont Fleury (4.52)
6 June 1944 - St.Lo (5.22)
7 June 1944 - Juvisy (4.36)
9 June 1944 - GARDENING (5.29)

12 June 1944 - Amiens (4.18)
14 June 1944 - Douai (4.02)
15 June 1944 - Fouilliard (5.09)
22 June 1944 - Laon (4.11)
27 June 1944 - Mont Candon (3.19)
28 June 1944 - Blainville (6.55)
1 July 1944 - St.Martin l'Hortier (3.52)
4 July 1944 - St.Martin l'Hortier (3.45)
5 July 1944 - St.Martin l'Hortier (3.45)
6 July 1944 - Croixdale (3.55)
23 July 1944 - Kiel (4.56)
24 July 1944 - Stuttgart (8.05)
25 July 1944 - Ferfay (3.45)
28 July 1944 - Foret de Nieppe (3.00)
1 August 1944 - Prouville (3.45)
3 August 1944 - Bois de Cassan (3.50)
5 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - May-sur-Orne (4.20)
9 August 1944 - Foret de Nieppe (3.30)
12 August 1944 - Brunswick (5.30)
14 August 1944 - TRACTABLE (3.45)
15 August 1944 - Tirlemont (3.40)
18 August 1944 - Sterkrade (4.05)
25 August 1944 - Brest (5.30)
26 August 1944 - GARDENING (6.00)
29 August 1944 - GARDENING (6.05)
1 September 1944 - Lumbres (3.10)
3 September 1944 - Soesterburg (2.56)
10 September 1944 - Le Havre (3.16)
11 September 1944 - GARDENING (5.30)
12 September 1944 - Munster (4.15)
13 September 1944 - Gelsenkirchen (4.14)
17 September 1944 - Boulogne (2.58)

Flying Officer Coley was posted to No.10 Squadron in May 1944, and after completing 39 sorties, comprising 170 operational hours, has been screened and posted. He has taken part in attacks on heavily defended German targets including Gelsenkirchen, Munster, Brunswick, Kiel and Sterkrade.

Throughout his operational tour, this Canadian officer has consistently proved himself to be an outstanding Air Bomber and a gallant and dependable member of aircraft crew. His cheerful confidence under adverse conditions has helped to

maintain a high standard of morale in his crew and has played a good part in the successes achieved. He has brought back many fine photographs of the target area.

He was the Air Bomber of a Halifax aircraft detailed to attack Blainville on 28th June 1944. When the aircraft was fifty miles from the target area, the starboard outer engine failed, but the pilot decided to go on. On reaching the target, heavy and accurate flak was encountered but despite this Flying Officer Coley coolly and skilfully directed his aircraft and a successful attack was made from 10,000 feet instead of the ordered 11,000 feet. On this, as on many other occasions, he displayed courage of a high order. I strongly recommend that his fine record of achievement, skill, determination and strong sense of duty be recognised by the award of the Distinguished Flying Cross.

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COLL, FS Henry Nelson (R104195) - **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 27 July 1919. Home in Glace Bay, Nova Scotia; enlisted in Halifax, 4 July 1941 as Nursing Orderly. Promoted AC1, 4 October 1941. To No.31 Personnel Unit, 7 January 1942. To "Y" Depot, date uncertain. Promoted LAC, 4 January 1942. Promoted Corporal, 1 August 1942. To RAF overseas, 26 October 1942. Repatriated 23 October 1945. Released 5 December 1945. 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 14 months in Canada, 20 months in UK. NCO in charge of Sick Quarters.

Flight Sergeant Coll has a long and useful record in the RCAF including six months' service in the Middle East. He has been employed in Station Sick Quarters at this unit since 29th September 1944 and has carried out his duties in an exemplary manner. His knowledge of service medical matters is of a very high standard. He possesses excellent NCO qualifications and has organized his Section into an efficient unit. He possesses good service spirit and it is considered his work fully merits the award of Mention in Despatches.

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COLLARD, A/C Richard Reeve (C1253) - **Commander, Order of the British Empire** - AFHQ, Director of Works and Buildings - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Belmont, Ontario, 30 September 1886. Educated at the public and high schools of Kitchener, Ontario. Joined the Dominion Government Survey Party in the Northwest Territories in 1903. Enlisted in 49th Battery, Canadian Field Artillery, February 1916, went overseas as a lieutenant, and transferred in

France to 23rd Battery. Between wars was active in construction, being General Superintendent of Construction in Canada and the United States for Warren Brothers Limited of Boston. He was also President and General Manager of Hawaiian Construction Company in Hawaii and later organized and was Managing Director of Acadia Construction Company of Halifax. In 1924 he joined the Carter-Halls-Aldinger Company. Entered RCAF 16 October 1939 in Works and Buildings Branch. At RCAF Headquarters as of 16 November 1939. Appointed on 13 March 1940 to appointment as Director of Works and Buildings. Supervised construction of BCATP stations and bases in Canada and Newfoundland. Final appointment was that of Air Member of the Air Council for Construction Engineering or Air Member for Works and Buildings. Promoted Air Commodore as of 1 September 1941. Promoted Air Vice-Marshal, 1 November 1942. Retired 28 February 1945. On the formation of Commonwealth Construction Company in Winnipeg in 1945 he became its President and General Manager, serving until his retirement in 1957. Died in Winnipeg, 20 April 1963. Award presented 17 April 1943. RCAF photo PL-1327 taken 1940 as a Group Captain.

This officer as Director of Works and Buildings has been primarily responsible for the construction of the extraordinarily large number of Flying Training Schools, other formations of the Combined Training Establishment and Operational Stations of the RCAF. The excellence and rapidity with which these have been completed were in the main attributable to his leadership and forcefulness. In this particular field he has made a valuable contribution.

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COLLEDGE, F/O William Wilson (J8207) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 17 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 11 April 1918. Home in Vancouver; educated at Oak Street School, 1924-1932, Prince of Wales School, 1932-1936 and University of British Columbia, 1936-1940 where he was a COTC Cadet, 1938-1939. Extensive background in sports including coaching rugby at university. Enlisted in Vancouver, 25 February 1941. To No.2 Manning Depot, 12 March 1941. To No.11 Equipment Depot, Calgary, 8 April 1941. To No.2 ITS, 15 May 1941; promoted LAC, 20 June 1941 and posted that date to No.5 EFTS, High River; to No.7 SFTS, 8 August 1941; graduated and commissioned 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 20 November 1941. To No.12 SFTS, 26 January 1942. To No.10 OTU, 3 March 1942. On 25/26 June 1942, piloting Whitley P5004 of No.10 OTU, he attacked Bremen. Ditched in North Sea; crew rescued by Air/Sea rescue launch to Grimsby suffering from fatigue and immersion but no injuries (see also Ernest Alfred Taylor and Frank Vaughan Karleff). To Marston Moore, 17 July 1942 (No.1652 Conversion Unit). To RAF Station Topcliffe and No.405 Squadron, 4 September 1942. To No.419 Squadron, 8 May 1943. To No.17 OTU, 14 June 1943. Detached to No.3 FIS, 23 June 1943. Killed in flying accident at No.3 Flying Instructor School, 1 July 1943 (Oxford X6858); buried in Britain.

Flying Officer Colledge was captain of an aircraft detailed recently to complete an anti-submarine patrol. While so engaged he was attacked by four Junkers 88 and a running fight ensued which lasted thirty-six minutes. During the encounter, one enemy aircraft was destroyed and two damaged. Much credit is due to this officer for his coolness and skill under fire, and for his continued devotion to duty which made this success possible.

Training: Interviewed in Vancouver, 16 October 1940. "A fine type of young man, desirable in every respect for RCAF officer material. Has a desire to fly ocean-going flying boats. His educational background is such that he can master navigation and other observer duties and he has the physique and other qualities fitting him for pilot. He appears well fitted in all respects for the Naval Air Army of the Air Force and he is recommended for consideration for such activity. Personality, family background etc are all good."

At No.2 ITS his courses and marks were as follows: Mathematics (74/100), Armament, practical and oral (65/100), Signals (95/100), Hygiene and Sanitation (36/40), Drill (77/100), Law and Discipline (49/60). Placed 107th in a class of 174. "Three years university. Direct from school; 21 days in hospital but continued his course finishing with his draft. Appears very intelligent, respectful. Well above average in sports, special rugby. Cadet in COTC, September 1939 to June 1940. First paper for First Lieutenant passed."

At No.5 EFTS flew Tiger Moth, 19 hours 40 minutes dual and 26 hours 30 minutes solo. Of this, five hours on instruments. Also logged ten hours in Link. Chief Flying Instructor wrote, "Rough on controls - weak on all turns". Courses and marks as follows - Airmanship (158/200), Airframes (73/100), Aero Engines (66/100), Signals, practical (94/100), Theory of Flight (90/100), Air Navigation (169/200), Armament, oral (127/200). Placed 15th in a class of 64. Chief Ground Instructor wrote, "Above average ability - good appearance - over-confident - conduct very good."

At No.7 SFTS flew Anson aircraft (33 hours 20 minutes day dual, 44 hours five minutes day solo, three hours 50 minutes night dual, six hours 25 minutes night solo). Of this. 14 hours 15 minutes on instruments; also logged 20 hours in Link. "A tendency to allow airspeed to become too low; otherwise capable." (F/L F.H. Pearce, 14 October 1941). Ground courses and marks as follows: Airmanship and Maintenance (147/200), Armament, written (81/100), Armament, practical (57/100), Navigation and Meteorology (136/200), Signals, written (39/50), Signals, practical (94/100). Placed 15th in a class of 51 and achieved a "Distinguished Pass", although the Chief Ground Instructor wrote, "Took too much for granted - with a little more effort could have done a lot better."

Course at No.12 SFTS (No.1 Advanced Flying Unit) was on Oxfords - nine hours 30 minutes day dual, two hours day solo, one hour night dual. Also logged two hours in Link. Deemed "above average" for heavy bombers. Apart from this he took a course at No.1513 Beam Approach Training Flight where he logged ten hours 55 minutes and was assessed as "Above average". "A

good pilot who quickly adapts himself to strange conditions and twin-engined aircraft." (W/C C.C. Hodder, 23 February 1942),

At No.10 OTU, course was 3 March to 10 July 1942. Flying times as follows: day dual, seven hours 20 minutes; day as captain, eight hours five minutes with another captain at controls and 28 hours 55 minutes as sole captain; night dual, four hours 50 minutes followed by six hours 25 minutes as captain at night, 31 hours 50 minutes flown on instruments, 20 hours logged in Link. Flying Aptitude graded under several headings - Natural Flying (average), Skill in Landing (above average), Airmanship (below average), Cockpit Drill (average), Instrument flying (above average), Night Flying (above average), Map Reading (average), Flying for Bombing (average). The following points were noted under "Distinctive Qualities":

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

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

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

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

Dash: Is he quick and decisive in action ? (Below 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: (Average)

At OTU he dropped 67 bombs by day, 37 by night. "A good pilot but tends to be over-confident."

Particulars of Death: Oxford X6858 of No.3 Flying Instructor School was being flown by two

students, Aus 408168 F/O and A/F/L K. Munro (RAAF, 482 hours including 87 on Oxford) and J8207 W.W.. Colledge (RCAF, 648 hours including 36 on Oxford). Accident occurred between 1015 and 1100 hours of 1 July 1943. Aircraft had been authorized for low flying and precautionary practice, not below 250 feet. It crashed at the edge of a wood in the low flying area after having struck the tops of some trees with port or starboard mainplane. Aircraft completely burned out; no technical defect found.

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COLLIER, F/L James Edwin (J8648) - **Mention in Despatches** - No.250 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 20 April 1919 at Vancouver. Enlisted in Toronto, 11 February 1941. To No.1 Manning Depot, 16 February 1941. To No.1 SFTS (guard), 24 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 30 June 1941 when posted to No.14 EFTS; graduated 20 August 1941 when posted to No.11 SFTS; graduated and commissioned, 7 November 1941. To "Y" Depot, 24 November 1941. To RAF Trainee Pool, 13 December 1941. Posted to Middle East where he trained at No.71 OTU, then flew with No.250 Squadron (22 June 1942 to June 1943). Promoted Flying Officer, 1 October 1942. Chris Shores, **Those Other Aces**, provides details of this tour. **16 July 1942**, Kittyhawk shot up by MC.202 fighters; **20 July 1942**, attempted to pick up W/C H.C. Mayers, who had been shot down, but was driven away by three Bf.109s of 8/JG.53 which damaged his aircraft and wounded him. **19 November 1942**, shared in the destruction of a Junkers 88, 10/ZG26, ten miles off Martuba (Kittyhawk FR344); **2 January 1943**, credited with probably destroying a Bf.109F at Churgia landing ground (Kittyhawk FL899, research by Shores strongly suggests this was actually destroyed); **26 February 1943**, one Bf.109 damaged at Gabes West landing ground (Kittyhawk FR302; subsequently hit by Bf.109s that downed five Kittyhawks including his, which force-landed at Ben Gardane). Posted in June 1943 to No.71 OTU for instructional work. Posted in January 1944 to No.1 Personnel Transit Camp, in February 1944 to UK and in March 1944 to Canada. Promoted Flight Lieutenant, 26 March 1944. Returned to Britain in May 1944, took a refresher course at No.53 OTU with posting to No.403 Squadron 4 July 1944 to 22 February 1945. In the course of his second tour he was credited with the destruction of a Bf.109 (16 July 1944 and a Me.262 (25 December 1944). To Canada, 1 May 1945, released 25 June 1945. See "Desert Kittyhawks - Flying with 250 Squadron RAF", **Journal of the Canadian Aviation Historical Society**, XXII No.4 (Winter 1984).

COLLIER, S/L James Edwin (J8648) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Award presented 30 November 1949.

Squadron Leader Collier has completed two tours of operational duty. He has served with distinction in the Tunisian campaign. Since July, 1944, he has operated from bases in France, Belgium and Holland. A keen and resolute pilot

and a reliable leader, this officer has destroyed at least two enemy aircraft and damaged others. In addition he has inflicted considerable damage on the enemy's mechanical transport.

RCAF Press Release No. 7918 dated 26 December, 1944 from "Anglin/Dunbar" read as follows:

WITH THE R.C.A.F. IN BELGIUM: -- December 25: Squadron Leader James E. Collier of Portage La Prairie, Manitoba, today shot down an enemy "Jet Job" as a Christmas present for a Canadian Spitfire Wing.

Collier was leading his Wolf Squadron on a patrol just south of Aachen when they sighted three Me262 jet-propelled fighters coming towards them at 14,000 feet. The R.C.A.F. Spitfires turned to intercept the much faster jet planes, which were apparently caught off guard. Two of the Germans spotted the Spitz and dived out of reach, but Collier closed with the third and observed cannon strikes on its fuselage almost before the German pilot knew he was being chased.

"I couldn't keep up with him, although his port jet began to throw white smoke", the Squadron Leader said. "I kept pulling the nose up and lobbing shells after him and got another strike. Down at 8,000 feet, he rolled over and I thought he was going to crash, but then, I saw his chute open."

Collier's Christmas gift was the first jet-propelled plane shot down by his wing and brought the wing's total destroyed to 208. The Portage la Prairie pilot's own score now stands at two and a half destroyed, one probable, and one damaged. Dogged by impossible flying weather for the past two weeks, today's victory gave the wing its first score since December 8.

Squadron Leader Collier got an added kick out of the Chagrin of a Tempest pilot who overtook him in the chase after the Me262. The faster Tempests have a better chance against the jet planes and it is rare for a Spit to knock one down. "After the pilot bailed out, I heard the Tempest pilot moaning on the R/T that "The bloody Spitfires got him", Collier reported.

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COLLINGE, F/L George Bruce (J8813) - **Commended for Valuable Services in the Air** - No.1 CFS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 19 May 1920. Home in Toronto; enlisted there 19 November 1940. To No.1A Manning Depot, 9 December 1940. To No.8 SFTS, 31 December 1940 (non-flying duties). To No.1 ITS, 3 March 1941; graduated and promoted LAC on 10 April 1941; posted that date to

No.1 EFTS; to No.2 SFTS, 28 May 1941; graduated and commissioned 24 September 1941. Next posting not stated (probably Central Flying School); returned to No.2 SFTS, 26 December 1941. Promoted Flying Officer, 15 May 1942. To No.3 Flying Training School, 14 September 1942. To No.1 SFTS, 14 November 1942. Returned to No.1 FIS for duty, 1 March 1943. Promoted Flight Lieutenant, 1 April 1944. To "Y" Depot, 11 June 1944. Overseas 20 June 1944. Repatriated 25 September 1944. To No.1 FIS, 29 September 1944, serving there to March 1946. Released 13 March 1946. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation for an AFC dated 21 December 1944 when he had flown 3,012 hours five minutes, 2,758 hours as instructor, 283 hours in previous six months. Certificate and emblems sent to No.1 Central Flying School, 5 July 1945.

This officer's keenness and genuine devotion to duty constitute an example beyond question to those with whom he works. He is an exceptional pilot and instructor. In addition, much of his spare time is devoted to work designed to elevate the prestige of the unit.

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COLLINGS, WO1 Baisel Benjamin (R117346) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 26 October 1921. Home in Chapleau, Ontario; enlisted North Bay, 11 August 1941. To No.10 SFTS (non-flying duties), 29 September 1941. To No.2 WS, 31 January 1942. Promoted LAC, 2 March 1943. To No.3 BGS, 16 July 1942; graduated and promoted Sergeant on 28 August 1942. To "Y" Depot, 29 August 1942. To RAF, 21 October 1942. Promoted Flight Sergeant, 28 February 1943. Promoted WO2, 28 August 1943. Promoted WO1, 28 February 1945. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 Instrument Flying School, 23 July 1945. To Release Centre, 3 September 1945. Released 10 September 1945. Living in Chapleau as of September 1949. Award presented 20 August 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 April 1945 when he had flown 34 sorties (300 hours 30 minutes) in two tours - 21 June to 24 September 1943 (14 sorties) and 30 October 1944 to 12 March 1945 (20 sorties). From the sortie sheet, the first tour was very odd with six bombing raids on German targets (21 June to 9 July 1943) followed by eight attacks on targets in Greece (6), Albania and Yugoslavia.

This Warrant Officer has now completed a second tour of operations comprised of twenty operational sorties over enemy territory including many of the major and heavily defended targets in Germany. Warrant Officer Collings has at all times displayed outstanding ability and a strong sense of duty, and he holds a fine record of achievement on 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.

The sortie list was as follows:

First Tour

21 June 1943 - Krefeld (3.00)
22 June 1943 - Mulheim (4.00)
24 June 1943 - Wuppertal (4.20)
27 June 1943 - Cologne (5.00)
3 July 1943 - Cologne (5.30)
9 July 1943 - Gelsenkirchen (5.50)
5 September 1943 - Litton 7, Greece (3.50)
7 September 1943 - Litton 7, Greece (4.25)
14 September 1943 - Beaminster 5, Greece (6.55)
20 September 1943 - Serbonium, Greece (9.15)
21 September 1943 - Kearny 1, Greece (6.25)
23 September 1943 - Stepmother 4, Albania (7.05)
24 September 1943 - Kinbrace 21, Greece , Tibbenham, Greece (7.10)
26 September 1943 - Spinster 5, Yugoslavia (6.55)

Second Tour

30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.05)
21 November 1944 - Castrop Rauxel (6.10)
30 November 1944 - Duisburg (6.45)
5 December 1944 - Soest (7.15)
17 December 1944 - Duisburg (5.45)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (6.55)
14 January 1945 - Grevenbroich (6.05)
16 January 1945 - Magdeburg (6.05)
21 February 1945 - Duisburg (6.55)
27 February 1945 - Mainz (7.05)
1 March 1945 - Mannheim (7.00)

2 March 1945 - Cologne (5.50)
7 March 1945 - Dessau (8.40)
11 March 1945 - Essen (6.20)
12 March 1945 - Dortmund (6.15)

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COLLINS, S/L Arthur Stewart (J7819) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 4 August 1920 in Peterborough, Ontario; home there; enlisted in Ottawa, 17 December 1940. To No.1 Manning Depot on enlistment; to No.1A Manning Depot, 6 January 1941. To Rockcliffe, 31 January 1941. To No.1 ITS, 22 April 1941; graduated and promoted LAC on 28 May 1941; posted that date to No.7 EFTS; to No.1 SFTS, 27 July 1941; graduated and commissioned 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF, 27 October 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 October 1943. Repatriated 16 October 1944. To "Y" Depot again, 1 February 1945. To UK, 18 February 1945. Repatriated 7 August 1945. Released 4 December 1946. Rejected law school in favour of becoming an advertising copywriter and was eventually recruited by Foster Advertising (Toronto) to manage their Pontiac-Buick account and became CEO in 1972. Also active in Conservative Party organizations and fund-raising that made him part of the "Big Blue Machine", famous for electoral victories in the 1970s and 1980s. Died in Toronto, 16 April 2008. Award sent by registered mail 26 September 1949 when he was living in Renfrew.

On photographic and tactical reconnaissances this pilot has shown exceptional skill and courage and has produced excellent results, frequently in the face of heavy opposition. On one occasion he led a section at low level to cover a heavily defended gun position and searchlight battery at St.Valeren-Caux. On approaching the target the anti-aircraft fire became intense but Squadron Leader Collins continued with his task, diving to an altitude of twenty-five feet. During the attack the aircraft was severely damaged. Despite this the pilot returned to base with excellent photographs. On another flight Squadron Leader Collins' aircraft was damaged by a cannon shell which burst directly behind his head, a piece of shrapnel piercing his helmet. He has at all times displayed outstanding courage, determination and devotion to duty.

The following is the text of a "Lives Lived" column by Terry Collins (son), published in the Toronto **Globe and Mail** of 28 August 2008.

Art was a baby with a mother dying of tuberculosis when he was sent to Renfrew, near Ottawa, to be raised by relatives.

Although he excelled at school, Art left midway through Queen's University in

1939 to join the Royal Canadian Air Force - a decision, he wrote later, sparked in part by an imagined swastika flag above Parliament Hill.

His 400 Squadron became known as "Eisenhower's Eyes", piloting Spitfire and Mustang aircraft in fighter-reconnaissance missions over Europe.

Art earned the Distinguished Flying Cross during the Second World War, his citation describing a mission demanding photos of a heavily defended enemy position near Dieppe. Under intense fire, he dived to 25 feet and returned in a "severely damaged" plane with "excellent" photos. On another sortie, he escaped injury despite cannon shell hitting his cockpit.

In 2004, on the 60th anniversary of D-Day, France inducted Art into the Legion d'Honneur.

Post-war, Art spurned a law school invitation to pursue more immediate income, beginning as an ad copywriter. His creative and managerial talents led him to progressively larger agencies and positions. He was eventually recruited to Toronto's Foster Advertising to manage its Pontiac-Buick account.

Elected CEO in 1972, Art and several Foster colleagues were charter members of the Progressive Conservatives' Big Blue Machine, crafting a string of provincial and federal ad campaigns through the 1970s and 1980s.

Art's gentle manner in a cut-throat industry attracted many admirers. His appointments included Chairman of the Canadian Special Olympics and the Institute of Canadian Advertising, and he sat on the board of Toronto's Wycliffe College of theology.

In 1948, Art married Patricia Holden, an English photographer with whom he raised five children, imparting to them a love of golf, tennis and skiing.

In retirement, Art completed a two-volume memoir with characteristic writing flair and humour, despite the advancing symptoms of Alzheimer's.

Dozens of uniformed 400 Squadron members joined many of Art's friends at his memorial service in Toronto. Prime Minister Stephen Harper, in a message conveyed by Senator Hugh Segal, said Art's "courage, spirit, determination and immense decency reflected the very best of our national values and tradition."

In a poignant gesture, the Prime Minister gave Pat the Canadian flag that flew over Parliament the day Art died.

Having once gone to war with that Peace Tower flag in mind, he would have been especially proud.

The following article, **Goodbye to a Hero** by Arthur Stewart Collins was published on 23 August 2008 on <http://davegordonwrites.com/articles.php?id=409>:

In his self-published autobiography, *Before I Forget*, Arthur Stewart Collins recalled how in elementary school he reveled in learning. "I loved history - the explorers, the pioneers, the nation builders, the war heroes." It was he who later became the war hero, who went on to fly reconnaissance missions during World War Two. He died of natural causes on April 16, in Toronto, and was to turn 88 this month, on August 4.

Mr. Collins played a prominent role for four decades in working on ad campaigns for the likes of Air Canada and General Motors, among other corporate giants.

He also became an integral supporter of the P.C. Party of Canada. The Ontario Tories, nicknamed in the media as the "Big Blue Machine," would benefit from Mr. Collins' campaign assistance, helping Ontario Premier Bill Davis' landslide win in 1971. On the federal level, Mr. Collins also met with, and lent campaign support to, Robert Stanfield's bid for Prime Minister in the late 1960s.

Mr. Collins was born in Peterborough, and grew up in Renfrew. He was the youngest of five children, who had been placed in the care of his aunt and uncle Annie and Bill Carruth after his biological mother, Henrietta, died at age 42 of tuberculosis. The Carruths ran a successful knick-knack store. Arthur's father and mother, Fred and Henrietta Collins, were first generation Irish immigrants.

Renfrew, in the heart of the Ottawa Valley, is where Mr. Collins' young life was shaped, and where he excelled in grade school, winning various awards, and skipped two grades. At age twelve he was given an award named after local industrialist and Liberal MP Tom Low - a harbinger of political association later in life.

Though successful at academia, he placed his dream of journalism on hold, and quit after two years at Queen's University, enlisting in 1940, joining the Royal Canadian Air Force 400 Squadron.

He was assigned to photo reconnaissance tasks along the French coast, flying unarmed planes as low as fifty feet to capture on film, for example, positions of Nazi airborne missiles targeted at Great Britain.

Mr. Collins had been shot once while in the air; a piece of shrapnel pierced his helmet and grazed his skull, causing minor injury.

Flight operations included reconnaissance of a German battery and flak position at a port town west of Dieppe, and a photo assessment of a POW rescue mission. The job involved many dangers, including avoiding power lines, and risking “the bends” – an aeroembolism from an unpressurized cabin – from sudden speeding away at high altitudes.

Information from the photographs assisted greatly with intelligence for the D-Day invasion at Normandy, and the liberation of Europe that followed. These RCAF units had been affectionately dubbed “Eisenhower’s Eyes.”

In June 1944, Major-General (Ret'd) Richard H. Rohmer, the most highly decorated Canadian today, met Collins on a WWII airfield near Arranches in Normandy, and recalls their camaraderie. “My impression of him as a young pilot was that he was extremely brave and quite intelligent,” Rohmer said, remembering the beers and stories shared in the mess hall during the war.

“Arthur's career as a Mustang and Spitfire pilot was as he was -- outstanding. He was brave, took lots of chances and was highly successful in all his scores of operations against the enemy.”

Three squadrons used the same mess hall, yet Rohmer recalls Collins clearly. “[He and I] ate and drank together on several occasions. Though there were so many [other pilots], I do remember when we sat with each other. He was extremely bright, a pleasure to spend time with, and I know he did his job with no fear. That’s what I remember most about him.”

On a stop in Germany towards the end of the war, Mr. Collins stood outside peering through the gates of the Bergen-Belsen death camp just after the Allies liberated it. In his autobiography he recalls having understood clearly at that moment the reason for fighting the Nazis, and how the world would soon come to know what happened at those camps.

He eventually earned the rank of Flight Lieutenant, and was the first Canadian since the Korean war who had been presented the Distinguished Flying Cross at a ceremony at Buckingham Palace with Queen Elizabeth. “His Distinguished Flying Cross was hard won and richly deserved,” commented Rohmer.

Three years after the war he met Patricia Holden, who had arrived in Toronto from London, where she had been working in Fleet Street as a news

photographer with Reuters. While job-hunting, she met a reporter at the Toronto Telegram, who was interested in the story of her career and ran a feature piece about it. An intrigued Mr. Collins saw the story, called the paper, which led to another phone call, and a date. They married on September 11, 1948.

Mr. Collins tried his hand at journalism, but failed interviews at three of Toronto's daily newspapers, and then flirted with the idea of law school. He soon found a niche in the advertising field, working as an advertising executive with Tandy Advertising Limited. Warren Wilkes, also a WWII pilot, took a chance on Collins and hired him as a copywriter – with no experience.

His first copywriting assignment of import was a set of one-minute radio commercials for Sunoco gasoline on CKEY - the top-rated evening news in Toronto at the time, hosted by actor Lorne Green.

Mr. Collins stayed with Tandy for fourteen years, and later moved to Montreal to work at Stanfield, Johnson & Hill, where he worked on ad campaigns for such companies as Air Canada, Seagram's, and General Foods.

In 1964 he moved to Etobicoke, Ontario, and began working with Harry "Red" Foster at Foster Advertising Ltd, in Toronto, which placed amongst the top three advertising companies in Canada, and whose client list included Air Canada, General Motors, and Canada Dry.

Mr. Collins succeeded Red at Foster's in 1972, becoming CEO. He became a leader in the advertising industry, and a chair of the Institute of Canadian Advertising.

Mr. Collins also spent a year as Chairman of Canadian Special Olympics – another pet project inherited from Red.

His first assignment at CEO was that of front line contact with General Motors/Canada, one of the most sought after advertising clients in Canada.

In the early seventies, Norman Atkins, managing the Toronto office of the competing ad agency Camp and Associates, and a member of the Progressive Conservative Party of Canada, introduced Mr. Collins to politics. The relationship, and subsequent discussions about community issues, eventually inspired Mr. Collins to assist the Tories, by offering Foster company resources for a modest financial return. The time, advice, creative work and campaign space Mr. Collins offered he believed played a key role in the election win of Ontario Premier William G. "Bill" Davis.

Reginald Stackhouse, who served in the House of Commons from 1972 to 1974 and again from 1984 to 1988 as a member of the Progressive Conservative Party, recalled Mr. Collins as down the Earth, a trait he thought unusual for Collins' profession.

"Although most novels, motion pictures and television series about advertising men show them to be hyper-aggressive, unswervingly avaricious," said Stackhouse, "Arthur Collins was one of Canada's leading ad-men without showing any of those characteristics. He was ever the quiet Canadian."

In 1988, Mr. Collins retired from Foster Advertising Limited, after 24 years of leadership, and two years of service as Chairman of the Institute of Canadian Advertising.

At age 83, on the sixtieth anniversary of D-Day in 2004, Mr. Collins was made a member of the French Legion of Honour for his contribution to the success of the Normandy invasion, joining nine comrades there. They were among 32 Canadians and 300 Allied servicemen worldwide given this honour in a ceremony at the French Embassy in Ottawa.

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COLLINS, F/L Clarence Charles (J5819) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Calgary, 11 or 12 November 1919. Home in Calgary; enlisted there 16 October 1940. To St. Thomas, 31 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.12 EFTS; graduated 29 March 1941 and posted to No.1 Manning Depot; to No.2 SFTS, 6 April 1941; graduated and commissioned 22 June 1941. To Central Flying School, 22 June 1941. To No.3 SFTS, 13 September 1941. Promoted Flying Officer, 15 April 1942. Promoted Flight Lieutenant, 1 April 1943. To No.3 Training Command, 25 May 1943. To Ferry Command, 25 May 1943. Back of posting card not copied. Ferry Command crew card shows him delivering two Baltimore aircraft (FA557 and FA531) via Brazil and West Africa. Last entry dated 11 July 1943 at which point he appears to go overseas. Promoted Squadron Leader, 15 February 1945. Award sent by registered mail 27 September 1955. Believed to have died in Alliston, Ontario, 19 September 1996. Photo PL-2923 taken at graduation from Uplands - LAC H.C. Hicks (Edmonton), LAC C.C. Collins (Calgary) and LAC E.L. Butler (Edmonton). Photo PL-42913 shows S/L C.C. Collins, described as having been "an instructor in Canada for nearly two years" and now a flight commander. Photo PL-43755 shows W/C V.F. Ganderton (centre) being presented with a silver tankard before departure for another unit. On left is S/L C.C. Collins (Calgary), a flight commander in No.427 Squadron. No citation other than "completed...numerous

operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1720 (PAC RG.24 Vol.20607) has recommendation dated 19 April 1945, when he had flown 24 sorties (158 hours 42 minutes).

Squadron Leader Collins is a flight commander and has completed twenty-four operational bombing attacks on some of the most heavily defended enemy targets. His work both in the air and on the ground has been outstanding and his courage, skill and determination in action have been an inspiration to the squadron.

In view of the fact that Squadron Leader Collins is so dependable he has been chosen to make some of the squadron's most hazardous mining attacks. On these Gardening attacks he has made as many as three runs over the area to ensure that all his mines will be planted in the desired location.

The sortie list was as follows:

18 December 1944 - Duisburg (6.35)
26 December 1944 - St. Vith (6.50)
28 December 1944 - Opladen (5.55)
29 December 1944 - Trois Dorf (6.25)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshaven (7.45)
5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrucken (7.45)
14 January 1945 - Gladbach (6.35)
16 January 1945 - Magdeburg (6.40)
28 January 1945 - Stuttgart (7.00)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (6.20)
4 February 1945 - Gardening (5.20)
7 February 1945 - Goch (6.30)
14 February 1945 - Gardening (7.00)
21 February 1945 - Worms (7.15)
25 February 1945 - Gardening (6.10)
3 March 1945 - Gardening (5.55)
11 March 1945 - Essen (6.05)
22 March 1945 - Haldeshein (5.45)
4 April 1945 - Gardening (7.05)
9 April 1945 - Gardening (5.32)

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COLLINS, Sergeant Donald Glynn (R111111) - **Mention in Despatches** - No.31 OTU - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born in Frontenac County, Ontario, 4 June 1915. Home in Sydenham, Ontario (clerk, butter maker). Enlisted in Ottawa, 20 June 1941 as an Equipment Assistant. Posted to No.1 Manning Depot, Toronto, 20 June 1941; to School of Technical Training, St. Thomas, 20 July 1941. To No.2 SFTS, Uplands, 30 August 1941. Promoted AC1, 20 September 1941. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.2 Wireless School, Calgary, 16 July 1942. To No.6 BGS, Mountain View, 8 March 1943. Promoted Sergeant, 5 April 1943. To No.31 OTU, Debert, 2 May 1943. To "Y" Depot, Halifax, 27 July 1943. Embarked from New York, 3 August 1943. Disembarked in Britain, 11 August 1943. To No.301 FTU, 12 October 1943 until 11 November 1943. To No.1 Personnel Despatch Centre, 13 November 1943. Embarked 14 November 1943. Taken on strength of No.608 Squadron, 12 December 1943. To No.14 Squadron, 22 July 1944. Embarked for Canada, 14 January 1945; arrived 15 January 1945; to No.1 Air Command, 26 January 1945; to No.1 SFTS, Camp Borden, 25 February 1945; to Release Centre, Rockcliffe, 16 April 1945; released 18 April 1945. No citation. He was in the crew of a Hudson that attacked a U-boat on 4 July 1943; the RAF trainee pilot, Sergeant Ian D. Wallace, was awarded a DFM. Died 27 August 2014 in Kingston, Ontario.

In applying for Operational Wing (23 November 1944) he stated he had flown 61 sorties (300 operational hours), 17 December 1943 to 21 November 1944. On another form dated 2 January 1945 he noted that in August 1943 he had attended No.11 Radio School in Britain and qualified as a Special Equipment Operator (14.30 hours on Anson and Botha). He had been on Hudsons with No.608 Squadron (241,20 hours) and Marauders with No.14 Squadron.

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COLLINS, FS Earl Donald (R81193) - **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 6 August 1918. Home in Port Coquitlam, British Columbia; enlisted in Vancouver, 27 November 1940 as Clerk. To No.2 Manning Depot on enlistment. To No.5 AOS, 7 January 1941. Promoted AC1, 27 February 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 August 1941. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 October 1943. To No.4 General Hospital, 29 October 1943, serving there to 31 March 1944. To No1 SU, 19 April 1944. To No.2 Wing, 27 May 1944. To No.13 Air Inspection Detachment, 30 September 1944. To No.6 OTU, 9 January 1945. To Western Air Command Headquarters, 8 May 1945. To Release Centre, 6 May 1946. Released 9 May 1946. Died in Nanaimo, 5 December 1993.

This non-commissioned officer did excellent work in setting up a Unit Release office at Comox. This office has functioned very efficiently. Forms originated by

him have aided in simplifying and standardizing release documentation in this Command. He has aided materially in issuing Western Air Command Release Bulletins. He originated a War Service Gratuity Computation chart put into use on Western Air Command stations which he later modified by one issued at No.8 Release Centre.

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COLLINS, F/L Frank Alistair (J12810) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Comox, British Columbia, 9 April 1921 (10 April 1921 according to Ferry Command card) at Courtenay, British Columbia. Home in North Vancouver; enlisted Vancouver, 2 October 1941. To No.4 ITS, 27 October 1941; graduated and promoted LAC on 20 December 1941; posted that date to No.5 EFTS; to No.4 Manning Depot, 14 March 1942; to No.4 SFTS, 28 March 1942; promoted Sergeant, 17 July 1942. To No.2 FIS, 14 August 1942; to No.9 SFTS, 11 October 1942. To "Y" Depot, 30 November 1943. To No.45 Group, 23 February 1944. To United Kingdom, 9 April 1944, delivering Dakota KG489 via Goose Bay, Greenland, Reykjavik and Britain (arriving 11 April 1944). Repatriated 14 May 1945. Released 30 June 1945. Award presented 29 January 1947. Postwar he worked in lumbering (Cowichan Lake to 1966, then Prince George and finally Tsawwassen. Died at Qualicum Beach, British Columbia, 26 December 2008. 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 (138 hours 35 minutes), 27 November 1944 to 10 April 1945.

27 November 1944 - Freiburg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremberg
5 January 1945 - Royan
14 January 1945 - Merseburg
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
7 February 1945 - Cleve
13 February 1945 - Dresden
14 February 1945 - Chemnitz

21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
15 March 1945 - Misburg
16 March 1945 - Nuremberg
18 March 1945 - Hanau
22 March 1945 - Hildesheim
24 March 1945 - Dortmund-Harpenerweg
27 March 1945 - Paderborn
31 March 1945 - Hamburg
4 April 1945 - Lutzendorf
9 April 1945 - Kiel
10 April 1945 - Plauen

Flight Lieutenant Collins, a Canadian officer, has carried out 31 operational sorties as captain of a Lancaster heavy bomber operating in Bomber Command. He has attacked many heavily defended targets in Germany including Essen, Nuremberg, Dresden and Chemnitz. He has also made numerous deep penetrations into enemy territory when fighters have been active. His unconquerable spirit under these most trying conditions has inspired a very high standard of morale in his crew.

On several occasions Flight Lieutenant Collins' aircraft has been damaged by anti-aircraft fire, but this has not deterred him from pressing home his attacks with the utmost skill and determination.

Flight Lieutenant Collins has shown exceptional fighting qualities in the face of great danger; his cheerful confidence and complete disregard for personal safety has led to a fine record of achievement. I very strongly recommend him for the award of the Distinguished Flying Cross.

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COLLINS, S/L Leslie Alexander (C20769) - **Member, Order of the British Empire** - AFHQ - 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 in London, England, 24 January 1901 (RCAF Press Release 4907 reporting award). Educated there. Worked as a Traffic Manager for Transport Cooperation, Chicago. Home in Mont Royal, Quebec where his mother was living at time of award. Enlisted in Ottawa, 13 November 1942 in Administrative Branch. To AFHQ, 28 November 1942. Promoted Flying Officer, 2 February 1943. Promoted Flight Lieutenant, 1 September 1943. Promoted Squadron Leader, 1 October 1944. To No.9 (Transport) Group, 5

February 1945. To Release Centre, 14 October 1945. Released 18 October 1945. Award presented 4 June 1945.

This officer, who served as Air Traffic Officer for the Quebec Conference, displayed great skill and energy in the performance of his duties. His position was one requiring exceptional knowledge, organizing ability, tact and efficiency. Despite the long hours of duty, his cheerful co-operative attitude was maintained throughout. The fact that Air Transport functioned so efficiently was in large part due to his untiring attention to the many details and to his high sense of duty and responsibility. His diplomatic handling of all United States aircraft arriving and departing at the airport was most commendable. In his capacity as Air Traffic Officer, Squadron Leader Collins rendered extraordinarily fine service and made an exceptionally fine contribution to the efficient organization at the conference. Throughout his service in the Royal Canadian Air Force this officer has displayed organizing ability, resourcefulness and efficiency of a high order. His devotion to duty has been exemplary.

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COLLINS, Sergeant Lloyd George (R134085) - **Distinguished Flying Medal** - No.432 Squadron - The AFRO erroneously says No.423 - Award effective 22 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Born in Russell, Manitoba, 28 December 1918. Home in Marchweel, Saskatchewan. Farmed for five years (1936-1940); night watchman at Norway House Indian Residential School, 1940-1941. Enlisted Winnipeg, 19 September 1941 and posted to No.3 Manning Depot. To No.38 SFTS (non-flying duties), 5 October 1941. To No.7 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942; posted that date to No.2 AOS; to No.8 BGS, 23 May 1942; to No.1 ANS, 18 July 1942; graduated and promoted Sergeant on 21 August 1942. To "Y" Depot, 8 September 1942. To RAF, 24 September 1942. Disembarked in Britain, 8 October 1942. To No.22 OTU, 10 November 1942. To No.426 Squadron, 10 February 1943. Promoted Flight Sergeant, 21 February 1943. To No.420 Squadron, 23 April 1943. To No.432 Squadron, 1 May 1943. Wounded 23/24 May 1943, by which time he had flown nine sorties (50 hours). Promoted WO2, 21 August 1943. Repatriated 14 January 1944. Released 24 August 1944. Died in Calgary, 2 May 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1992. Invested with award by the King 30 November 1943.

This airman was the navigator of an aircraft which attacked Dortmund one night in May 1943. Whilst over the target area, Sergeant Collins was wounded in the head and sustained a fracture of the skull. Although weakened by the loss of blood, he refrained from informing his captain of his injury until the target had been bombed and the aircraft was well clear of the area. Displaying outstanding fortitude, Sergeant Collins calmly executed his duties and plotted courses for the

homeward flight. He did not desist until a safe landing had been effected, when he collapsed and was removed to a hospital in a semi-comatose condition. This airman set a fine example of courage, fortitude and devotion to duty.

NOTE: Public Record Office has recommendation drafted 12 June 1943 when he had flown nine sorties (50 hours 28 minutes).

On the night of 23/24th May 1943, while on an operational trip over Dortmund, this Non-Commissioned Officer was wounded in the head, resulting in a fracture of the skull. Although weakened from loss of blood, and suffering, this Non-Commissioned Officer calmly carried on at his regular duties plotting course for the return of the aircraft to home aerodrome. He did not desist in his work until faintness overcame him on landing and he was removed to the hospital in an irrational and semi-comatose condition.

For dogged determination and devotion to duty in spite of suffering and loss of blood, this Non-Commissioned Officer is highly recommended for the immediate award of the Distinguished Flying Medal.

On 15 June 1943, G/C H.M. Carscallen, Officer Commanding, Station Leeming, wrote:

Sergeant Collins showed great determination in carrying on with his duties as navigator in spite of suffering and loss of blood and is strongly recommended for the immediate award of the Distinguished Flying Medal.

A/V/M G.E. Brookes (Air Officer Commanding, No.6 Group) took much interest in this case, and on 19 June wrote:

I have made personal investigations in connection with this recommendation and the following further comments are set out:-

- (d) Sergeant Collins was wounded approximately five minutes before bombs were dropped.
- (e) He did not inform the crew of his injury until the aircraft was well out of the target area, after bombing.
- (f) He completed two hours further navigational work which was accurate, and resulted in the aircraft homing without any further difficulty.
- (g) The aircraft was found to be Category AC as the result of the enemy action.

I fully support the remarks and recommendations made above and recommend the immediate award of the Distinguished Flying Medal.

Notes: Interviewed in Winnipeg, 17 September 1941. "Very fine, clean, personable, well educated young man - should be good aircrew material." (F/O W.P. Graham).

Initial medical report dated 24 May 1943, after he was wounded stated, "On night 23/24 May 1943 while navigator on an operational flight over Germany, he was struck by flak just above and behind the left ear. About an hour after the injury he first noticed some difficulty in speaking and his memory for the last hour of the journey is indistinct." Later reports state that after being hit he went forward to report to Wireless Operator; the Bomb Aimer navigated on the return journey. "Patient remembers everything and he charted a beam for the Bomb Aimer as they crossed the European coast. Nausea but no vomiting. About an hour after the injury first noticed difficulty in getting out words. Limbs remained normal. Wound painful. Memory of last part of journey confused. Remembers bracing himself for the landing but then had to be roused and helped out of the plane. Able to walk but needed support on either side. Remembers ambulance journey to station hospital." Subsequently he had memory losses but by October 1943 was recovered in that regard. Nevertheless he was declared unfit for aircrew duty. Some thought given to duty as a ground instructor but this did not happen.

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COLLISON, F/L Harvey John (J29582) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 14 September 1922. Home in Toronto; enlisted there 18 June 1942 as wireless tradesman. To No.1 Manning Depot, 2 July 1942. To No.4 BGS, 13 September 1942. Accepted to aircrew and posted to No.1 ITS, 10 October 1942; graduated and promoted LAC on 18 December 1942. To No.9 EFTS, 23 January 1943. Ceased training and posted to No.1 Manning Depot, 12 March 1943; to No.4 AOS, 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. To UK, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 14 May 1945. Released 26 June 1945. Died in Hamilton, Ontario, 27 March 2005. 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". Public Records Office Air 2/9082 has recommendation dated 19 March 1945 when he had flown 49 sorties (253 hours), 27 June 1944 to 18 March 1945.

27 June 1944 - Vaires
29 June 1944 - Sevacourt
30 June 1944 - Vierzon
2 July 1944 - Oisemonde
5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Tours
18 July 1944 - Sannerville
18 July 1944 - Gelsenkirchen

20 July 1944 - Wizernes
11 August 1944 - Somain
12 August 1944 - Russelsheim
14 August 1944 - Battle area
15 August 1944 - Volkel
16 August 1944 - Stettin
18 August 1944 - Bremen
25 August 1944 - Russelsheim
26 August 1944 - Kiel
29 August 1944 - Stettin
15 September 1944 - Kiel
16 September 1944 - Moerdijk
5 October 1944 - Saarbrücken
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
1 November 1944 - Oberhausen
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Düren
18 November 1944 - Münster
21 November 1944 - Sterkrade
3 December 1944 - Urft Dam
4 December 1944 - Karlsruhe
31 December 1944 - Osterfeld
4 January 1945 - Royan
16 January 1945 - Zeitz
7 February 1945 - Goch
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz
24 February 1945 - Kamen
1 March 1945 - Mannheim
8 March 1945 - Hamburg
11 March 1945 - Essen
14 March 1945 - Hamburg
15 March 1945 - Hanover
16 March 1945 - Nuremberg
18 March 1945 - Hanau

Flight Lieutenant Collison has completed 49 operational sorties, 39 of which have

been with the Pathfinder Force.

This officer is an exceptionally keen and able navigator whose skill and accuracy has always been maintained at a consistently high standard. He has invariably shown courage and dogged determination under trying and difficult conditions, and has always produced good results in spite of the attending hazards of the flights.

His enthusiasm and devotion to duty have been of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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COLLVER, F/O Hugh Ray (J87759) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 30 November 1919. Home in Wellandsport, Ontario; enlisted Winipeg, 26 March 1942 and granted Leave Without Pay. To No.2 Manning Depot, 29 April 1942. To No.2 ITS, 15 August 1942; promoted LAC, 9 October 1942; to No.15 EFTS, 24 October 1942; to No.12 SFTS, 29 December 1942; and No.12 SFTS; graduated and promoted Sergeant on 16 April 1943. To "Y" Depot, 30 April 1943. To RAF, 29 May 1943. Commissioned 7 July 1944. Repatriated 23 November 1944. To No.1 Training Command, 5 January 1945. To No.1 BGS, 8 January 1945. To No.16 SFTS, 13 February 1945. To "Y" Depot, 14 March 1945. To United Kingdom, 18 March 1945. Repatriated 13 June 1945. Released 14 September 1945. Award presented 14 June 1949. Became a clergyman. Died at Oconomowoc, Waukesha County, Wisconsin, 20 September 2014. No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 29 sorties (153 hours 40 minutes).

This captain has completed twenty-nine operational bombing attacks against the enemy. His coolness and devotion to duty contributed in a large measure to the success of these operational sorties. He has at all times displayed great presence of mind and gallantry.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (5.00, second pilot)
31 May 1944 - Au Fevre (5.00, second pilot)
7 June 1944 - Acheres (5.45)
10 June 1944 - Versailles Matelot (5.40)
14 June 1944 - Cambrai (5.00)

16 June 1944 - Sautrecourt (4.25)
17 June 1944 - Oisemont Neuville au Bois (4.05)
21 June 1944 - Oisemont Neuville au Bois (4.20)
24 June 1944 - Bonnetot (5.00)
25 June 1944 - Gorenflos (4.55)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.25)
4 July 1944 - Villeneuve St. Georges (6.00)
6 July 1944 - Siracourt (4.30)
18 July 1944 - Mondeville (5.00)
18 July 1944 - Wesseling (5.50)
20 July 1944 - Anderbelck (3.15)
23 July 1944 - Donges (6.30)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.55)
30 July 1944 - Amaye (2.25, duty not carried out)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - St. Leu d'Esserent (4.55)
7 August 1944 - La Hogue (4.25)
8 August 1944 - Chantilly (5.30)
9 August 1944 - La Neuville (4.40)
12 August 1944 - Brunswick (6.05)
13 August 1944 - Gardening (6.50)
15 August 1944 - Soesterburg (3.50)

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COLMAN, Sergeant Albert (R51929) - **British Empire Medal** - No.10 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Windsor, Ontario, 13 November 1920; home there; enlisted there 24 October 1939 as Aero Engine Mechanic. To No.10 (BR) Squadron, 2 May 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1942. Promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 December 1942. To No.168 (Heavy Transport) Squadron, 30 October 1943. To Station Rockcliffe, 19 September 1944. To No.168 (HT) Squadron, 10 November 1944. To Release Centre, 25 September 1945. Released 1 October 1945. Died 23 June 2005 in Windsor, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005. Award presented 16 April 1943.

Sergeant Colman is a key man in his squadron and has been tireless in his efforts to keep the aircraft maintenance at a high standard. The maximum serviceability of aircraft maintained at this squadron is in no small measure due to this NCO's

devotion to duty. By his reliability, conscientiousness and exemplary conduct, this NCO has set a splendid example to all.

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COLMER, Sergeant Rex Wayne (R267443) - **British Empire Medal** - Station Fort Nelson - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in St. Boniface, Manitoba, 9 November 1913. Attended Blaine Lake Public School (Saskatchewan) and high school in Victoria, Worked at odd jobs (mainly farming) in Saskatchewan, 1929-1931, in British Columbia in 1931-1932 (mining, bakery, tractor operator), time keeper for Department of National Defence, 1932-1934, and forest ranger for British Columbia Forestry Service, 1934-1943. Home in Kimberley, B.C. Enlisted in Calgary, 27 September 1943 as Tradesman and posted to No.2 Manning Depot. Immediately reclassified as Hospital Assistant. To Composite Training School, Trenton, 23 November 1943. To No.3 Manning Depot, 6 January 1944. To Northwest Air Command, 15 August 1944. To Edmonton, 20 August 1944. Promoted LAC, 7 September 1944. To No.4 Support Unfit, 24 September 1944. Promoted Corporal, 1 December 1944. To Station Fort Nelson, 15 February 1945. To Smith River Detachment, 25 July 1945. Promoted Sergeant, 1 August 1945. Remustered to Ward Master, 1 April 1946. To Northwest Air Command, 5 May 1946. To Release Centre, 12 May 1946. Released 14 May 1946. Died 11 January 1989 in Cranbrook, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1989. Award presented 21 February 1948.

This non-commissioned officer has shown unusual loyalty in his untiring efforts to carry out his duties diligently and efficiently, at times under the most trying circumstances and continuous long hours of duty. He has displayed an extraordinary initiative as a hospital assistant in his efforts to improve the lot of his fellow airmen and by his industry and resourcefulness has helped immeasurably in achieving a high standard of morale and efficiency amongst the men at a very isolated unit.

Notes: Attended course for Hospital Assistants, Trenton, 26 November 1943 to 6 January 1944. Graded in the following courses - Nursing Theory and Practical Procedure (154/200), Ward Work (159/200), First Aid (75/100). Placed second in a class of 54. "An excellent type of airman, dependable, cooperative and conscientious. Both practical work and theory very satisfactory. Will make an excellent hospital assistant."

Assessed 23 April 1945 - "This NCO has always been the leader at this unit, in promoting ideas for the entertainment and comfort of personnel on the unit." (F/O H.J. Varley, Fort Nelson)

Assessed 25 July 1945 - "A most capable and energetic NCO who has been the leading light at Smith River intermediate field and who, through his continuous and productive efforts, has

been responsible for a high standard of morale amongst the personnel by his contributions to their comfort and welfare.” (S/L W.M. Fairey, Station Fort Nelson).

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COLMER, FS (now F/O) Stephen (R54601/C52088) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 7 May 1915 in Montreal. Home in Montreal; enlisted there 18 October 1939 as Aero Engine Mechanic. To Manning Depot, Toronto, 18 October 1939; to Trenton, 28 November 1939.. Promoted AC1, 29 February 1940. To Toronto, 22 April 1940. To School of Technical Training, St. Thomas, Ontario, 26 April 1940. To Station Trenton, 21 August 1940. To Air Navigation School, Rivers, Manitoba, 21 November 1940. To No.4 Repair Depot, Winnipeg, 25 November 1940. Promoted LAC, 20 January 1941. Promoted Corporal, 1 January 1942. Promoted Sergeant, 1 November 1942. To No.9 BGS, Mont Joli, 22 January 1943. To “Y” Depot, Halifax, 28 March 1943. To No.162 (BR) Squadron, Yarmouth, 1 April 1943. Reclassified as Flight Engineer, 8 June 1943. Promoted Flight Sergeant, 1 December 1943. Proceeded with No.162 (BR) Squadron to Iceland. Promoted WO2, 1 June 1944. Commissioned 20 July 1944. Overseas service included detached operations in Scotland (2-6 June 1944, 14-19 June 1944, 25-28 June 1944, 6-13 July 1944, and 18-24 July 1944). Repatriated to Canada, 11 February 1945. Died in Montreal area, 18 December 2000.

Although no specific recommendation has been found, assessments deemed him an “outstanding engineer”. In applying for Operational Wings (30 September 1944) he listed his sorties to that date as:

21 April 1943 - Sweep (Yarmouth) - 15.40
22 April 1943 - OAS (Yarmouth) - 15.55
29 April 1943 -OAS (Yarmouth) - 19.35
2 May 1943 -OAS (Yarmouth) - 35 minutes
5 May 1943 -OAS (Yarmouth) - 8.15
7 May 1943 -OAS (Yarmouth) - 10.00
10 May 1943 - OAS (Yarmouth) - 11.35
13 May 1943 - OAS (Yarmouth) - 10.40
15 May 1943 -OAS (Yarmouth) - 12.30
18 May 1943 - Submarine Exercise (Yamouth) - 3.00)
21 May 1943 - Sweep (Yarmouth) - 9.50
24 May 1943 - OAS (Yarmouth) - 15.20
26 May 1943 - Search (Yarmouth) - 7.05
29 May 1943 - OAS (Yarmouth) - 16.10
] 4 June 1943 - Search (Yarmouth) - 4.45
6 June 1943 - Sweep (Yarmouth) - 11.10
7 June 1943 - OAS (Yarmouth) - 5.10

10 June 1943 - OAS (Yarmouth) - 4.25
11 June 1943 - OAS (Yarmouth) - 4.45
12 June 1943 - OAS (Yarmouth) - 4.00
15 June 1943 - OAS (Yarmouth) - 4.50
15 June 1943 - OAS (Yarmouth) - 4.35
18 June 1943 - Sweep (Yarmouth) - 8.25
22 June 1943 - OAS (Yarmouth) - 4.20
23 June 1943 - OAS (Yarmouth) - 9.10
25 June 1943 - OAS (Yarmouth) - 4.20
2 July 1943 - Close Escort (Yarmouth) - 16.30
6 July 1943 - IAS, duty not carried out 6.35
9 July 1943 - OAS (Yarmouth) - 4.35
9 July 1943 - OAS (Yarmouth) - 4.35
12 July 1943 - OAS (Yarmouth) - 11.25
18 July 1943 - IAS (Yarmouth) - 9.45
21 July 1943 - IAS (Yarmouth) - 9.45
24 July 1943 - IAS (Yarmouth) - 11.35
29 July 1943 - IAS (Yarmouth) - 14.35
31 July 1943 - Search (Yarmouth) - 10.45
2 August 1943 - CLA Escort, duty not carried out (Yarmouth) - 45 minutes
2 August 1943 - Close Escort (Yarmouth) - 5.10
8 August 1943 - Close Escort (Yarmouth) - 13.55
10 August 1943 - Close Escort (Yarmouth) - 7.40
12 August 1943 - Search (Yarmouth) - 5.30
13 August 1943 - Sweep (Yarmouth) - 11.40
19 August 1943 - Sweep (Yarmouth) - 7.25
28 August 1943 - Sweep (Yarmouth) - 9.50
31 August 1943 - Close Escort (Yarmouth) - 9.35
14 October 1943 - IAS (Goose Bay) - 10.05
22 February 1944 - Close escort - (Reykjavik, Iceland) - 10.30
23 February 1944 - CLA - (Reykjavik, Iceland) - 14.45
7 March 1944 - Sweep - (Reykjavik, Iceland) - 13.00
23 March 1944 - CLA - (Reykjavik, Iceland) - 6.20
11 April 1944 - Escort - (Reykjavik, Iceland) - 14.50
29 April 1944 - Sweep - (Reykjavik, Iceland) - 8.25
4 May 1944 - Meteorological flight - (Reykjavik, Iceland) - 13.40
17 May 1944 - CLA - (Reykjavik, Iceland) - 14.00
27 May 1944 - Sweep - (Reykjavik, Iceland) - 12.30
2 June 1944 - Sweep - (Reykjavik, Iceland) - 10.30
3 June 1944 - Sweep (Wick, Scotland) - 12.15
4 June 1944 - Sweep (Wick, Scotland) - 11.20
6 June 1944 - Sweep (Wick, Scotland) - 7.10

14 June 1944 - Sweep (Wick, Scotland) - 6.30
15 June 1944 - Sweep (Wick, Scotland) - 12.05
16 June 1944 - Sweep (Wick, Scotland) - 11.35
17 June 1944 - Sweep (Wick, Scotland) - 10.25
19 June 1944 - Sweep (Wick, Scotland) - 8.35
25 June 1944 - Sweep (Wick, Scotland) - 7.35
26 June 1944 - Sweep (Wick, Scotland) - 14.30
28 June 1944 - Sweep (Wick, Scotland) - 7.10
6 July 1944 - Sweep (Wick, Scotland) - 7.30
7 July 1944 - Sweep (Wick, Scotland) - 7.30
10 July 1944 - Sweep (Wick, Scotland) - 8.45
11 July 1944 - Sweep (Wick, Scotland) - 13.50
13 July 1944 - Sweep (Wick, Scotland) - 5.50
18 July 1944 - Sweep (Wick, Scotland) - 7.15
19 July 1944 - Sweep (Wick, Scotland) - 14.10
23 July 1944 - Sweep (Wick, Scotland) - 1.15
24 July 1944 - Sweep (Wick, Scotland) - 10.15
25 July 1944 - ATR - (Reykjavik, Iceland) - 12.00
18 September 1944 - ATR (Goose Bay) - 6.10
21 September 1944 - ATR (Bluie West 1) - 7.30

Also of interest is his qualifying as a Flight Engineer. His course at No.9 BGS was from 25 January to 12 March 1943. In this time he flew in Battle aircraft, firing 280 rounds from a Vickers gas operated gun and 500 rounds in a Bristol hydraulic turret (he spent seven hours 40 minutes learning "turret manipulation"), and his total time in the air was 13 hours. This was followed (13-27 March 1943) by attendance at to "School of Aeronautical Engineering" where he was graded 15th in a class of 16. He was then sent to No.162 (BR) Squadron for "on the job" training. The Examination Board, sitting for Trade Testing, consisted of F/O R.E. McBride sitting as Chairman plus F/O J.S. Gunn (Armament Officer) and WO2 S.G. Cable (Squadron Warrant Officer). The examination was in three parts:

- (1) By oral examination to determine the candidate's general knowledge of the operational problems connected with the aircraft, power plants, auxiliary and ancillary equipment (70 percent)
- (2) By oral examination to determine the knowledge of armament (10 percent)
- (3) By observation of his practical application of aircraft drill and discipline during normal flight, combat and emergency landing routine.

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COLOSIMONE, F/L Frank (J6647) - **Mention in Despatches** - No.116 Squadron - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Home in Calgary, Alberta; enlisted there 12 September 1940. Trained at No.2 BGS (graduated 21 July 1941) and No.2 WS (graduated 23 June 1941). Remained in postwar RCAF, retiring in 1976 with the rank of Colonel. Died in Ottawa, 29 December 1999.

As a Gunnery Officer in an operational squadron, Flight Lieutenant Colosimone has shown excellent qualities of leadership and resourcefulness, particularly in his ability and keenness in training Wireless Air Gunners in the squadron. He has completed many operational missions and his cheerful devotion to duty and fine example have been a source of inspiration to the squadron.

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COLP, G/C Maynard Leonce (C960) - **Officer, Order of the British Empire** - No.4 Repair Depot - Award effective 1 January 1946 as per Canada Gazette of that date and AFRO 82/45 dated 25 January 1946. Born 19 October 1894 at Port Mouton, Nova Scotia. Educated there and at Maritime Business College, Halifax. Carpenter, boat builder and lobster canner before the war. Served in RFC/RAF, 4 June 1917 to 6 January 1919; ranks were 2 AM (4 June 1917), 1 AM (1 September 1917), Corporal; (18 February 1918) and Sergeant (8 October 1918). All service was in Canada as a Rigger, including service at No.44 Wing, from at least 18 February 1918. Employed at Naval Air Station, Halifax, 7 June 1919 to 15 May 1920. With the Air Board, 11 September 1920 to 31 March 1923 (Airman Rigger). With CAF, 1 April 1923 to 31 March 1924 in rank of Sergeant. Joined RCAF 1 April 1924. To No.1 Aircraft Depot, Ottawa, 19 December 1925. To Station Dartmouth, 29 March 1927. Promoted Flight Sergeant, 1 April 1927. Appointed Aircraft Examiner, Dartmouth, 11 August 1927. To Station Ottawa, 1 March 1929. Promoted WO2 1 February 1931. To Station Dartmouth, 16 August 1934. Promoted WO1, 1 April 1938. Commissioned in Aeronautical Engineer Branch as Flying Officer, 1 March 1939 at Dartmouth. Subsequently to Trenton (Officer in charge of Workshops), 2 April 1940; to No.1 Repair Depot, Ottawa, 17 January 1940; to be Chief Engineer Officer, No.6 Repair Depot, Trenton, 27 March 1940. Promoted Flight Lieutenant, 1 January 1940. Promoted Squadron Leader, 1 October 1940. To No.4 Repair Depot, Dartmouth, 1 May 1941 and moved with it to Scoudouc, 1 September 1941. Promoted Wing Commander, 15 September 1941. Promoted Group Captain, 1 March 1943. To Eastern Air Command Headquarters, 10 August 1944. Retired 5 February 1945 to Liverpool, Nova Scotia. Aero engineer. Award presented 16 April 1948. Died at Liverpool, Nova Scotia, 25 November 1978. His son, Eric Leonard Colp, was killed in action with No.426 Squadron, 29 July 1944.

This officer has served almost continuously since 1917. His devotion to duty has been marked throughout his career. With energetic application he prepared himself for the invaluable work he has done so capably since hostilities commenced. He commanded a repair depot with outstanding ability.

This award was long in coming; a recommendation for an OBE dated 29 October 1942, raised by A/V/M A.L. Cuffe, read as follows:

This officer has long service, serving almost continuously since 1917. He has risen from the ranks to the rank he now holds with the appointment of Commanding Officer of a Repair Depot. His devotion to duty has been marked throughout his career. An officer who through application prepared himself for the invaluable work he has been doing so capably since hostilities commenced.

Selected Assessments: "Excellent type. Good, efficient NCO. Technical ability very good; is a first class rigger and carpenter; general ability good. Discipline good. Drill good. Has carried out all his duties cheerfully and well." (S/L J.H. Tudhope, Commanding Station Dartmouth, 22 February 1924).

"Flight Sergeant Colp has proven in every respect a most capable and efficient senior NCO. He has considerable service experience to his credit, is an excellent supervisor and a very good disciplinarian. His trade qualifications as a Carpenter A.R. are exceptional And he has proven very capable in aircraft inspection and maintenance generally. His educational qualifications are above the average." (W/C A.E. Godfrey, Ottawa Air Station, 28 March 1931).

"A very efficient and reliable Warrant Officer. He has a thorough knowledge of aircraft inspection work. Uses tact in handling men and gets the best out of them. He has contributed to a great extent in the efficient maintenance and overhaul of aircraft on this station. He is a very desirable type of Warrant Officer to have in the Service." (W/C A.E. Godfrey, Station Ottawa, 3 January 1934)

"This Warrant Officer has, during the period since his transfer to this station, been tried by many strange problems. During this time he has shown great skill, ingenuity, keeners and energy. He is a capable technician who applies his knowledge to suit the demands of the service and not his own. He is quiet, cautious, anything but outspoken but will express himself when the occasion demands. A most excellent type of Warrant Officer." (S/L Harold Edwards, Station Dartmouth, 24 December 1934).

"Well qualified for promotion. A very experienced tradesman, good disciplinarian, and sets a splendid example to all airmen." (W/C G.E. Brooks, Station Dartmouth, 6 July 1938)

"Has served as Senior Technical Officer at No.6 Repair Depot since organization. Has shown himself to be a hard working and capable Engineer Officer; handles men well and has a high sense of devotion to duty." (W/C F.L. Tretheway, No.6 Repair Depot, 10 June 1941).

"He has been commanding No.4 Repair Depot since March 1941 and is an outstanding technical

officer of exceptional merit. Keeps up to date with modern developments and deserves higher assessment as an engineer. He has improved the efficiency of this Depot under trying conditions." (Air Commodore A.L. Morfee, 14 January 1943.

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COLPITTS, G/C Henry Gardner Moore (C192) - **Mention in Despatches** - Station Sydney - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Sussex, New Brunswick, 30 June 1911. Educated at University of New Brunswick (B.Sc., Electrical Engineering, 1934). P/P/O with RCAF, 30 August 1935; trained as pilot, 1937. Test and development flying before the war; astro navigation instructor at Trenton and Rivers early in war. Squadron Leader as of 1 December 1940. Posted to Eastern Air Command Headquarters, 15 March 1941. Promoted Wing Commander, 1 June 1942; to AFHQ, 22 July 1942 (operational requirements, with special concern for marine craft and aerodrome lighting). To War Staff College, Toronto, 31 March 1944. To Eastern Air Command, 17 June 1944; to Station Torbay, 19 June 1944. Commanded Station Sydney, 31 March to 15 August 1945. Commanded No.10 Repair Depot, 16 August 1945 to 12 January 1947. Continued in postwar RCAF with service in England, Kingston, Rivers, and NATO. Promoted Group Captain, 1 January 1949. Awarded Queen's Coronation Medal, 23 October 1953. Retired 1962. In 1971 he and his wife moved to a log cabin near Macdonald's Corners which they modernized. Widowed in 1983 and losing his eyesight, he continued to manage his farm until 2005 when he moved to a retirement home in Perth, Ontario. Died there, 24 December 2010 as per **Legion Magazine**, September/October issue.

This officer is a Regular Officer of considerable service. During this war he held several important staff and flying positions. As Command Navigation Officer at Eastern Air Command he was responsible for the excellent map and navigational arrangements that existed in Command. He also did outstanding work as Wing Commander flying at Torbay and as Commanding Officer of Royal Canadian Air Force Station Sydney.

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COLQUHOUN, P/O Aldie Beaton (J93319) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 30 November 1919. Home in Parry Sound; enlisted North Bay, 3 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 Equipment Depot, 31 January 1941. To No.1 WS, 27 April 1941; promoted LAC, 29 May 1941. To Trenton, 15 October 1941. To No.2 BGS, 20 November 1941; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 23 January 1942. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942. Promoted WO1, 22 June 1943. Commissioned 2 December 1944. Promoted

Flying Officer, 2 June 1945. Repatriated 7 December 1945. Released 3 January 1946. Died 15 July 2008 in Sturgeon Falls, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Award sent by registered mail. 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 18 April 1945 when he had flown two tours. The first was 20 sorties (126 hours 30 minutes), 31 July 1942 to 29 April 1943; the second was 13 sorties (90 hours 45 minutes), 28 January to 13 April 1945.

This officer, as rear air gunner, has completed thirteen trips on his second operational tour. His first tour, which included mining expeditions and low-level bombing attacks, was carried out in 1942-1943 against the most heavily defended targets in Germany and German-occupied countries against heavy odds; he is credited with one probable enemy fighter. Pilot Officer Colquhoun's second tour targets have been predominantly deep penetrations against such targets as Stuttgart, Mainz and Chemnitz. His aircraft has been attacked three times, twice on bombing runs and once on a sortie to Chemnitz, but every time prompt direction for evasive action and firing have resulted in the successful completion of bombing runs and the sortie.

His coolness under fire, skill, tenacity and determination to press home the attack deserve the highest commendation.

It is considered that this air gunner, by his efficiency, daring and devotion to duty, combined with his fine offensive spirit, fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 July 1942 - Dusseldorf (5.50)
8 November 1942 - Limoges, nickeling (6.45)
10 November 1942 - Gardening (4.45)
16 November 1942 - Gardening (7.50)
20 November 1942 - Turin (8.10)
22 November 1942 - Stuttgart (7.50)
6 December 1942 - Gardening (7.05)
8 December 1942 - Mannheim (9.20)
21 December 1942 - Duisburg (5.00)
14 January 1943 - Lorient (5.25)
3 February 1943 - Hamburg (6.15)
7 February 1943 - Lorient (4.50)
13 February 1943 - Lorient (5.05)

14 February 1943 - Cologne (3.55)
19 February 1943 - Wilhelmshaven (4.55)
3 March 1943 - Hamburg (55 minutes, no sortie)
5 March 1943 - Essen (4.30)
8 March 1943 - Nuremburg (7.45)
11 March 1943 - Stuttgart (6.50)
22 March 1943 - St. Nazaire (3.15, no sortie)
16 April 1943 - Mannheim (6.25)
29 April 1943 - Wuppertal (4.00)

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28 January 1945 - Stuttgart (7.05)
1 February 1945 - Mainz (7.40)
2 February 1945 - Wanne Eickel (6.30)
4 February 1945 - Osterfeld (6.30)
9 February 1945 - Wanne Eickel (6.25)
23 February 1945 - Essen (6.35)
24 February 1945 - Kamen (7.25)
2 March 1945 - Cologne (6.20)
5 March 1945 - Chemnitz (9.25)
13 March 1945 - Wuppertal (6.35)
21 March 1945 - Rheine (5.45)
10 April 1945 - Leipzig (8.20)
13 April 1945 - Kiel (6.10)

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COLQUHOUN, F/O Ian Lorne (J6032) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 10 April 1920 at Edmonton, Alberta; home there (attending business college just before the war). Enlisted in Edmonton, 25 October 1940. To No.37 SFTS (guard), 15 November 1940. To No.4 Training Command, 15 November 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 8 February 1941; posted next day to No.14 EFTS ; to No.33 SFTS, 21 April 1941. Graduated and commissioned, 4 July 1941. To Halifax, 5 July 1941. To United Kingdom, 24 July 1941. To No.22 OTU, 16 August 1941. Posted to No.97 Squadron, 22 October 1941. Promoted Flying Officer, 4 July 1942. To RAF Coningly, 21 July 1942. Attached to Ferry Command as of 21 September 1942. Ferry Command card shows him joining that formation in Montreal, 24 September 1942. Departed Montreal 19 February 1943 with Boston BZ322, proceeding via Goose Bay (departed 23 February 1943), Bluie West 1, Greenland (departed 18 March 1943), Bluie West 2, Greenland (departed 2 April 1943) , Reykjavik (departed 7 April 1943) and arriving in Britain 7 April 1943. To No.1658 Conversion Unit, 24 April 1943. To No.427 Squadron, 24 May 1943. To No.434 Squadron, 15 June 1943. Promoted Flight Lieutenant, 4 July 1943. Killed in action with No.434 Squadron (Halifax DK260), 17 August 1943; buried in Germany. Survivors

of his crew reported he had been holding aircraft steady to allow others to bale out when the aircraft exploded.

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COLQUHOUN, W/C John David (C4023) - **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 1907. Home in Ethel, Ontario. Graduated from Dalhousie School of Medicine, 1932. Service with Royal Canadian Army Medical Corps, 8 April to 15 November 1940; during that time he was at School of Aviation Medicine, Toronto, 8 August to September 1940. Transferred to RCAF in Regina, Saskatchewan, 16 November 1940 as Medical Officer and granted rank of Flight Lieutenant. At No.2 ITS, Regina until 10 April 1941 when posted to No.11 SFTS, Yorkton. Promoted Squadron Leader, 15 May 1942. To No.10 Repair Depot, Calgary, 20 July 1942. To No.6 ITS, Toronto, 7 August 1942. To No.10 Repair Depot again, 20 August 1942. Promoted Wing Commander, 1 April 1943. To Station Dartmouth, 7 June 1943. To Eastern Air Command Headquarters, Halifax, 25 November 1943. To No.4 Release Centre, Toronto, 10 October 1945. Retired 16 October 1945, settling in Aylmer, Ontario. Died in Aylmer, 9 December 1966.

As Principal Medical Officer of Eastern Air Command and former President of No.5 Regional Medical Board, Wing Commander Colquhoun has rendered distinguished service to the Royal Canadian Air Force. The manner in which he has supervised the health of the many thousands of Royal Canadian Air Force personnel at so many far flung bases is deserving of particular praise.

Recommendation raised 8 September 1945 by Air Commodore F.G. Wait, Eastern Air Command Headquarters, as follows:

As Principal Medical Officer of Eastern Air Command and former President of No.5 Regional Medical Board at Dartmouth, Wing Commander Colquhoun has rendered distinguished service to the Royal Canadian Air Force. The manner in which he has supervised the health of the many thousands of Royal Canadian Air Force personnel at so many far flung bases is deserving of special mention.

Note: Assessment, 15 December 1941 - "An excellent officer - good organizer and good disciplinarian. Excellent surgeon. Hospital under his command is well administered," (G/C G.R. Howsam, No.11 SFTS).

Letter dated 13 March 1942 - "This officer reported to this unit 11 March 1941 as Senior Medical Officer in charge of the Station Hospital, From that date, he has consistently done excellent work. He has set a fine example to Officers serving under him, and has proven a great asset to the Station. His technical ability is considered of a very high standard, and his

knowledge of administration is above average.." (S/L G.H. Sellers, Commanding Officer, No.11 SFTS).

Assessment dated 23 November 1943 - "Have no hesitation in stating that since taking over command of the station hospital, Wing Commander Colquhoun has greatly improved conditions." (G/C B.D. Hobbs, Station Dartmouth).

Applying for release (16 July 1945) he pointed out that as a pre-war general practitioner, he had been employed by the RCAF largely in administration. If he was to return to private practice, he would require some post-graduate training. This he expected to have to pay for himself - "I am not a recent graduate and am not eligible for any government assistance for education or training." Also, because all his service had been in Canada, he would not be eligible for Civil Service opportunities (such as Department of Veterans Affairs), these posts being filled by personnel with overseas service.

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COLTON, Sergeant Gordon Edgar (R94880) - **Mention in Despatches** - Headquarters, Bomber Command - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Edgely, Saskatchewan, 30 December 1916. Home in Balcarres, Saskatchewan (farm labourer). Took correspondence courses from Chicago Vocational School (air conditioning and refrigeration), Enlisted in Regina, 7 April 1941 as Radio Mechanic. To No.2 Manning Depot, Brandon, 10 May 1941. To No.1 Manning Depot, Toronto, 19 May 1941. To RCAF Detachment, McGill University, 5 June 1941. Promoted LAC, 6 September 1941. To No.31 Radio School, Clinton, 23 September 1941. To "Y" Depot, Halifax, 11 November 1941. Embarked from Canada on 12 November 1941. Taken on strength of No.3 PRC, Bournemouth, 23 November 1941. To No.2 Signal School, 12 December 1941. To No.9 Squadron, 23 December 1941. Reclassified as Radar Mechanic, 12 February 1942. Promoted Corporal, 1 July 1942. To No.7 Signal School, 30 September 1942. To Headquarters, Bomber Command, 12 April 1943. Promoted Sergeant, 1 August 1943. Promoted Flight Sergeant, 15 December 1944. To RAF Station Feltwell, 21 February 1945. To Repatriation Depot, 8 August 1945. Repatriated to Canada, 13 August 1945. Released in Regina, 1 October 1945. Graduated from University of Saskatchewan, 1949. Died 20 June 1997. No citation. However, on 30 June 1945, S/L A.L. Musselman (RAF Station Feltwell) wrote:

Had been Mentioned in Despatches for outstanding work in introduction into Bomber Command of ARI.5559. Has been one of my best practical instructors at the Bomber Command Radar School.

A statement associated with his postwar plans described his service thus:

Served as instructor several times. Was on trouble shooting group for some time with Bomber Command Headquarters.

The nature of his service, if in "trouble shooting", can only be guessed at, but while with Bomber Command Headquarters (12 April 1943 to 21 February 1945) he was frequently detached to other units and formations - Malvern (7-14 April 1943), Wynton (17 April to 17 July 1943), Erken Laboratories at Suberton (19 July 1943 to 23 August 1943), Bridgenorth (11-24 September 1943), Wyton (26-29 September 1943), No.3 Group Headquarters (29 September to 3 October 1943), Malvern (27 October 1943), No.3 Group (4-15 January 1944 and again for 21-25 January 1944), TRE Great Malvern (1 April 1944), Newmarket (2 April to 15 May 1944), No.460 Squadron (19-29 May 1944 and 5-20 June 1944), No.467 Squadron (2-4 August 1944), No.49 Squadron (4 August to 2 September 1944), No.15 Base (14-25 September 1944), Sylverston (26 September to 4 October 1944) and TRE Great Marsden (17-24 October 1944).

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COMAR, S/L John, DFC (C89569) - **Bar to Distinguished Flying Cross** - No.105 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Formerly CAN/RAF. Born in Winnipeg, 20 June 1915, educated there. In Canadian Army, 1934-1939. Enlisted in RAF, 17 September 1939. Flew with No.78 Squadron. Served in No.424 Squadron in 1943. Posted to No.105 Squadron 11 January 1944 and won DFC with that unit (**London Gazette** dated 15 September 1944, general citation only). Transferred to RCAF, 7 February 1945. Repatriated to Canada, 2 August 1945. To No.2 Air Command, 13 August 1945. To United Kingdom again, 22 September 1945. Appointed Commanding Officer, No.429 Squadron, 26 September 1945. Re-engaged with RCAF while in Britain. Repatriated again 10 July 1946. To No.2 Air Command, 20 July 1946. Reverted to Flight Lieutenant, 1 October 1946 (20471). To Station Winnipeg, 1 March 1947, To No.1 Air School, Rivers, 1 May 1947. Promoted Squadron Leader, 1 June 1947. To Northwest Air Command, 13 July 1947. Presented with DFC and Bar, 26 February 1949. To Station Toronto, 3 September 1949. To Rockcliffe, 28 October 1949. To Chatham, 16 November 1949. To Edmonton, 29 January 1950. To Toronto, 5 June 1950. To AFHQ, 26 June 1950. Retired 20 June 1953. RCAF photo PL-46431 (ex UK-23880 dated 27 December 1945) shows him with No.429 Squadron Adjutant, F/L Tom Berto of Vancouver (holding unit mascot).

Squadron Leader Comar, during the whole of his operational career, has displayed skill and tenacity of purpose in everything he has undertaken. Since the award of the Distinguished Flying Cross this officer has continued to operate with courage and determination, often in the face of fierce opposition, thus establishing one of the most outstanding operational records in the squadron.

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COMBE, F/O Charles Joseph (J14215) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 19 July 1922. Home in Winnipeg; enlisted there 29 August 1941. To No.2 Manning Depot, 24 September 1941. To No.4 BGS (guard), 2 January 1942. To No.6 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.9 AOS until 9 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, 11 September 1944. Repatriated 9 January 1945. To "Y" Depot, Moncton, 8 March 1945. To United Kingdom, 13 March 1945. Repatriated 5 September 1945. To No.8 Repair Depot, 14 September 1945. Retired 14 November 1945. Award sent by registered mail 7 June 1950. Died in Calgary, 25 March 1993. Tombstone erroneously credits him with Bar to DFC. 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 27 sorties (167 hours), 16 August 1943 to 11 May 1944.

16 August 1943 - ferry to Port Reath (8.20)
18 August 1943 - to Kairouan (7.25)
29 August 1943 - Torre Annunziata (6.00)
12 September 1943 - Caslenova (6.35)
13 September 1943 - Pompei (6.10)
14 September 1943 - Battadaglia (6.50)
15 September 1943 - Torre Annunziata (6.15)
17 September 1943 - Cerveteri (6.00)
22 September 1943 - Formia (6.00)
24 September 1943 - Leghorn (7.00)
15 February 1944 - Berlin (6.40)
24 February 1944 - Schweinfurt (8.00)
7 March 1944 - Le Mans (5.35)
13 March 1944 - Le Mans (5.20)
24 March 1944 - Berlin (8.00)
26 March 1944 - Essen (5.15)
30 March 1944 - Nuremberg (7.45)
9 April 1944 - Paris (4.45)
11 April 1944 - GARDENING, Kattegat (4.50)
18 April 1944 - Paris (5.20)
20 April 1944 - Lens (4.30)
21 April 1944 - Brest (5.15)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (4.25)
4 May 1944 - GARDENING, Cherbourg (3.40)
8 May 1944 - GARDENING, Lorient (5.25)

11 May 1944 - Boulogne

Flying Officer Combe has completed a tour of operations that included ten sorties from Tunisia on Italian targets, seven major German targets, six precision targets in France and four "gardening" trips. Throughout his tour Flying Officer Combe has shown himself to be a most capable navigator. He has been successfully employed as a wind finder on three occasions and has proved worthy of the responsibility.

Throughout his training, Flying Officer Combe has been an apt student and a precise and accurate navigator. His willingness at all times to assist his fellows has materially helped the navigational standards of the whole squadron.

For his high standard of navigational skill and his cheerful devotion to duty Flying Officer Combe is recommended for the award of the Distinguished Flying Cross.

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COMPTON, WO Harry Marcus (R54292) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 20 April 1918. Home in Woodroffe, Ontario. Took accounting course and was a store clerk for three years. Enlisted in Ottawa, 13 August 1940. To No.2 Manning Depot, Brandon, 13 August 1940; to No.2 ITS, Regina, 18 September 1940; graduated 29 November 1940 and promoted LAC; to No.14 EFTS, Winnipeg (later Portage la Prairie), 30 November 1940; to No.1 SFTS, Camp Borden, 23 January 1941; graduated 2 April 1941 and promoted Sergeant. To Debert, Nova Scotia, 15 April 1941; to RAF Trainees Pool, 18 April 1941. Taken on strength of No.3 PRC, Bournemouth, 19 May 1941. To No.55 OTU, 26 May 1941 (slightly injured in face in heavy landing accident, 15 June 1941, Hurricane P3462, undercarriage collapse). To No.124 Squadron, 14 July 1941. To No.607 Squadron, 15 July 1941. To No.2 Personnel Despatch Centre, 14 August 1941. To No.48 Movements Unit, 23 August 1941. Embarked with "Searlet Commission" (a boat ?), 29 August 1941. This may be a code, as he states he went via HMS **Furious** to Malta and thence to No.213 Squadron in Cyprus and North Africa. Reported missing 18 November 1942 (Hurricane HL634 according to one form, but initial casualty signal stated that Hurricanes BP239, HL941 and HL203 were missing, flown respectively by P/O Clifford Luxton, RCAF, FS John Robert Rebstock, RCAF, and Flight Sergeant Compton over Agebadia . Luxton became a POW; Rebstock was killed). Subsequently reported safe, 26 November 1942. Commissioned 15 January 1943 (J17825). Left No.213 Squadron, 31 March 1943 for No.22 PTC; to No.71 OTU, Ismailia, 1 June 1943. Promoted Flying Officer, 15 July 1943. To No.80 Squadron, 19 October 1943. Slightly injured on 28 January 1944 in Spitfire JK516, forced-landing after rapid loss of power minutes after take-off. Returned with that unit to Britain, 28 May 1944. Repatriated to Canada, 7 August 1944. To No.124 (Ferry) Squadron, St. Hubert, 14 September 1944. Promoted Flight Lieutenant 15 January 1945. To Pennfield Ridge, 4 August 1945. To No.12 (Communications)

Squadron, 8 September 1945. To Rockcliffe, 5 March 1946. Released 18 March 1946. Rejoined postwar RCAF as pilot and air controller; retired again, 1 February 1957. Died in Ottawa, 6 September 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999..

Shot down in Libya in November 1942, Compton spent five and one-half days in the desert walking 125 miles to regain contact with Allied forces; he thus became a member of the "Late Arrivals Club" (otherwise known as the "Order of the Boot"). On rejoining his unit he found his friends preparing to ship his effects back to his parents. News clipping dated 14 August 1944 says that he escaped unharmed when his Spitfire crashed and burned in Italy following engine failure on take-off.

On 24 August 1944 he filled a form in which he stated he had flown 158 sorties (213 hours 40 minutes) on operations. In January 1956 he listed his flying times as follows: Tiger Moth (57.40), Yale (28.15), Beechcraft (130.55), Harvard (162.10), Master (8.50), Hurricane (464.30), Spitfire (49.40), Cornell (15.05), Norseman (18.30), Anson (192.20), Canso (21.45), Miscellaneous and second pilot (25.25).

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COMRIE, WO1 William Glenn (Can 1249) - **Member, Order of the British Empire** - AFHQ, Directorate of Procurement/Equipment - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Springhill, Ontario, 23 July 1894. First World War veteran, serving in CASC Depot, Connaught Park, Ottawa, 15 August 1915 to 10 November 1917 when posted to CASC Training Depot. To England, 8 September 1918, disembarking there 25 September 1918. To 6th Reserve Battalion, 14 October 1918. To Shorncliffe, 21 February 1919; to CAMC Casualty Company, Bexhill, 13 May 1919; to Witley, 23 May 1919. Embarked for Canada, 18 June 1919. Demobilized in Ottawa, 30 June 1919. Member of CAF, 19 February 1923 to 31 March 1924. Enlisted in RCAF Camp Borden, 1 April 1924 as AC1. Promoted LAC, 1 August 1924. Promoted Corporal, 1 December 1924. To AFHQ, 25 May 1926. Promoted Sergeant, 1 April 1927. Promoted Flight Sergeant, 1 June 1930. To OAS (whatever that is) 5 June 1932. Promoted WO2, 1 October 1938. Promoted Warrant Officer, 1 September 1939. To AFHQ, 30 October 1939. Award presented 23 November 1943. Remained in rank and post until 30 September 1945. Posted on 1 October 1945 to Maintenance Command, Uplands; to Release Centre, 24 March 1946; retired, 17 September 1946. Awarded Long Service and Good Conduct Medal, 29 September 1944. Died in Ottawa, 19 December 1966.

As senior Warrant Officer of the Equipment Division, this Warrant Officer has performed his duties in a most conscientious and energetic manner. Warrant Officer Comrie has greatly assisted his superior in the organization and special work involved in the administration of a large number of equipment depots

scattered throughout Canada, which has had a direct bearing on the efficient operation of all units.

Originally recommended for MBE, 11 November 1942 for work in DPE Registry:

This Warrant Officer has given many years of faithful, painstaking service. His loyal support and industry has been highly valued by his superior officers and his cheerful, imperturbable temperament has done much to encourage and instruct his subordinates. Although he cannot be commissioned, his services should be recognized in the manner now suggested.

This did not reach the New Year priority list. W/C Wilson or Pulison (not sure of initials) tried again on 27 February 1943:

Had faithfully served the RCAF since February 16th, 1923, at all times displaying the greatest loyalty to his superiors and to the Service. He has a very fine Service record throughout and in the past three years has been in a position of considerable responsibility and has discharged his duties in an exemplary manner.

Air Marshal Breadner signed off on this on 6 April 1943.

Note: A typical assessment was that of 31 December 1934 by W/C A.E. Godfrey - "Neatness, extraordinary accuracy in keeping ledgers. Always willing to work outside normal hours to keep abreast of his duties."

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CONLEY, F/O William (J18328) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Northern Ireland, 13 November 1919. Educated and home in Humboldt, Saskatchewan; store clerk. Enlisted Saskatoon, 14 May 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 8 June 1941. To No.4 ITS, 2 July 1941; graduated and promoted LAC, 5 August 1941 and posted to No.5 EFTS. Ceased training at his own request and posted to Trenton, 22 August 1941; to No.1 WS, 13 September 1941; ceased training when he showed no aptitude for Morse Code; to Trenton, 28 April 1942; to No.2 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942; to RAF overseas, 19 July 1942. Disembarked in Britain, 30 July 1942. Posted from No.3 PRC to No.7 AGS, 1 September 1942. To No.1652 Conversion Unit, 22 September 1942. To No.408 Squadron, 21 October 1942. Commissioned 23 April 1943. To No.431 Squadron, 16 July 1943. Promoted Flying Officer, 23 October 1943. Attached to Station Dalton, 17-20 November 1943. To No.1666 Conversion Unit, 25 May 1944 to instruct. Promoted Flight Lieutenant, 23 April

1945. Repatriated 29 April 1945. To No.3 ANS, 6 June 1945 as Flying Control Officer. To No.2 Air Command, 1 July 1945. Retired 20 November 1945. Served in Militia, Prairie Command (Saskatoon Light Infantry), 17 February 1952 to 13 April 1954. Died in Regina, 1991 as per **Airforce Magazine** of October-November-December 1991. Award presented 23 April 1949.

Flying Officer Conley as an air gunner has participated in many sorties. On 22 November 1943, during an attack on Berlin, it was by this officer's coolness under fire and great presence of mind in giving skilful directions to his pilot in the target area, that they were successful in evading persistent attacks of an enemy night fighter. As a result the crew were able to make a successful attack. Flying Officer Conley has consistently displayed courage and devotion to duty which merit high praise.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 20 July 1944 when he had flown 29 sorties (178 hours 45 minutes). Submission and sortie list as follows:

9 January 1943 - Gardening, Frisians (4.50)
14 January 1943 - Lorient (6.35)
7 February 1943 - Lorient (5.40)
13 February 1943 - Lorient (6.05)
14 February 1943 - Cologne (2.50, duty not carried out; communications unserviceable)
16 February 1943 - Lorient (6.20)
18 February 1943 - Wilhelmshaven (4.50)
19 February 1943 - Wilhelmshaven (4.50)
25 February 1943 - Gardening, Frisians (3.45)
26 February 1943 - Cologne (5.10)
28 February 1943 - St. Nazaire (5.35)
2 March 1943 - search (3.50, daylight)
3 March 1943 - Hamburg (5.25)
6 March 1943 - Nuremburg (9.20)
29 March 1943 - Berlin (3.25, duty not carried out)
3 April 1943 - Essen (5.05)
14 April 1943 - Stuttgart (3.45, duty not carried out)
16 April 1943 - Pilzen (9.45)
26 April 1943 - Duisburg (4.40)
30 April 1943 - Essen (5.10)
12 May 1943 - Duisburg (2.40, duty not carried out, oxygen unserviceable)
19 June 1943 - Le Creusot (7.20)
3 October 1943 - Kassel (6.15)
3 November 1943 - Dusseldorf (6.40)
22 November 1943 - Berlin (7.20)
21 January 1944 - Magdeburg (7.35, returned from enemy coast on three engines)

6 March 1944 - Trappes (5.10)
21 March 1944 - Laon (6.50)
26 March 1944 - Courtrai (5.25)
20 April 1944 - Lens (5.25)
22 April 1944 - Dusseldorf (4.50)
27 April 1944 - Montzen (4.25)
7 May 1944 - St. Valery (3.55)

This officer, an air gunner, has successfully completed an operational tour against the enemy, including such heavily defended targets as Berlin, Hamburg, and a low level attack on Pilsen. On one occasion, when in the target area, it was by this officer's coolness under fire and great presence of mind in giving skilful direction to his pilot, that they were successful in evading persistent attacks of an enemy night fighter. As a result, the crew were able to press home and successfully complete their bombing mission. Throughout his tour, this officer has displayed undaunted courage and determination. His tenacity of purpose has served as a high example to his squadron. He is strongly recommended for the award of non-immediate Distinguished Flying Cross.

Notes: On repatriation reported he had flown 177 hours 30 minutes on operations and 66 hours non-operational. Had spent five hours in Whitleys and 238 hours 30 minutes on Halifax aircraft.

Assessed on 23 March 1945 while at No.1666 Conversion Unit, "An above average officer; shows good leadership, initiative and is very reliable."

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CONLIN, F/L John Baskerville (J21125) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945. Born in Madoc, Ontario, 28 November 1920. Educated at Sydenham Public School, Kingston Collegiate and Queen's University. Home in Kingston, Ontario; enlisted Ottawa, 9 October 1941. To No.2 Manning Depot, 3 November 1941. To Trenton, 2 January 1942. To No.5 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942 but not posted until 9 May 1942 when sent to No.4 FTS. To No.13 EFTS, 6 June 1942; graduated 31 July 1942 and posted next day to No.2 SFTS; graduated and commissioned 20 November 1942. To No.1 Flying Instructor School, 4 December 1942; to No.2 SFTS, 3 March 1943. Promoted Flying Officer, 20 May 1943. To No.36 OTU, 30 December 1943; to "Y" Depot, Lachine, 11 March 1944. Taken on strength of No.3 PRC, 25 March 1944 (date of embarkation in Halifax). Disembarked in Britain, 2 April 1944. To No.13 OTU, 23 May 1944. Attached Colerne, 19-24 June 1944. Attached No.304 FTU, 3-8 August 1944. Posted from No.13 OTU to No.2 Group Support Unit, 9 August 1944. To No.107 Squadron, 21 August 1944.. Promoted Flight Lieutenant, 20 November

1944. To Britain, tour expired, 24 May 1945. Repatriated via Dartmouth, 7 August 1945. To No.4 Release Centre, 14 August 1944. Retired 25 September 1945. Award sent by registered mail 21 December 1950. Living in Kingston, Ontario as of 1956. Died 24 January 1996 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1996.

Flight Lieutenant Conlin is a skilful and courageous pilot who has achieved many successes against the enemy. On one occasion in December 1944, during an attack against an enemy target, his aircraft was hit by fire from the defences and one engine was rendered useless. With great skill this officer flew his damaged aircraft safely back a distance of 300 miles with only one engine functioning and made a successful landing despite the presence of enemy intruders. In moments of crisis Flight Lieutenant Conlin has always displayed exceptional coolness, initiative and devotion and at all times unswerving devotion to duty.

Notes: Application for Operational Wing dated 26 May 1945 stated he had flown 57 sorties (164 operational[hours) with No.107 Squadron, 22 August 1944 to 17 May 1945.

Assessments: Tested as an instructor, 11 May 1943, by which time he had flown 300 hours instructing at No.2 SFTS. Described under following headings: Sequence (good), Voice (distinct, Manner (instructive), Ability to Impart Knowledge (average), Ability as Pilot (average). Awarded Category "B" (single engine). "Has a sound knowledge of sequences and is a capable instructor."

"This officer is a very willing and conscientious worker and has proven himself to be a valuable asset to the Service. Recommended for retention in the Service and promotion to the rank of Temporary Flying Officer." (F/L J.A. Boyle, No,2 Squadron, No.2 SFTS, 24 June 1943).

"This officer has carried out his tour of duty in Training in a very satisfactory manner and can be recommended for a position of responsibility." (F/L D.N. Armstrong, OC No.2 Squadron, No.2 SFTS, 1 January 1944).

"An average officer but showed outstanding keenness and ability on operations." (W/C H. Maher, 24 May 1945). He had flown 1,538 hours (150 in previous six months).

Training: Interviewed in Ottawa, 6 October 1941 by F/O T.B. Senez. "Clean cut young man - just out of Queen's University and wants to join RCAF rather than go back to University. Should make the grade."

Course at No.5ITS was 2 March to 24 April 1942. Courses in Mathematics, Navigation. General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written). Scored 878 points of a possible 1,000. Placed fourth in a class of 102. "Fine outstanding airman, good training and background. Very probable aircrew."

Course at No.13 EFTS was 6 June to 31 July 1942. Finch II aircraft. Flew 8.30 dual to first solo and a total of 32.10 day dual, 34.40 day solo, 4.15 night dual. Logged 8.25 on instruments and ten hours in Link. Ground school marks were in Navigation, Airmanship, Armament (written), Aircraft Recognition, and Signals (practical). Scored 603 points of a possible 700. Placed first in a class of 30. "Above average, very keen".

Course at No.2 SFTS was 3 August to 20 November 1942. Harvard aircraft - 5.15 dual to first solo, total 65.00 day dual, 111.40 day solo, 6.00 night dual, 11.40 night solo. Was 28.15 on instruments and spent 25 hours in Link. Navigation exercises were 6.50 dual and 20.35 solo. Ground courses in Airmanship, Navigation, Armament, written and practical, Signals, written and practical and Meteorology. Scored 660 points of a possible 750. Placed fourth in a class of 59. "High average pilot in all respects, with no serious faults. Appearance, bearing and deportment very good. Likeable and respectful, straightforward and reliable. Is popular and quite intelligent. Good commission material. Recommended for commissioned rank.

Course at No.1 Flying Instructor School was 9 December 1942 to 21 January 1943. On course flew 16.45 dual on single engine elementary aircraft, 14.10 solo on single engine elementary aircraft, 18.40 day dual and 3.00 night dual on single engine advanced aircraft, 17.20 day solo and 2.00 night solo on single engine advanced aircraft. Student has good grasp on patter, though he tends to be long-winded. Instruments good. Aerobatics need work for they are quite rough. Has very pleasant manner. Should make an average instructor." (P/O J.W. Glen). Ground school tests in Flight Administration (83/100), Airmanship (76/100), Instruments (80/100) and Meteorology (70/100). Tested 21 January 1943 on a Harvard. Described under following headings: Sequence (average), Voice (clear), Manner (capable), Ability to Impart Knowledge (average), Ability as Pilot (high average). Awarded Category "C" (average). "A good accurate pilot. Should do well as an instructor." (F/L G.M. Gillespie).

Course at No.36 OTU was 3 January to 25 February 1944. Mosquito aircraft (4.50 day dual, 31.55 as pilot). Six hours 55 minutes on instruments; also 9.15 in Link. Fired 50 rounds on ground. Evaluated under the following headings: Airmanship (94 percent), Navigation (84 percent), Signals (80 percent), Armament (99 percent), Meteorology (83 percent), Intelligence (90 percent), Technical (80 percent) and Electrical (77 percent). "Keen pilot but lacks natural ability. Will improve with practice." (W/C J.S. Hamilton).

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CONLIN, LAC Philip Cecil Charles Paul (R57739) - **British Empire Medal** - Station Patricia Bay (unit not identified in AFRO) - Award effective 6 October 1941 as per **London Gazette** dated 14 October 1941 and AFRO 1192/41 dated 17 October 1941. Born 3 April 1919 in Hastings, East Sussex, Enland. Home in Vancouver; enlisted there 15 April 1940. Classified as General Duties on enlistment; Motor Boat Crewman, 17 February 1943; Seaman, 1 June 1943; Master Marine Mechanic, 25 November 1943. AC2 on enlistment; AC1 on 15 July 1940; LAC, 15 October 1940;

Corporal, 1 September 1942; Sergeant, 1 May 1943; Flight Sergeant, 1 July 1944. On strength of No.6 (BR) Squadron, 15 April 1940; No.13 (OT) Squadron, 23 January 1941; Western Air Command, 20 October 1942; No.3 Repair Depot, 31 August 1943; released 23 November 1945. Award presented 3 December 1942. Died in Prince George, British Columbia, 14 November 2007.

On March 18th [1941], without regard to his personal safety, Leading Aircraftman Conlin piloted an eighteen foot dinghy amidst the flames surrounding the wreckage of a crashed aircraft in order to rescue Lieutenant Bjernebye, R.N.N.A.F. who was floating unconscious in the water. This brave act undoubtedly saved the life of the officer.

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CONLIN, F/O Wesley Gerald (J35805) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Bladworth, Saskatchewan, 23 June 1912. Home in Regina or Tisdale, Saskatchewan (bank clerk; one month training in Saskatoon Light Infantry, 1940); enlisted in Vancouver, 28 July 1942. To No.3 Manning Depot, 11 October 1940. To No.4 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; to No.2 BGS, 15 May 1943; graduated 7 August 1943 when posted to No.7 AOS; graduated and commissioned, 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, 21 October 1943 although he did not embark from Canada until 22 October 1943; arrived in United Kingdom, 30 October 1943. To No.3 (Observer) AFU, 25 January 1944. To No.20 OTU, 14 March 1944. . Promoted Flying Officer, 17 March 1944. To No.41 Base, 25 May 1944. To No.10 Squadron, 12 August 1944. Repatriated 8 April 1945. Retired 21 May 1945. Award presented at Sea Island, 22 October 1949. Died in North Vancouver, 20 March 1972, age 59. 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 19 March 1945 when he had flown 37 sorties (202 hours three minutes), 10 September 1944 to 20 February 1945.

10 September 1944 - Le Havre (3.35)
12 September 1944 - Munster (4.25)
15 September 1944 - Kiel (5.25)
23 September 1944 - Neuss (4.45)
25 September 1944 - Calais (3.35)
26 September 1944 - Calais (4.00)
6 October 1944 - Schloven (4.40)
7 October 1944 - Cleve (4.05)
14 October 1944 - Duisburg (5.15)
15 October 1944 - Duisburg (5.05)
15 October 1944 - Wilhelmshaven (4.25)
25 October 1944 - Essen (4.55)

28 October 1944 - Cologne (5.40)
30 October 1944 - Cologne (1.55), DNCO
31 October 1944 - Cologne (5.15), DNCO
18 November 1944 - Munster (5.35)
21 November 1944 - Sterkrade (6.20)
30 November 1944 - Duisburg (5.50)
2 December 1944 - Hagen (6.40)
5 December 1944 - Soest (6.25)
12 December 1944 - Essen (5.35)
14 December 1944 - GARDENING (5.40)
22 December 1944 - Bingen (6.00)
1 January 1945 - Dortmund (5.05)
2 January 1945 - Ludwigshaven (6.35)
6 January 1945 - Hanau (6.45)
14 January 1945 - GARDENING (6.05)
16 January 1945 - Magdeburg (6.25)
28 January 1945 - Stuttgart (6.55)
1 February 1945 - Mainz (6.00)
2 February 1945 - Wanne Eickel (5.20)
4 February 1945 - Bonn (5.55)
7 February 1945 - GARDENING (5.30)
9 February 1945 - Wanne Eickel (5.45)
14 February 1945 - Chemnitz (8.08)
17 February 1945 - Wesel (6.10)
20 February 1945 - Dusseldorf (6.20)

Flying Officer Conlin was posted to No.10 Squadron in August 1944 and has now completed his operational tour of 37 sorties comprising 202 operational hours. He has taken part in attacks on heavily defended targets in Germany including Cologne (three times), Duisburg (three times), Essen (twice), Magdeburg and Chemnitz.

This officer has proved himself to be a courageous and resolute member of an exceptionally good aircraft crew. His determination to press home his attacks and his fine offensive spirit have been outstanding and have maintained a high standard of morale in his crew. His ability as an Air Bomber has played a good part in the successes obtained.

He was the Air Bomber of a Halifax aircraft detailed to attack Munster on 12 September 1944 and Schloven on 6 October 1944. On both these occasions his aircraft was subjected to very heavy and accurate flak, causing the nose and the fuselage to be damaged on one occasion. Despite these reverses Flying Officer

Conlin remained undeterred and coolly directed the aircraft to the target, thus enabling the mission to be successfully completed.

I strongly recommend that his skill, courage and strong devotion to duty be recognized by the award of the Distinguished Flying Cross.

Notes: On repatriation he stated he had flown 36 sorties (202 operational hours), the last being on 20 February 1945. Aircraft overseas were Anson (40.05), Wellington (78.07) and Halifax (277.40). Non-operational flying had been 193 hours 52 minutes.

Training: No.2 BGS course was 17 May to 6 August 1943. Fired 370 rounds on 25-yard range and 1,000 rounds on 200-yard range (various turrets). Flew in Bolingbroke, 13.25 by day (all gunnery, 300 rounds air to ground, 2,650 rounds air-to-air) and Anson (23.55 day, 6.25 night, all bombing; dropped 83 bombs by day, 24 by night). "Neat appearance, diligent, dependable. Excellent type. Above average in practical work -leading the class."

Course at No.7 AOS was 9 August to 17 September 1943 - Anson aircraft (21.10 day, 20.00 night, all navigation). "This trainee's pinpointing has been good and his other air work very good. His work in ground school has been consistently good. He is confident, capable, dependable and industrious. Average bomb aimer."

Course at No.20 OTU was 13 March to 1 June 1944. Wellington aircraft - 36.55 by day including 2.50 at controls) and 41.15 by night (3.55 at controls). Three day high level bombing exercises (24 bombs), plus photo and infra red simulations.

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CONNELL, F/O Cameron Laird (J29976) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 18 October 1913. Home in Warren, Manitoba; raised on a farm near Neepawa; pre-war teacher; enlisted Winnipeg, 28 August 1942. To No.2 Manning Depot, 13 October 1942. To No.10 SFTS (guard), 22 November 1942. To No.2 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.7 AOS; graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 2 March 1944. Repatriated 9 February 1945. Retired 3 April 1945. Returned to teaching in Winnipeg and attained a Vice-Principalship. Retired 1976. Died in Winnipeg, 22 March 2010. Large card says it was presented, 22 February 1947 but letter in biographical file indicates he did not attend investiture and medal was sent by registered mail, 27 February 1947. 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 21 December 1944 when he had flown 30 sorties (147 hours 45 minutes):

Throughout his tour, this navigator has been consistently accurate in his work. He has navigated his aircraft to the targets and kept it out of trouble on every occasion. Highly skilled himself, Flying Officer Connell has given unsparingly of his time to assist in the training of other members of his section. Both in the air and on the ground his services have been most valuable.

Note: Incident, 15 August 1944, Halifax NA611 - This aircraft took part in a daylight raid to bomb the airfields at Brussels and Soesterberg. It was struck by flak in both wings but damage was only very minor. The crew and aircraft returned to East Moor and landed safely. The aircraft was patched up and back on operations soon after. Halifax NA611 sustained a further flak damage incident on 13th September 1944 with the same crew as listed below, it was destroyed in an accident at East Moor in January 1945. Pilot - F/L James Carter Hovey, RCAF (J5100), of Madoc, Ontario, Canada (later DFC); Flight Engineer - Sgt S Coulter RAF (1825113); Navigator, F/O Cameron Laird Connell RCAF (J/29976); Bomb Aimer - P/O A Whittingham (J29706); Wireless Operator/Air Gunner - Sergeant J. A. Currie RCAF (R194593); Air Gunner - Sgt J A Gordon RCAF (R298527); Air Gunner - Sgt Arthur Gilbert Maxham, RCAF (R174413), Montreal.

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CONNELL, FS Phillip Frederick (R126312) - **Distinguished Flying Medal** - No.83 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Saint John, New Brunswick, 7 July 1923. Home there. Enlisted Moncton, 4 September 1941. To No.1 Manning Depot, 23 September 1941. To No.7 BGS, 16 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 5 January 1943. Promoted WO2, 5 July 1943. Commissioned on 17 October 1943 (J19001). Wounded in 1943. Repatriated 12 March 1944. Promoted Flying Officer, 17 April 1944. To No.10 BGS, 22 April 1944. To No.9 BGS, 20 May 1944. To Pennfield Ridge, 18 July 1944. To Release Centre, 15 September 1945. Retired 22 September 1945. Award presented by King George VI 29 February 1944. Joined F.J. Brennan Co. Ltd. Investment Finance, from where he began his long career as an Investment banker working with Nesbitt Thompson in various capacities, retiring as President in 1995 from McDermid Miller McDermid. Died in Saint John, New Brunswick, 11 February 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. For detailed account of sortie of 21/22 December 1942, see entry for P/O Alfred Dale Bouschard.

This airman has completed a large number of operational sorties. He has taken part in attacks on targets at Essen, Dusseldorf and Munich. In December 1942, while employed as mid-upper gunner, Flight Sergeant Connell greatly assisted his captain to evade an enemy night fighter which attacked their aircraft five times on the outward journey to Munich and later when the enemy fighter eventually

gave up assisted in putting out the fire caused by the enemy. On all occasions this airman has displayed great courage and helped to maintain a very high standard of morale.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 17 May 1943 when he had flown 39 sorties (201 hours five minutes). Sortie list and submission as follows:

13 July 1942 - GARDENING, Frisian Islands
25 July 1942 - GARDENING, Bordeaux
28 July 1942 - Saarbrucken
31 July 1942 - Dusseldorf
5 August 1942 -GARDENING, Bordeaux
6 August 1942 -Duisburg
24 August 1942 - Frankfurt
27 August 1942 - Kassel
28 August 1942 - Nuremberg
8 September 1942 - Frankfurt
10 September 1942 - Dusseldorf
13 September 1942 - Bremen
14 September 1942 - Wilhelmshaven
16 September 1942 - Essen
19 September 1942 - Munich
2 October 1942 - Krefeld
5 October 1942 - Aachen
6 October 1942 - Osnabruck
13 October 1942 - Kiel
6 November 1942 - Genoa
9 November 1942 - Hamburg
13 November 1942 - Genoa
15 November 1942 - Genoa
18 November 1942 - Turin
20 December 1942 - Duisburg
21 December 1942 - Munich
27 January 1943 - Dusseldorf
2 February 1942 - Cologne
3 February 1942 - Hamburg
7 February 1942 - Lorient
11 February 1943 - Wilhelmshaven
13 February 1943 - Lorient
14 February 1943 - Milan
16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven

19 February 1943 - Wilhelmshaven
21 February 1943 - Bremen
25 February 1943 - Nuremberg
26 February 1943 - Cologne
11 March 1943 - Stuttgart
12 March 1943 - Essen

This Non-Commissioned Officer has completed 39 operational sorties, of which 27 have been with the Pathfinder Force. He has taken part in two attacks on Essen, three on Dusseldorf and two on Munich.

In December 1942, as mid-upper gunner he greatly assisted his captain to evade an enemy night fighter which attacked five times on the outward journey to Munich. Cooperating with the rear gunner they maintained a running commentary during the whole time which the enemy fighter sought to engage them, and when the enemy aircraft eventually gave up the chase, Flight Sergeant Connell assisted in putting out the fire caused by the bullets of the enemy. Flight Sergeant Connell has displayed high courage and helped to maintain the highest standard of morale so essential in this kind of work. He is strongly recommended for the award of the Distinguished Flying Medal.

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CONNELL, Corporal William (R193634) - **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 28 August 1909. Home in Toronto; enlisted there 18 September 1942 as Guard and posted to No.1 Manning Depot. Subsequently reclassified as Service Police from September 1942. To Composite Training School, 4 December 1942. To No.1 Manning Depot, 7 January 1943; promoted Acting Corporal that date. Reverts to LAC, 7 April 1943. Promoted Corporal, 1 June 1943. To No.4 Release Centre, 31 October 1944. Retired 28 September 1945. Award presented 18 October 1947.

This outstanding non-commissioned officer has served as a Service Policeman with great efficiency and effect. He has always discharged his duties in a manner indicating not only keen interest in his work but showing that he is ready and willing to do far more than is required of him. He was instrumental in disarming an airman who had in his possession a loaded revolver which he had smuggled into the Detection Barracks of No.4 Release Centre. The non-commissioned officer in charge of the Detention Barracks was set upon by a number of airmen, whereupon Corporal Connell immediately armed himself and entered the Detention Barrack. The airman pointed a cocked revolver at him, but he nevertheless approached and ultimately disarmed him. By displaying a most

commendable degree of coolness and courage, Corporal Connell brought completely under control a situation that was fraught with ugly possibilities.

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CONNER, F/L John Herbert (C7836) - **Mention in Despatches** - No.426 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 27 August 1908 in Rural Municipality of Brenda, Manitoba. Home in Dauphin, Manitoba; enlisted Winnipeg, 4 October 1941 in Administration Branch. Flying Officer as of 1 November 1941. At No.7 SFTS as of 8 December 1941. To "Y" Depot, 6 October 1942. To RAF overseas, 9 October 1942. Promoted Flight Lieutenant, 12 November 1942. Promoted Squadron Leader, 8 April 1944. Repatriated 17 November 1944. Retired 9 February 1945. Believed to have died in Winnipeg, 1956. Unit identified in AFRO only as "Overseas"; **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944) gives unit. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 26 August 1943 (for an MBE).

This officer joined his unit shortly after its formation and it was mainly through his efforts that the squadron got off to such a fine start. Since that time he has not only performed his duties in an extraordinarily efficient manner, but he has also given unstintingly of his time and energy to maintain the excellent morale of the squadron. His personal loyalty and unfailing interest have been a great support to his commanding officers; he has dealt with the problems and needs of aircrew and groundcrew so as to make for their happiness and to maintain the standards of the Service, and in other ways he has contributed largely to the good spirit of the squadron.

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CONNOR, F/O Donald Daubney (J86186) - **Distinguished Flying Cross** - No.431 Squadron (deceased) - Award effective 31 October 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born 29 October 1922. Home in Ottawa, Ontario; enlisted there 1 May 1942 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 29 June 1942. To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.20 EFTS until 7 November 1942; graduated 10 January 1943 when posted to No.16 SFTS; graduated and promoted Sergeant, 30 April 1943. To No.31 GRS, 14 May 1943. To "Y" Depot, 31 July 1943. To United Kingdom, 25 August 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 6 May 1944. Killed in action 1 November 1944 (Lancaster KB817); buried in Holland. Award sent by registered mail from Government House to his father. Medals with Canadian War Museum (AN 19820166-001).

Flying Officer Connor as pilot has completed numerous operations against the

enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

RCAF file 181.009 D5526 (Library and Archives Canada RG.24 Vo.20667) has original recommendation drafted 5 October 1944 when he had flown 26 sorties (121 hours30 minutes); submission as follows:

27 June 1944 - Wizernes (3.40)
1 July 1944 - Biennais (4.35)
4 July 1944 - Biennais (4.25)
6 July 1944 - Biennais (3.20)
20 July 1944 - Alderbelck (4.05)
23 July 1944 - Donges (6.20)
28 July 1944 - Hamburg (6.00)
1 August 1944 - Acquet (4.40)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (5.00)
7 August 1944 - Caen (4.35)
8 August 1944 - Foret de Chantilly (5.25)
9 August 1944 - "Boomerang" (2.50)
10 August 1944 - La Pallice (6.00)
14 August 1944 - Falaise (4.40)
16 August 1944 - Kiel (5.25)
18 August 1944 - Bremen (6.00)
31 August 1944 - Ile de Cezembre (3.55)
9 September 1944 - Le Havre (3.20)
10 September 1944 - Le Havre (4.40)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (3.50)
20 September 1944 - Calais (3.50)
25 September 1944 - Calais (4.50)
26 September 1944 - Calais (4.05)
27 September 1944 - Sterkrade (5.45)

This officer, a captain of aircraft, has successfully led his crew on 26 operational sorties against the enemy, including such heavily defended targets as Kiel (twice), Bremen, Sterkrade and Hamburg. At all times this remarkable pilot, in a calm, quiet manner, pressed home the attack with complete disregard for the hazards encountered. On one occasion, on the 15th September 1944, while raiding Kiel, his aircraft was badly shot up by flak. His inspiring leadership in this instance, was a steady influence upon his crew, thereby allowing the mission to be carried out and then, by Flying Officer Connor's expert airmanship, he

safely piloted his badly damaged aircraft back to its home base. In recognition of such outstanding courage and devotion to duty, I strongly recommend that he be awarded the Distinguished Flying Cross.

NOTE: The Ottawa **Citizen** of 5 February 1998 carried a piece by Dave Brown, "War Hero Deserves Recognition at Home". Having stated that Connor was buried at Linne, Holland, that a street there was named for Connor, and that a cousin, David Daubney (lawyer and former Member of Parliament) had done much to keep his story alive, Brown wrote:

On the night of November 1, 1944, Flying Officer Connor, the only son of William Connor, of the Connor Washer Company of LeBreton Flats, was at the controls of a spanking new Lancaster bomber returning from a raid into Germany. The machine was fitted with the latest radar, and its operator, Gordon Leppington, thought there was something suspicious moving in astern, but was assured by gunners there was nothing.

Then came a yell, "That sonofabitch opened up on us !" It was a German night fighter. A storm of heavy bullets ripped the floor out of the aircraft and set two engines ablaze.

There were yells from mid-upper gunner Jim Campbell, but the rest of the crew were used to that. He was a nervous sort, made that way earlier in the war when the propeller of another bomber tore his perspex dome off in a collision.

The skipper over the intercom ordered everybody to be calm, they had been through this before and made it home on two engines. He ordered engineer Ray Joiner to cut off the fuel supply to the burning engines. Then came the unexpected order from the skipper: "Emergency ! Jump ! Jump !"

The aircraft commander was a stickler for emergency training, making his crew work through the procedures over and over. For training in escape in water he yelled, "Dinghy ! Dinghy !" Hence his nickname.

Radio operator Leppington would later tell how, in an emergency training session while parked on an airfield, when the order "dinghy" was yelled, the whole crew jumped onto bicycles and repaired to a pub. But he admitted the training saved his life.

He had to fight an urge to jump through a gaping hole in the floor. Wind forced would have pushed him into the jagged edges. He had a drilled-in escape route and followed it. The skipper fought to keep the aircraft under control long enough for his crew to get out.

On the ground, residents of Linne saw the burning aircraft in a shallow dive heading for their village. At the last moment the plane pulled up and over the community, and crashed a few metres clear of buildings. Even then, residents realized the pilot had sacrificed his life for theirs, and asked their German occupiers for permission to bury him. This was granted, but with a provision: No flowers.

Retired economics teacher Frans Ververs was 14 when he watched the crash. In a story published in Holland, he clearly remembered the funeral. Mainly, he remembered the great quantity of flowers.

He also remembered people pick up the body of another member of the crew just outside the town. The man's parachute failed to open and he landed feet first. The impact left him much shortened. There is also a Joiner Street in Linne, and the grave is beside Mr. Connor's.

Another Connor cousin, Doug Williams of Mississauga, visited Linne a few years ago, and was introduced to Jan Putts, an aged market gardener who also witnessed the crash. Mr. Putts showed him how two brass oxygen cylinders were used in his garden to mark each end of a row of vegetables. They were the last remains of the Lancaster. His daughter, Tania Putts, still tends the graves of the two men killed in the crash.

The nervous upper gunner, Jim Campbell, was hidden by the Dutch underground for 15 days, and then turned over to the British as the town was liberated. The rest of the surviving crew members spent the rest of the war in prison camp.

There's something else carved into the Connor marker that's worth remembering. He was 21.

The website "Lost Bombers" provides the following on the loss of his aircraft. Lancaster KB817. (SE-P), target Oberhausen, 1-2 November 1944. The bomber was delivered to No.419 Squadron in October 1944, transferring to No.431 Squadron almost immediately. It undertook no operations with No.419. Lost on its first operation with No.431 Squadron. When lost this aircraft had a total 76 hours. Airborne at 1701 hours, 1 November 1944 from Croft. Shot down by "friendly fire" from another bomber in the stream. Crashed at Linne (Limburg), a village on the east bank of the Maas, 6 km SW of Roermond, Holland, Crew consisted of F/O D.D.Connor, DFC, RCAF (killed), P/O R.C.Joiner, RCAF (killed), P/O J.B.Ogg, RCAF (POW), WO2 J.T.Patterson, RCAF, POW), WO1 G.W.Leppington, RCAF (POW), Sergeant J.M.Campbell, RCAF (injured), WO2 R.B.Page, RCAF (POW), Sergeant Campbell was confined in hospital due injuries. WO1 G.W.Leppington was interned in Camp L7 (POW number1200) with WO2 R.B.Page, (POW

number) 1205 and WO2 Patterson, (POW number 1207); P/O J.B.Ogg was held in Camp L3, POW number 8877.

The following are taken from Questionnaires for Returned Aircrew, Loss of Bomber Aircraft from three members of the crew:

Sergeant J.M. Campbell (mid-upper gunner, date of interrogation uncertain, 31 sorties):

Target bombed good effect and everything OK until on the way home. At 2113 attacked by fighter. Landed [sic] about 2130. Full moon, cloud 10/10 below at 6,000 feet. Height about 18,000 feet.

Fighter came in dead astern and below. Mid-upper could not fire at him. Seen at 600 yards. Warned Rear Gunner of it and Rear Gunner said OK M/U. Continued with own search. Then saw port wing with tremendous hole in it and it was on fire. Said "corkscrew starboard" and pilot dived to starboard and fighter broke away port down underneath. Pilot continued to dive in order to put out fire and next thing M/U heard was order to abandon aircraft. Did not know whether R/G fired. Port wing on fire. Petrol tank hit between engines and pilot feathered engines, not known but pressed switch. But it did not go out. Should have reduced height rapidly to gain cloud cover after bombing but had stayed above 12,000 feet. Intercom OK. Came out of turret and put on chute. Went to back of Lanc but could not get door open (locked). WOP came along and opened door easily. M/U went out over the steps and baled out. No trouble in getting out. Chute opened but he was cut in groin by harness. Landed in field. Leg stiff for couple of days owing to fall and badly shaken generally. First trip in Lanc X and not well acquainted with opening rear door. Enough time given for baling out. Identified fighter as Me.410 - no trace seen. Flaps damaged, hole in about six feet long. Landed near Heel in Holland and aircraft landed in Linre. Pilot's body found in aircraft. Flight Engineer [Joiner] chute did not open and body found near aircraft. Both buried in Linre. Ground sources reported Navigator [Ogg] tried to make getaway but was captured by Germans after trying to evade in civilian clothes and is POW. Aircraft was reported to be completely destroyed as Germans did not bother to take it away. Helmet taken off before baling out. Lost one boot in getting out of turret. Aircraft in dive when M/U left. Believed to be out of control. Window being dropped at time of incident. No flames. No searchlights.

F/O R.B. Page (rear gunner, interrogated 27 May 1945, 30 sorties):

After take-off from Croft we climbed to the height briefed, set course and flew down England to cross the south coast slightly west of Brighton. Altering course

and climbing to bombing height, headed for the target, Oberhausen. It was a bright moonlight night, November 1, 1944. We reached the target without any difficulty at a height of about 20,000 feet. There was intense flak which was fairly accurate. We bombed the target and altered course, beginning to lose height with an air speed of approximately 240. The visibility became poor with haze. I could see several other four engine aircraft, one of which was almost dead astern. We then took evasive action, at the same time the aircraft behind fired, hitting our port inner. I opened fire and the aircraft dived almost straight down out of sight in the cloud. Over the intercom came "Skipper, we're on fire". The skipper replied, "It's okay, I'll put it out." The next thing I saw was flames licking past the rear turret, then came over the intercom from the skipper, "Emergency, jump, jump". I immediately jumped from the turret, waited for a few seconds, then pulled the cord. I landed in a clear field near a wood. Injured right foot on landing. Window was used. Time of event approximately 2040.

Warrant Officer G.W. Leppington (WOP, interrogated 17 May 1945; 29 sortie):

Took off about 1800 hours. Perfect trip to target. Bright moon light. Flying above cloud. At target good run. Bombs gone and about a couple of minutes after opened up on by a four engine aircraft, dead astern. Rear gunner gave corkscrew which was very violent and opened up on other aircraft which broke away, down starboard. Resumed course and in about one minute, port inner caught fire. Pilot said he would put it out but didn't succeed. After the fire had a good hold the order was given - Emergency, emergency, jump, jump. After pressing IFF destruct button and grabbing my chute, I stumbled and crawled to the rear escape hatch. At first the rear door wouldn't open but I found that the M/U was lying against it. However he got up and put his chute on and I did likewise. After hesitating he decided to jump and was seen disappearing under tail plane. Then after that I abandoned the aircraft which was last seen burning quite nicely in a gradual descent with undercarriage down. Met Navigator and Bomb Aimer next day.

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CONNOR, F/L Douglas William (J8157) - **Distinguished Flying Cross** - No.185 (Wing Special Flight) - Unit identified by Nick and Carol Carter, **The Distinguished Flying Cross and How it was Won**; AFRO gave unit only as "Overseas" - Award effective 21 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Seaford, England, 1 September 1918. Home in Vancouver; enlisted there 15 February 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 9 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 commissioned 17 October 1941. To Trenton, 18 October 1941. To

No.12 SFTS to instruct, 1 January 1942. To No.2 Flying Instructor School, 31 August 1942. Promoted Flying Officer, 1 October 1942. To No.31 GRS, 2 March 1943. To No.111 OTU, 31 May 1943. To Ferry Command, 3 October 1943. Departed Montreal on 18 November 1943 with Liberator BZ925, proceeding via Goose Bay (departed 20 November 1943) direct to England. Apparently continued ferry flight (though not necessarily with same aircraft) to North Africa and hence via Cairo to Habbaniya, Iraq, arriving 12 December 1943. Promoted Flight Lieutenant, 1 November 1943. Promoted Squadron Leader, 19 July 1944. Posted from RAF Station Amarda to BRD Worlu for embarkation to Britain, 28 February 1945. Repatriated 15 April 1945. To Western Air Command, 3 May 1945. To No.6 OTU, 9 August 1945. To Eastern Air Command, 26 February 1946. To No.6 Communications Flight, 2 April 1946. To No.2 Release Centre, 26 May 1946. Retired 1 June 1946. With AFTU at time of award. Award presented 14 May 1951 in Berne, Switzerland. Died in London, England, 5 July 2002. Obituary stated he was a veteran of the Burma campaign but incorrectly stated he had been awarded DFC and Bar. Photo PL-35885 is a portrait.

This officer is an exceptional pilot who has consistently proved his determination by flying to his objective through appalling monsoon weather. He has often been intercepted by enemy night fighters and engaged by searchlights and anti-aircraft fire. At all times he has displayed skill, determination and devotion to duty of a high order.

RCAF press release 4997 of 16 January 1945 has much about him:

WITH THE RCAF IN INDIA - When S/L D.W. Connor speaks of "my pupils", he says the words with a smile. His pupils they are, but each one is also a tried and tested veteran, with a healthy operational record in the Indian Ocean or over the Burma front. "I learn as much from them as they do from me," he declares.

S/L Connor, whose home is at 1140 West Pender Street, Vancouver, is chief instructor in the bombing wing of the Air Fighting Training Unit in Southern India. One wall of his office boasts a large map of Canada, on which a bright red circle is drawn just across the Alberta border from Yorkminster, Saskatchewan. The circle bears the simple legend, "The Farm", and it marks the home of Connor's second-in-command, F/L Jack Mason.

The two Canadians, whose job is the development and dissemination of new techniques in the specialized air warfare of southeastern Asia, have a rich background of experience as well as unlimited enthusiasm to fit them for the work. S/L Connor joined the RCAF at the start of the war, did two years as an instructor in Canada, then was posted to a Coastal squadron in the West Indies. That was early in 1942, a few months after Pearl Harbour, when German U-boats were operating almost at will in the Caribbean and along the United States coastline. Later he came to a Liberator squadron in India and took part in the

first attacks on Palembang and other Japanese strongholds in Sumatra. At the time these were the longest raids of the war, involving more than 2,000 miles of over-water flying.

F/L Mason's operational experience has been gained entirely in the Burma theatre, where he flew Beaufighters when the Japanese threat of invading India were most serious. Posted to the Air Fighting Training Unit a year ago, he has become a heavy-bomber enthusiast, and dreams now of piloting B-29 Superfortresses or the newer B-32 against the Japanese homeland.

Practically every phase of air operations finds some place in the Connor-Mason curriculum, but particular emphasis is placed on air-to-air combat. Liberator formations take off to bomb a precise target. Fighters go up to attack. The combat is recorded on movie film, the bombing is assessed, and the airmen are shown in graphic fashion where methods are successful and what faults they must correct.

"Our job is a combination of experiment and study, instruction and missionary work," says Connor. "First we have to keep abreast of advancements at home - new bomb sights, improved gun turrets, new air tactics. We try them out, and if necessary adapt them to meet special climatic conditions or to counter the difference between German and Japanese tactics. The fruit of this study we pass on to the students. Then as often as possible, we visit operational squadrons and give them sales talks on what we're trying to do for them."

Most of the students trained at the unit go back to their squadrons to become leaders of bombing, navigation or gunnery sections. Since these "students" are themselves veterans, the relationship is not so much that between teacher and pupil as between equals engaged in solving common problems. Students' suggestions are met with respect and usually with trial.

Experimentation is in constant progress at the unit. S/L Connor is currently attempting to work out a method of making bombing a completely automatic function, using the automatic pilot and Mark XIV bomb sight whose amazing properties were recently revealed. "My motto is, 'Let George do it'," he says. F/L Mason is convinced that the use of drogues is outmoded for gunnery practice; camera guns are replacing them at the school. Still another expert is working on a device which he hopes will allow gunners to aim directly at enemy aircraft, without the necessity of mentally calculating deflection.

At regular intervals, new crops of trained experts leave this post-graduate course in air war, carrying new knowledge and new skills to the squadrons at the front.

As the Japs encounter a new weight behind the Allied punch, they can offer up some of their thanks to two Canadians a thousand miles behind the lines.

Inquiries on the website "RAF Commands" has elicited further information about both Connor and the units in which he served. He reported to No.160 Squadron on 10 January 1944. He was a founding pilot of the Special Flight, No.160 Squadron (later transferred to No.159 Squadron after he was tour expired). This took the form of two Liberators, W/160 (BZ938) and Y/160 (BZ939) with F/L J.W. Bradley skippering one crew and F/L Connor the other. From No.160 Squadron's base at Sigiriya, Ceylon, and later at Digri, West Bengal, Connor skippered many long Special Flight Liberator operations to investigate Japanese radar and radio transmissions in the Far East. His first sortie was on 22/23 January 1944, a twelve hour 22 minute flight under "Special Instructions" to look for an enemy radar presence in the South Andaman Islands. The following night it was another twelve-hour mission to the same area.

The usual routine was that both Liberators scoured the same general area to pinpoint any signals. Weather sometimes forced early returns. It was suspected that the enemy simply refused to turn on their radars for such a small force, so on 18 March a third Liberator was added, this one with bombs. It was hoped this would provoke the Japanese to turn on their radars. However, on this occasion some hitch (weather or mechanical) forced an early return. A second three-plane mission on 20/21 March fell flat when the bomber "Lib" suffered a bomb-bay hangup.

Connor's last sortie with the Special Flight was on 21/22 May 1944. He left the Flight in June 1944, joining the Air Fighting Training Unit soon afterwards. This was an equally unusual outfit, dating from February 1943 when it had been formed by Group Captain Frank Reginald Carey, DFC, DFM, of Battle of Britain fame. Its mission was to teach various flying tactics deemed valuable in the unique air war versus the Japanese. At AFTU many fighter and bomber airmen were posted for a fortnight or more of rigorous instruction in such subjects as gunnery, navigation, bombing, fighter affiliation, and formation flying. Of the fighter pilots Carey personally supervised at AFTU, it has been written that he inculcated each man with his own enthusiasm and the benefit of his vast experience. His teaching methods were often highly unorthodox, but they proved most successful. It was said later that his pilots won victory in Burma "listening to the echo of Carey's voice and obeying his teaching."

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CONNOR, S/L Maurice Francis (C4264) - **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 25 February 1901. Home in Saskatoon; enlisted there 15 March 1941 in Administration Branch. Commissioned as Flying Officer, 12 April 1941. At Patricia Bay as of 22 June 1941. Promoted Flight Lieutenant, 11 April 1942. To Western Air Command Headquarters, 31 October 1942. Reposted to Patricia Bay, date uncertain; to "B", 14 February 1943; to "A", 17

March 1943. To Western Air Command Headquarters, 8 May 1943. To Sea Island, 19 September 1943. To Patricia Bay, 15 March 1944. Promoted Squadron Leader, 1 June 1944. To Western Air Command Headquarters again, 29 March 1945. To Patricia Bay again, 24 February 1946. Retired 1 March 1946. Became a teacher and Vice-Principal. Died in Victoria, 5 April 1965.

Squadron Leader Connor has displayed outstanding ability as senior operations room controller at Royal Canadian Air Force Station, Patricia Bay. He has been untiring in his efforts to keep abreast of changing conditions and to introduce new ideas for improving efficiency of control. His devotion to duty at all times, and particularly in times of emergency, has been an inspiration to his colleagues.

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CONNOR, WO Paul Morton (R124700) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1296/44 dated 16 June 1944. Born 28 June 1923. Home in Kingston, Nova Scotia; enlisted Halifax, 29 August 1941 and posted to No.1 Manning Depot. To No.31 Radio School, 12 September 1941. To No.6 ITS, 6 November 1941; graduated and promoted LAC, 2 January 1942; posted next day to No.10 EFTS; ceased training 14 February 1942 and posted elsewhere; to No.7 BGS, 28 March 1942; graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 28 April 1942. To RAF overseas, 15 May 1942. Promoted Flight Sergeant, 29 October 1942. Promoted WO2, 27 April 1943; promoted WO1, 27 October 1943. Commissioned, 24 May 1944 (J86374). Repatriated 24 May 1944. To No.10 BGS, 15 June 1944. To No.3 Aircrew Graduate Training School, 12 October 1944. Promoted Flying Officer, 24 November 1944. To No.3 Training Command, 16 December 1944. To Release Centre, 18 March 1945. Retired 21 March 1945. Award sent by registered mail.

Warrant Officer Connor has completed a tour of operational duty during which he has attacked some of the most heavily defended targets in Germany. An exceptional air gunner, his skill, cheerful confidence and unceasing vigilance have been largely responsible for the successful completion of many missions.

RCAF Press Release 3723 issued 5 August 1944 read as follows:

WITH THE RCAF OVERSEAS - A Canadian air gunner, Pilot Officer Paul Connor, has become the first member of the RCAF to be presented with the Operational Wing and two Bars, denoting three completed operational tours.

Behind the little gold wing and the two small bars dangling beneath it, which the Halifax, Nova Scotia lad wears proudly on his left breast, is a story of flirtations with death over some of the hottest enemy targets, of flak and enemy fighter

dodging, of tiring, gruelling hours in the air, and of a parachute jump from a crippled Lancaster.

Many Canadians have completed one operational tour; some have completed two tours, but rarely has a man been keen enough to ask permission - and to have it granted - to go on a third. But in special cases it has happened, as it did with Connor. He has come through safely and has earned his reward - a return to Canada. It is unlikely that Connor will again fly an operational sortie. He will likely become a gunnery instructor at a British Commonwealth Air Training School in the Dominion.

Paul recalls that the trip on which he was "scar't the most" was one on which he had to bale out in an overcast sky over the east coast of England.

Thirty miles out to sea the Lancaster got into trouble. The skipper headed for home, but finally ordered the crew to jump.

"I was sure we were still out over the sea and I hadn't my Mae West with me," Connor related. "We jumped at 10,000 feet and there was a heavy overcast right down to 1,500. I thought the 'chop' had really come, and expected the North Sea to show through the mist every second. But I was mistaken. I came out of the clouds over Norfolk."

Paul's first squadron was commanded by the famous dambuster, W/C Guy Gibson, VC, who led the attack on the great Mohne Dam in the Ruhr last year and dealt German war industry one of the most crippling blows of the war.

On Paul's fourth sortie, by daylight, to Milan, he had his first brush with enemy fighters - two Macchi 202s which jumped his bomber after it had left the target area. One stood off and pumped half-hearted bursts at the big aircraft while the other attacked twice. Paul, in the mid-upper turret, hit the fighter.

On his fifty-fifth trip, this time to Berlin, the bomber was attacked by a fighter. In the rarified freezing atmosphere of the rear turret guns froze and were useless. After a few bursts Paul's guns quit too. "Luckily a corkscrewing Lanc is hard to hit, because by that time we didn't have anything to hit back with", Paul said in describing his skipper's evasive action which shook off the attacker.

Connor was awarded the DFC on completing his first tour.

The "blind bale-out" incident was on 29/30 September 1943 involving Lancaster JB187 (OL-R) of No.83 Squadron. It was airborne at 1822 hours, 29 September 1943 from Wyton to raid

Bochum. Turned back with technical problems and after regaining the East Anglia coast, was successfully abandoned in the area of Swaffham, Norfolk. The Lancaster crashed in the sea. Most of this crew had been interned in Sweden while raiding Stettin 20/21 April 1943. Crew consisted of F/O C.P.MacDonald RCAF (injured), Flight Sergeant T.J.Parrington (injured), P/O V.W.J.Nunn, F/O W.G.Ross, Sergeant .A.Coles, Flight Sergeant P.M.Connor, F/O J.P.Crebbin DFC and P/O Nunn

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CONQUIST, S/L Carlyle William (J16812) - **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 20 April 1919 in Kamsack, Saskatchewan. Home in Winnipeg; enlisted there 14 February 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard), 28 March 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.18 EFTS; graduated 26 July 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF overseas, 22 October 1941. Commissioned 13 December 1942. Promoted Flying Officer, 13 June 1943. Promoted Flight Lieutenant, 9 November 1943. Date of promotion to Squadron Leader uncertain. Repatriated with No.431 Squadron, 11 June 1945. Retired 17 September 1945. Postwar he worked for National Cash Register and Investors Syndicate to 1964 and then administered a family business, Conquist Nursing Home, retiring 1987. Died in Winnipeg, 13 September 2008. Award sent by registered mail 7 June 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1741 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 23 April 1945 when he had flown 13 sorties (101 hours 31 minutes) of a second tour, 28 January to 13 April 1945. Flight Commander.

Squadron Leader Conquist (pilot, captain of aircraft) has carried out thirteen sorties on his second tour of operations. This officer previously completed a very long and arduous first tour of forty trips in the Middle East. With great experience, he has been an unfailing source of guidance and inspiration to the squadron. Squadron Leader Conquist in his position has displayed admirable qualities of leadership, and considerable skill in administration.

For his skill and daring courage, unbounded energy and initiative, and his enviable quality of leadership, I strongly recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

28 January 1945 - Stuttgart (8.45, second pilot)

14 February 1945 - Chemnitz (9.40)
20 February 1945 - Dortmund (7.30)
23 February 1945 Pforzheim (9.00)
28 February 1945 - Neuss (2.15, recalled)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.35)
14 March 1945 - Zweibrucken (7.50)
15 March 1945 - Hagen (6.50)
20 March 1945 - Hemmingstedt (5.25)
27 March 1945 - Hamburg (6.23)
4 April 1945 - Merseburg (9.25)
8 April 1945 - Hamburg (8.59)
13 April 1945 - Kiel (6.44)

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CONRAD, F/O Reginald George Joseph (J25511) - **Distinguished Flying Cross** - No.166 Squadron
- Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and
AFRO 2373/44 dated 3 November 1944. Born 6 April 1916. Home in Dartmouth, Nova Scotia;
enlisted Halifax, 5 June 1940 as clerk. To AFHQ, 21 July 1940. Promoted AC1, 5 September
1940. Promoted LAC, 5 December 1940. Promoted Corporal, 15 March 1941. Promoted
Sergeant, 1 October 1941. Remustered to aircrew and posted to No.1 ITS, 10 October 1942;
may have graduated 18 December 1942 but not posted to No.4 BGS until 9 January 1943;
graduated 5 March 1943 and posted next day to No.9 AOS; graduated and commissioned 16
April 1943. To "Y" Depot, 20 April 1943; to RAF overseas, 26 May 1943. Promoted Flying
Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1945. Repatriated 14 May 1945.
Retired 19 June 1945. Award sent by registered mail 13 November 1948. Photo PL-25518L
taken on return to Canada, Photo PL-33626 shows him. No citation other than
"completed...many successful operations during which [he has] displayed high skill, fortitude
and devotion to duty." Public Records Officer Air 2/9276 has recommendation dated 14 June
1944 when he had flown 26 2/3 sorties (164 hours):

15 February 1944 - Berlin
19 February 1944 - Leipzig
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
22 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 - Hesselt
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 officer has successfully completed 26 2/3 sorties including some of the most heavily defended targets in Germany and enemy occupied territory. His tour of operations has been characterized by a desire to hit the enemy hard and he has always guided his aircraft through any opposition offered to the target to deliver a successful attack.

Of quiet disposition, he is unremitting in his efforts to improve on his skill and is unflinching in his zeal. His confident bearing and coolness under fire have contributed largely to the excellent discipline and morale of the crew. For his calm courage and determined operational spirit, he is recommended for the award of the Distinguished Flying Cross.

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CONRAD, F/L Walter Allan Grenfell (J5023) - **Distinguished Flying Cross** - No.274 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born at Melrose, Ontario, 3 April 1920 (information provided to author Michel Lavigne; see also **Canadian Who's Who**, 1968). Student when he joined RCAF, giving his home as Richmond, Ontario. Enlisted 23 August 1940. Trained at No.1 ITS (9 November to 9 December 1940), No.11 EFTS (10 December 1940 to 27 January 1941) and No.2 SFTS (28 January to 11 April 1941). Arrived in UK, 6 June 1941. Trained at No.59 OTU. Posted to No.274 Squadron, 19 September 1941; to No.145 Squadron, 16 July-11 September 1942. To

UK, 15 February 1943. To No.403 Squadron, 6 May 1943. Decorated by King George VI 29 June 1943. Shot down over France, 17 August 1943 but evaded capture and was reported safe in UK, 10 October 1943. Returned to Canada immediately but was posted overseas again, 30 December 1943. With No.421 Squadron, 1 January to 28 July 1944. Returned to Canada, 6 August 1944; staff officer until released, 16 October 1945. Joined McLeod, Young and Weir (investments) in 1945; joined American Airlines in Montreal, February 1946. Seconded to International Air Transport Association in Montreal, January 1948 to February 1949. District Sales Manager for American Airlines, Montreal, Toronto and Baltimore, 1949-1951; European Sales Manager, 1951-1954; Director of Sales, American Airlines de Mexico, 1956-1957; Vice-President, General Manager and Director, 1957-1960; Vice-President of Northern Region, American Airlines, 1960-1964. Became Vice-President, Field Sales, Eastern Air Lines in 1964. PL-23777 is portrait. PL-25518L taken on repatriation to Canada. See Chris Shores, **Aces High**.

The sound judgement and exceptional efficiency displayed by this officer has contributed greatly to the successes achieved by his squadron. On one occasion, while in co-operation with a South African squadron, fifteen Junkers, strongly escorted by Messerschmitts were intercepted and through the brilliant leadership displayed by Flight Lieutenant Conrad, his squadron was able to continue the escort, while fourteen of the enemy were destroyed. He has been personally responsible for the destruction of four enemy aircraft.

NOTE: Public Record Office Air 2/9612 has recommendation for non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 11 December 1942:

This officer is an outstanding Flight Commander who has continuously been on operations since November 1941. His unfailing cheerfulness has been an inspiration to everybody in the squadron.

His sound judgement and good leadership have contributed greatly to the success achieved during [the] recent campaign, notably whilst in command of the top cover to No.1 Squadron, South African Air Force when they distinguished themselves on 3rd July 1942. In this encounter twelve Hurricanes of No.1 South African Air Force Squadron and twelve Hurricanes of No.274 Squadron intercepted 15 Junkers 87s escorted by about 20 Messerschmitt 109s. Through his leadership the Hurricanes of No.274 Squadron were able to contain the escorting '109s while No.1 Squadron went in to attack the Stukas. Through his brilliant leadership of this top cover, No.1 Squadron was able to destroy 13 Stukas and one Messerschmitt 109 without loss to themselves.

Flight Lieutenant Conrad has flown more than 158 operational hours covering 131 sorties before being posted to No.145 Squadron on the 15th July 1942.

He has also participated in five bombing trips, dropping ten 250-pound bombs. He also dropped parachute containers during the siege of Bir Hacheim. Finally, he has had four confirmed victories to his credit, a share in a fifth and numerous probables and damaged.

CONRAD, S/L Walter Allan Grenville, DFC (J5023) - **Bar to Distinguished Flying Cross** - No.421 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944.

Since the award of the Distinguished Flying Cross, Squadron Leader Conrad has made numerous sorties against the enemy. He has destroyed at least seven enemy aircraft and has set at all times proved himself to be highly determined and a keen fighter pilot.

NOTE: It is interesting to see how detailed submissions are edited down to bare-bones citations. Public Record Office Air 2/9633 has the original recommendation (undated but about 10 April 1944) drafted when he had flown 237 sorties (329 hours five minutes), including 85 sorties (141 hours 50 minutes) since previous award.

Since this officer was cited for the award of the Distinguished Flying Cross, he has participated in a further 85 sorties involving 142 hours of offensive operations against the enemy. All his sorties have been over enemy territory. In August of last year whilst diving to attack a FW.190 at approximately 500 m.p.h. and 1,000 feet he had his tail unit cut off by his No.2. Despite the circumstances he extricated himself and successfully evaded and escaped through Spain back to this country. After a month's leave in Canada he returned to command No.421 Squadron. His total score is seven destroyed, three probables and 4 ½ damaged of which two destroyed have been since his last award. He has at all times been an inspiration in keenness and ability and energy to those serving under and with him.

His commanding Group Captain endorsed this on 12 April 1944 as follows:

A fine fighter pilot with an excellent record of devotion to duty, high ability and determination to engage the enemy. I strongly recommend him for the non-immediate award of a Bar to the Distinguished Flying Cross.

This was further endorsed by an Air Vice Marshal (signature illegible) on 18 April 1944, by Air Marshal A. Coningham on 24 April 1944, and by Air Chief Marshal Trafford Leigh-Mallory on 2 May 1944. The text then went to Air Ministry Awards Committee and was edited to the following:

Since the award of the Distinguished Flying Cross, Squadron Leader Conrad has made numerous sorties against the enemy. During August 1943 he was diving at great speed to attack a Focke Wulf 190 when his aircraft sustained severe damage and he was forced to leave it by parachute. He successfully evaded capture and arrived back in this country. He has destroyed at least seven enemy aircraft and has at all times proved himself to be highly determined and a keen fighter pilot.

Public Record WO 208/3315 has his MI.9 evasion report based on interview of 11 October 1943. He had left Gibraltar on 9 October 1943 and arrived in Britain on 10 October 1943.

I was the pilot of a Spitfire IX which took off from Bradwell Bay at about 1630 hours on 17 August to escort a formation of Fortresses returning from Germany. South of Dunkirk on our return journey I went down on a single Focke Wulf which was tagging our formation, and in the subsequent fight I collided with my No.2 and lost the tail of my aircraft at about 3,000 feet.

I baled out and came down in a field about a mile from Banbecque (Northwest Europe, 1:250,000, Sheet 2), 20 kilometres southeast of Dunkirk. This was at about 1735 hours. The aircraft crashed about 25 yards from where I was, and, being in too exposed a position, I took my escape box from my Mae West and ran for cover immediately. I had no time to bury my parachute and harness. I got into a ditch on the far side of the field, and was immediately approached by an old woman. I understand French, and she told me that I would get help from her if I went to her house that night at 2230 hours. She also gave me directions. Making use of what cover I could, I tried to get near the house, which was apparently two kilometres away, before nightfall. I could not distinguish the house from others, so decided to put as much distance as possible between myself and the aircraft. I took off my tunic and carried it with a shock of wheat over my shoulder and walked openly across the field. I had had to leave one of my shoes in the aircraft, being unable to disentangle it from the cockpit, and my back was slightly sprained, so it was difficult to take cover in the ditches. After I had walked south for about half an hour a Belgian field labourer approached me and told me that the Germans were already at my aircraft, gave me my approximate location (about four kilometres from Bambecque) and advised me to get out of the area. He knew the existence of an organisation in the neighbourhood, but could give me no further help. Owing to the fact that without a shoe my feet were both being cut up by the stubble, I decided to try and make contact with some person who could give me a pair of shoes, so as to enable me to walk through the night.

I came to a farmhouse beside which there was a disused blockhouse. I attracted the attention of a woman who brought me a bottle of brandy and some bread while I lay hidden in some corn. I explained the circumstances to her. She said she was only a farm labourer, but the farmer was trustworthy and she would get him to come to see me after dark. When he came we decided that I should remain for the night in the blockhouse, while he approached his landlord-farmer at Bambecque. He returned at midnight with the news that the man was not at home, so took me into his own house, fed me and helped me build a bed of hay in the blockhouse. He said he would try to make contact with his chief first thing in the morning. Meanwhile the Germans had arrested 50 hostages and put a sum of 50,000 francs on my head, but the field labourers had all refused to talk.

On the morning of 18 August my host returned with the news that his chief had promised to help, and that I was to remain hidden in the blockhouse for two or three days till the turmoil had died down. I was fed by my friend, who told me that the Germans had made a house-to-house search.

On the night of 19 August he moved me into his hayloft.

At dawn on 21 August the landlord-farmer brought a civilian outfit, and he and I cycled to his chateau at Bambecque before the countryside was awake. After breakfast he took me to his factory, where his men had loaded a truck with planks, under which they left a hollow space for me to hide. My helper was known as an influential man in the neighbourhood and drove the truck himself to Armentieres, where my journey was subsequently arranged.

I was arrested by the frontier police in Spain on 29 August and taken to a French Red Cross hostel at Urdax (France, 1:250,000, Sheet 34), where I was allowed to telephone the British Consul at San Sebastian. On 31 August I was taken to Irun, where I was held in a concentration camp until 1 September. I was moved on 1 September to the Hotel del Norte, where I stayed until 23 September, when I was taken by a Spanish Air Force officer to Saragossa, which I left on 25 September for Alhama. I left for Madrid on 6 October, reaching Gibraltar on 8 October.

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CONSTABLE, FS Cecil George (R76589) - **British Empire Medal** - No.13 SFTS - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 14 August 1901 in the Cotswold Hills, Fairford, Gloucestershire, England (obituary notice, **Edmonton Journal**). Migrated to Canada in 1922 and joined Edmonton Fire Department in 1926. Enlisted in Edmonton, 6 November 1940 for General Duties. Reclassified as Firefighter,

23 November 1940 with rank of Corporal. To No.7 SFTS, 3 December 1940. Promoted Sergeant, 15 January 1941. To No.2 ITS, 6 May 1941. Promoted Flight Sergeant, 1 October 1941. To No.4 Training Command, 12 November 1942. To No.35 SFTS, date uncertain. To No.13 SFTS, 24 February 1944. To Release Centre, 28 August 1945; retired 30 August 1945. He returned to the City of Edmonton Fire Department and in 1950 became an Inspector with the Fire Prevention Bureau. In 1956 he became Senior Inspector and in the same year Assistant Fire Marshal. In 1959 Acting Fire Marshal and in 1961 Fire Marshal. Retired in 1966 from the City of Edmonton Fire Department after 41 years of service. On March 2, 1993 His Honor The Lieutenant Governor Gordon Towers presented Mr. Constable with the Fire Services Exemplary Service Medal of Canada and two Bars for his loyal and meritorious service to public security in Canada. Died in Edmonton, 17 March 2004.

This non-commissioned officer has been employed as a fire fighter for the past four years in which trade he is most efficient as well as in administrative work. His devotion to duty and tenacity in face of adversity is such that he commands the supreme confidence and respect of all those with whom he comes in contact. He is an outstanding leader and has done excellent work in charge of the fire fighters at this unit.

* * * * *

CONTANT, WO Joseph Hector Euclide (R125297) - **Mention in Despatches** - No.86 Squadron (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 16 December 1920 in Cornwall, Ontario; home there (hotel worker, paper worker); enlisted Ottawa 12 August 1941 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 1 September 1941. To No.4 WS, 6 December 1941. Promoted LAC, 19 February 1942; to No.5 BGS, 4 July 1942; graduated and promoted Sergeant, 3 August 1942. To No.1 CNS, 17 August 1942; promoted Flight Sergeant, 3 February 1943; to No.111 OTU, 19 August 1943. Posted overseas, 20 January 1944. Repatriated 3 November 1944. Retired 19 January 1945. Died in Cornwall, 1989. No citation found, but the following is garnered from **Coastal Command Operational Record Book** and newsclippings in his biographical file. On 18 July 1944 Liberator F/86 patrolling west of Lofoten at 2200 hours sighted and attacked a fully surfaced U-Boat. The crew was international in character which included a Spaniard, an Irishman, a New Zealander and an Australian. The submarine opened fire from 3,000 yards. Six depth charges failed to damage the target and two more dropped on a second run were also unsuccessful. The aircraft was badly hit and caught fire. The pilot ditched, but two men died in the ditching and one subsequently died of flak injuries in the dinghy. Six survivors spent 60 hours in three dinghies before rescue by a Catalina. **Coastal Command Operations Book** states that Contant was one of the casualties, but this is not accurate. He survived but with three broken vertabrae, a broken pelvis and partial paralysis. He had used his parachute to cushion the shock of ditching, but even so his head was bloodied and he had to swim up through the aircraft using only his hands. The men experienced icy cold

water and an aircraft flew over an hour after ditching; it failed to see them. They were cheered by having sails and emergency supplies. After two and a half days another Liberator flew over and they fired a signal pistol which was seen; the aircraft dropped a rations box which, however, broke up in the sea. However, a Catalina arrived soon after. RCAF photo PL-33086 (ex UK-15387 dated 26 September 1944) is captioned as follows: "Warrant Officer Euclid Contant of Cornwall, Ontario, RCAF wireless operator air gunner in a Coastal Command Liberator, who spent a frigid 62 hours floating in a dinghy in northern waters, paralysed from the chest down because of serious back injuries suffered when his aircraft was shot down in a battle with a U-Boat. He incurred a fractured pelvis and three broken spinal bones."

RCAF Press Release 4197 dated 11 October 1944 describes the ordeal; note that the crew of the rescuing Catalina was a member of the RCAF (F/O I.W. McGuinty, Toronto):

With the RCAF Overseas - Their Coastal Command Liberator shot down in a battle with a U-Boat, Warrant Officer Euclid Contant, RCAF, wireless air gunner of Cornwall, Ontario, spent 62 hours in a dinghy half-frozen, with fractured pelvis and partially paralysed.

The story of Warrant Officer Contant and five crew mates in three dinghes for two and a half days is an epic of human endurance. The fate of the U-Boat is not known.

A Catalina flying boat rescued the flyers under circumstances that won the Air Force Cross for the pilot, an RAF Squadron Leader.

Warrant Officer Contant, in the blast of anti-aircraft fire that wrecked the Liberator, suffered three broken vertabrae, causing paralysis from the lower part of his back down, a fractured pelvis and a minor head wound. Medical officers are amazed he survived. He is making a good recovery and will soon return to Canada.

Contant, a French-Canadian, whose parents live at 217 Cumberland Street, Cornwall, told the story on reaching London for further medical attention after spending two months in a British military hospital.

The only Canadian in a truly international crew, Contant was on anti-submarine patrol with an English skipper, a Spanish navigator, an Australian second pilot, a Scottish second navigator, a London, England Sergeant, an Irishman, another Englishman, and a New Zealander.

The Scotland-based Liberator sighted a German submarine. The Liberator went in to the attack in the face of intense anti-aircraft fire. Two attacks were made

to drop depth charges near the U-Boat. On the second attack the Liberator was badly hit, its starboard wing caught fire and blazed furiously. With hundred of gallons of gasoline in danger of igniting, the skipper was forced to ditch.

Travelling at 130 miles an hour, the Liberator broke up as it hit the water. Contant, the Irishman and one of the Englishmen were in the rear of the aircraft when it ditched. Contant was the only one of the three to come through alive. The New Zealander also perished. Contant was carried far below the surface and, in his own words, "swam up through the aircraft." He was bleeding from a flak wound in the head received just before ditching. He grabbed a parachute and placed it behind his head just before the crash. This absorbed some of the shock when the aircraft struck the water, and he believed saved his life.

Contant, the skipper and four other crew members found themselves in the water, 15 feet from the sinking Liberator. The Canadian, unable to use his legs, was swimming with his hands.

As they searched the surface for support of some kind, three two-man dinghies which had become detached from the aircraft came floating by. There had been no time before the ditching to launch the dingies, and they might well have been lost with the "Lib".

"They were a god-send," said Contant. "We grabbed them as they came by, tied them together and two men got into each dinghy. Then we set sail for land - 150 miles away - using a compass and the little sails that came with the dingies.

"We would never have made it, of course. Not only was it too far, but the weather was cold and we had only one package of emergency rations between each two men," he continued. "We had no drinking water, though we tried to catch some when it rained. We suffered most from the iciness of the sea water, which kept coming over the dinghy side and soaking us. I tried to get my trousers off to wrap around my feet, but was unable to because of my back injuries."

Contant's wrist-watch, a gift from his parents, ruined by salt water, stopped at 10.20 a.m., the moment of ditching on the Tuesday morning. An SOS sent out just before the crash brought a Liberator early the next morning, but the crew failed to see the dinghies bobbing up and down in the six-foot swell.

"You can imagine our feelings," Contant said. "We figured it was all up then."

As the hours went by the six men prayed that other rescuers would appear.

They tried to catch a seagull which hovered near them, but the bird was too elusive. Contant was in great pain and could not move his legs. Except for the swell, which made one man seasick, the water was mercifully calm.

“On Thursday afternoon, almost 2 ½ days after the ditching, another Liberator was sighted, and an emergency flare, part of the dinghies’ equipment, was fired. The crew saw it, came over, and circled the dinghies for nearly two hours. It dropped a dinghy radio and a box of rations. Unfortunately the latter broke up in the sea and sank, and the hunger and thirst from which the six men were suffering had to be endured until a Catalina flying boat rescued the airmen.

The Catalina was piloted by an Englishman, Squadron Leader F.J. French, DFC, AFC of Felixstowe, Suffolk, who won the Air Force Cross for rescuing the fliers. In the “Cat’s” crew was a Canadian engineer, Flying Officer I.W. McGuinty of Toronto.

The survivors were flown to the base, five of them suffering from exposure. Contant spent two months in the military hospital.

It was impossible to tell whether the depth charges damaged or sank the U-Boat. The survivors never saw it again, but they think that if they did have any success it must have been due to the depth charges dropped on the second attack.

Contant, who joined the RCAF in Ottawa in August 1941, trained in Canada and reached Britain in January this year. At home, his wife awaits him at 225-6th Street, Cornwall. He has a sister, Verna, and two younger brothers, Paul, aged ten and Clarence, six. He used to play hockey for the Cornwall Juniors, and senior lacrosse for the Cornwall team.

Relative to the above, the following from a data base of awards to RAF personnel may be noted:

FRENCH, Frank John, S/L, DFC (72120, Royal Air Force) - No.210 Squadron - **Air Force Cross** - awarded as per **London Gazette** dated 1 September 1944. The following citation is from Public Record Office Air 2/9019 and was drafted when he had flown 750 hours, 122 in the previous six months.

This officer was captain of a Catalina whose crew volunteered on 21st July 1944 to take part in the rescue of six survivors of a Liberator which had been shot down into the sea two days previously. The sortie necessitated landing in the open sea 540 miles north of the Shetlands. The survivors were located and, 45 minutes later, Squadron Leader French took off, rescuing all six men. This

difficult feat was accomplished without damage to his aircraft. This officer's shrewd judgement, skill and experience of seamanship, together with his practical first aid arrangements on the homeward journey, undoubtedly saved the lives of the aircrew members.

* * * * *

CONTENT, FS (now P/O) Joseph Benjamin Louis Maurice (R195050/J88880) - **Mention in Despatches** - No.431 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 6 December 1909. Home in Montreal; enlisted there 7 October 1942 and posted to No.5 Manning Depot. To No.3 Flying Instructor School, 10 January 1943 (guard. To No.2 SFTS, 16 January 1943. To No.23 Pre-Aircrew Education Detachment, 4 April 1943. To No.2 Air Gunner Ground Training School, 30 April 1943. Promoted LAC, 12 June 1943 and posted to No.3 BGS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 20 August 1944. Promoted Flying Officer, 20 February 1945. Repatriated 24 February 1945. Retired 26 July 1945. Shown in RCAF photo PL-35276. DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation for a BEM dated 17 July 1944; incident occurred on 5 July 1944 and won a George Medal for WO1 R.J. Hooker. Submission with sortie list as follows:

10 April 1944 - Ghent (4.35)
18 April 1944 - Paris (5.10)
31 May 1944 - Leubbrighen (1.40, duty not carried out, starboard outer unserviceable)
4 June 1944 - Pas de Calais (4.00)
5 June 1944 - Merville (5.30)
7 June 1944 - Versailles (5.21)
10 June 1944 - Versailles (5.30)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.50)
16 June 1944 - Sterkrade (4.30)
27 June 1944 - Wizernes (3.44)
1 July 1944 - Biennais (3.55)
4 July 1944 - Biennais (4.15)

On 5th July 1944, this NCO served as a Mid-Upper Gunner in an aircraft which crashed immediately after taking off for an operational mission. He left the aircraft, directly it crashed, and although in a very dazed condition, he recovered sufficiently to return to the burning aircraft in an effort to locate the other members of his crew. On reaching the aircraft, he found the captain lying, wounded and unconscious, on the wing. He managed to drag the wounded man from the wing and carry him a safe distance from the aircraft. Once again he returned to the burning wreck, to locate further members of the crew, but

finding no one, he was himself helped to safety by the crash party. By his coolness and presence of mind, as well as a complete disregard for his personal safety, this Air Gunner helped save the life of his captain. This NCO is highly recommended for the award of the British Empire Medal.

The website "Lost Bombers" has two entries involving his career, viz:

5/6 July 1944: Halifax MX657 (SE-K), No.431 Squadron, target V-1 sites. Airborne at 0124 hours, 6 July 1944 from Croft to bomb the V-1 site at Biennais, but crashed and caught fire, due to loss of control. An explosion resulted, completely wrecking the Halifax. F/O G. Dumville (RCAF) died later that day from his injuries and is buried in the Harrogate (Stonefall) Cemetery. The rest of the crew were admitted to Friarage Hospital. But for the courage of WO1 Hooker and Flight Sergeant Content who dragged their comrades from the burning aeroplane, it is feared the outcome would have been much worse. Surviving crew F/O R.W.Harrison, RCAF, Sergeant F.Samson, F/O A.H.Phillips, RCAF, F/O G.Dumville, RCAF, WO1 R.Hooker, RCAF, Flight Sergeant J.M.Content, and Sergeant K.J.Taylor.

25/26 August 1944: Halifax MZ658 (SE-E), target Brest. Airborne at 2309 hours, 25 August 1944 from Croft to attack a coastal battery. Failed to receive the diversion instruction, and, having returned to base was unable to land due to adverse weather conditions. Attempted to reach RAF Silloth in Cumberland but ran out of fuel and was abandoned 0455 hours roughly 4 miles south of Allendale in Northumberland. Crew on this occasion was F/O N.R.W Harrison, RCAF, P/O G.D.Little, F/O A.H.Phillips, RCAF, F/O J.Kwiatkowski, RCAF, (injured) P/O R.Hooker, RCAF, Sergeant G.J.Ward, RCAF, Flight Sergeant J.M.Content, RCAF, and Sergeant K.J.Taylor, RCAF.

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CONWAY, F/O Joseph William Henry (J20157) - **Distinguished Flying Cross** - No.268 Squadron (deceased) - Award effective 3 July 1944 as per **London Gazette** dated 18 September 1945 and AFRO 1672/45 dated 2 November 1945. Born in East Angus, Quebec, 7 May 1918; home there. Trooper in 7/11th Hussars (Militia), 1936-1937. Attended Queen's University and obtained a Bachelor of Commerce degree. While there he was trained in COTC (Artillery) and qualified as an Artillery Instructor. Worked as a clerk and accountant during summer holidays and in the summer of 1941. Last employer was Consolidated Mining and Smelting Company of Canada. Enlisted Montreal, 6 October 1941 and immediately posted to No.1 Manning Depot, Toronto. To No.13 EFTS, St.Hubert, 28 October 1941 (non-flying duties). To No.3 ITS, Victoriaville, 5 January 1942; promoted LAC, 11 April 1942; to No.22 EFTS, Ancienne Lorette, 25 April 1942; to No.2 SFTS, Uplands, 5 July 1942; graduated and commissioned 23 October 1942. To "Y" Depot, Halifax, 7 November 1942. To RAF Trainee Pool, 22 November 1942. Disembarked in United Kingdom, 30 November 1942. Taken on strength of No.3 PRC, Bournemouth, 30 December 1942. Seconded to No.50 Group, 5-26 March 1943. To No.17 (P) AFU, 30 March 1943. To No.41 OTU, 11 May 1943. Attached to School of Artillery, Larkhill, 13-20 July 1943. To No.268

Squadron, 21 July 1943. Attached to No.123 Airfield, 27-28 July 1943 and again 15 October to 8 November 1943. Killed in action on Mustang FD502, 4 July 1944; buried in France. Award presented to next-of-kin, 10 December 1947.

This officer has completed numerous photographic reconnaissance sorties, all at levels below 4,000 feet and some almost ground level. Nearly all have involved deep penetrations within the main enemy fighter areas and all have been within the best range of medium or light anti-aircraft fire. In no case has he had fighter cover or escort. Before the invasion of Normandy, Flying Officer Conway photographed a heavily defended military installation at Le Treport from ground level. Though his aircraft was damaged by the defences he obtained fine photographs. He also secured outstanding pictures of bridges on the Somme. Since the invasion he has completed many more missions, on three of which he has been intercepted by enemy fighters. This did not deter him from completing his tasks successfully. Flying Officer Conway's courage and determination have been highly commendable at all times.

NOTE: Public Record Office Air 2/9033 has original recommendation; the date is entered in a bad scrawl; it might be 9 July 1944 although it looks more to be dated 9 October 1944. In either case, it is obviously drafted after he went missing and the date of the award had to be made effective before his death. The documents states he had flown 44 sorties (80 hours 40 minutes) and goes into much more detail than the final citation.

The 44 sorties this officer has carried out have all been done below 4,000 feet, often at ground level, and have nearly all involved deep penetrations of France within the main enemy fighter areas. All his operations have been done within the best range of light and medium flak and in no case has he had fighter cover or escort.

Before D Day, Flying Officer Conway photographed a heavily defended radar installation at Le Treport from ground level. Though hit by flak he completed his task and brought back first class photographs. His pre-D Day photographs of bridges on the Somme were exceptionally successful and were taken in clear weather at 500 feet in the face of intense light flak. He also carried out many low photographic sorties over beach defences and NOBALL targets, all of which he completed regardless of flak, which was in many cases severe.

Since D Day and during the assault, Flying Officer Conway completed 18 sorties and 43 hours operational flying in 29 days. He was on three occasions intercepted by enemy fighters in great force while engaged on these operations, but returned and finished his task.

This officer's courage is well out of the ordinary. He has never failed to do what he set out to do no matter what the risk to himself. He seemed to me to invite disaster through his dogged determination and as a reconnaissance pilot he has always made use of the enemy's opposition as a means of obtaining extra information.

TRAINING

He impressed recruiters with his education and personality. At No.3 ITS he placed 27th in a class of 137.

At EFTS he was ninth in a class of 40. Flying times were as follows (Fleet Finch): 44 hours 20 minutes day dual; 38 hours 25 minutes day solo, four hours night dual, 12 hours 15 minutes on instruments, ten hours in Link; flew 15 hours 30 minutes before going solo.

At SFTS he was No.30 in a class of 60. Flying times on Harvards as follows: 67.30 (day dual), 105.05 (day solo), 6.25 (night dual), 11.30 (night solo), 29.50 (instruments), 25.10 (Link), 6.15 (dual navigation), 19.05 (solo navigation) and flew seven hours ten minutes dual before going solo on Harvard. The assessment at SFTS is interesting given his subsequent career:

Average, cautious pilot. Nervous and lacks confidence on instruments. Excitable and slow thinking in emergencies. Appearance neat. Is very intelligent, modest, and works hard. Appears uncertain of himself and lacks initiative. Formerly held Army commission. Very interested in Army Cooperative [sic] and prefers that type of service.

His course at No.41 OTU ran from 12 May to 6 July 1943. In that time he flew Harvards (50 minutes of dual to solo, one hour 35 minutes total dual, ten hours 25 minutes total solo, 50 minutes in formation) and Mustangs (45 hours 30 minutes solo, four hours 45 minutes formation, four hours ten minutes in Link). Ground courses were Airmanship in Tactical/Recce (156 out of 200), Military Subjects (138 out of 200), Armament (60 out of 100), Photography (85 out of 100), Maintenance of Engines (79 out of 100), Signals (84 out of 100) and Navigation (74 out of 100). He thus scored 676 out of 1,000 points. In flying courses he was graded as follows: General Flying (225 out of 400), Applied Flying (135 out of 200), Night Flying (courses not taken), Link Trainer (45 out of 100). He thus scored 405 out of a possible 700. In Flying Practices he scored as follows: Reconnaissance (74 out of 100), Navigation (75 out of 100), Signals (95 out of 100), and Photography (73 out of 100). Total score was 317 out of a possible 400. W./C A.D. Annand wrote on 20 July 1943:

A very conscientious type, nervous and under-confident at the start of the course, who maintained a consistent improvement for the rest of the course. Average.

PARTICULARS OF DEATH

Report filed 4 July 1944 by 125536 F/O G.K.N. Lloyd, "B" Flight, No.268 Squadron, following takeoff at 0715 hours:

I was No.2 to F/O Conway on a tactical reconnaissance sortie in the area surrounding Dreux.

We were flying at between 1,000 feet and 1,500 feet along the road and railway which runs west from Dreux. Just before reaching Acon we were subjected to intense light flak. I noticed just after informing F/O Conway of flak that smoke was coming from his aircraft - then flames from the rear of his radiator scoop - next, part of the panelling of the camera bay came away followed by part of the cockpit hood. At this point I called on the R/T and asked if my No.1 was alright, to which I received no reply.

I then saw F/O Conway's aircraft hit the ground and explode at 0840 hours, 4th July 1944.

I did not see F/O Conway leave his aircraft.

I then made a short burst at a gun position in front of myself and then climbed into cloud and returned to base.

Operational Notes: Further to the above, Colin Ford, consulting the Operational Record Book of No.268 Squadron, provides the following notes:

F/O Conway, known in the Squadron as "Bill".

He is recorded in the Squadron ORBs as being posted in on 21 July 1943. At that time No.268 Squadron was a part of No.123 Airfield. The entry for him being with No.123 Airfield from 27-28 July 1943 is interesting as he is not recorded flying with the Squadron on those two days, but was performing training flights on 29 July. May have been for in processing, or as I have been advised, if a pilot was non-effective due to illness and was being looked after by the Airfield MO, he might be recorded as being attached there. Similarly the period of his attachment to No.123 Airfield from 15 October to 8 November 1943 he is not recorded flying with the Squadron, and in addition in that timeframe the Squadron moved bases and came under the control/care of No.130 Airfield. His return to the Squadron on 9 November 1943 aligns with the Squadron's move to RAF Turnhouse in Scotland to go 'on rest' from operations.

His first operational sortie with the Squadron was on September 4, 1943 and is recorded

as follows:

S/L Pallot in FD495 R and F/O Conway RCAF in FD507 H conducted a Tac/R covering Blangy to Rouen. No movement was seen on either the roads or railway lines between Ault, Blangy and Neufchatel. Photographs were taken of Neufchatel. No movement was seen between Neufchatel and Rouen, where photographs were taken by both aircraft from 4500ft. Twenty barges were seen along the north bank of the river just outside Rouen. Photographs were also taken of Barentin and Pavilly. They did not encounter any flak or see any enemy fighters during the sortie and returned safely to Odiham.

He then flew eight further operational sorties between then and early October 1943, primarily over northern France. He flies his first operational sortie when the Squadron returns south after being 'on rest' on January 23, 1944.

F/O Milne in FD482 K and F/O Conway RCAF in FD503 T took off at 13.35 hrs and carried out a photographic reconnaissance sortie. They crossed the French Coast four miles south-east of Le Treport and flew on track to the target area near Bailly La Compagne where photographs were taken from 4000 ft by F/O Milne only. No flak was received over the target area, although heavy flak was encountered around Tocqueville. Neither aircraft was hit, and they saw no enemy fighters, returning safely to base.

He flew one more operational sortie in January before the Squadron went to RAF Llanbedr from 4-20 February 1944 for an Armament Camp (mainly focussed on air to air and air to ground gunnery).

He flew a further twelve operational sorties, primarily Photo/R sorties against NOBALL sites in France and a couple of ASR searches between then and the end of May 1944. Along with the rest of the Squadron he attended a Naval Gunnery Control Course at Dundonald from 25 March to 8 April, when the Squadron moved into RAF Gatwick. In that timeframe, a sortie of note on 19 May 1944.

F/L Woodward FD497 Z and F/O Conway RCAF in FD559 Y took off at 15.00 hrs to obtain further coverage of the RDF installations around Le Treport. Both aircraft carried cameras with 8" lens to allow close and zero feet altitude photography. Their approach and run over the target area was met by intense accurate light flak and intense inaccurate heavy flak, but despite this the two designated targets were photographed. During his photo run the Mustang flown by F/O Conway RCAF was hit in the upper surface of one wing by light flak. Both aircraft safely recovered to Gatwick.

Note, zero height photography and his aircraft suffered light flak hits and damage on upper surface of wing.

He flew two naval bombardment direction sorties on the morning of D-Day, one involving a takeoff in the dark to arrive over the beach head just as dawn was breaking, second later in the morning. Both times good results from direction of naval gunfire onto coastal targets.

Was on his 19th operational sortie for June 1944 when shot down. Notable sorties in the preceding period were:

On 11 June 1944

F/O Conway RCAF in FD562 C and F/O Normoyle RAAF in FD546 G took off at 11.52 hrs to conduct a Tac/R covering the River Seine from Quilleboeuf to Pierre Au Vaux. The photographs brought back by F/O Conway RCAF from this sortie "produced some irrefutable and valuable photographic evidence which put an end to further conjecture and discussion" as to the condition of a number of the bridges along the Seine and their capacity to allow passage of German armoured units.

On 13 June 1944

F/O Conway RCAF in FD562 C and F/O Lavender in FD488 D took off at 19.39 hrs to conduct a Tac/R covering Le Bourg – St. Leonard – Nonant Le Pin – Laigle – Dreux. Theirs proved to be a rather eventful sortie as whilst they were over France, south of Rouen, the engine of F/O Lavender's Mustang began to run roughly. He requested F/O Conway to lead him to the landing strip at St. Croix. As they came in over Caen, they saw the massive bombardment of that city, and as they were landing at St. Croix they saw five crew members of a USAAF Marauder that had been bombing Caen, bale out from their stricken aircraft. As soon as they landed at the landing strip, ground crew were up onto their wings and directing them to dispersals. The engine cowlings were quickly removed from F/O Lavender's Mustang and the problem traced to an air lock. Offered replenishment of their ammunition by armourers on the landing strip, which was not required, one of the armourers replied "Hell, we can't sell it to anyone." Repairs effected they took off again and saw a most impressive barrage taking place over the US sector of the beach head. They eventually returned safely to base at Gatwick at 23.45 hrs.

On 22 June 1944

F/O Conway RCAF in FD488 D and F/O Normoyle in FD471 E took off at 06.00 hrs to conduct a Tac/R covering Beauvais – Beaumont – Pontoise – Gisors. The sortie was interrupted when the pair attracted the attentions of some roving FW-190s. After a time spent evading the FW-190s they were able to resume and complete their sortie. During this sortie they made a further close study of Cormeilles En Vexin airfield, where a

number of single engined aircraft, black in colour and new looking were observed. In some respects the aircraft were said to look like the Me-163, but the photography obtained by the sortie provided a different interpretation.

Aircraft F/O Conway was lost in was Mustang Mk.1A, FD502 'R'. Aircraft crashed and burnt. Came down in farmland close by a French farmer's farm house and alongside a minor country road.

I was in contact with a French aviation archaeology researcher last year who had visited this crash site. He had been shown the crash site by the current farmer at the site who was the son of the original farmer and a boy at the time of the crash. Aircraft had impacted and burnt, leaving a depression and surrounding area of thrown up dirt and debris around it. Germans and local French authorities recovered body from wreckage at the time and no wreckage of consequence removed from site at that time. When Allies liberated the site, it was visited by RAF Repair and Salvage Unit members who looked over remaining wreckage, did some digging to recover components with serial numbers for positive identification which were removed from site. Searches of site since have only brought up very small fragments of material, much of it burnt or melted.

I had access to F/O Glenn Lloyd's pilot's log book, which included his flight plan and hand written annotations from this sortie. From this material, the flight path was reconstructed and the position of the German flak units that engaged the pair of Mustangs was determined. It was close to a small forest near the intersection of a number of roads and rail line and railroad crossing. The French researcher confirmed that there had been German flak units in that location at that time protecting the road/rail junction.

All his operational sorties whilst with No.268 Sqdn were all on N.A. Mustang Mk.1A aircraft.

I had a look at the copy of the DFC documentation that I have on file, and the date on the paperwork was shown as being submitted on 9 October 1944. The annotation made by AVM Brown hints at an earlier submission. The OC 35 (Recce) Wing G/C Anderson DSO DFC was 'well connected' and so if he was pushing for an honour or award for F/O Conway based on an earlier submission, he was likely to get a favourable hearing. In particular just around this time the Wing was visited by HM the King and Field Marshal Montgomery, who Anderson knew personally from pre-War.

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COOK, FS (now P/O) Benjamin (R80203/J16158) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43

dated 9 April 1943. Born 17 May 1919 in Glenella, Manitoba. His father was a veteran of the South African War. Educated in Glenholm, Manitoba. Home in Arden, Manitoba where he was engaged in farming and mill operations. Enlisted in Winnipeg, 7 November 1940 when posted to No.2 Manning Depot, Brandon. To No.35 SFTS, Calgary (guard), 16 December 1940, To No.2 ITS, Regina, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.5 AOS, Winnipeg; to No.3 BGS, Macdonald, 25 May 1941; graduated and promoted Sergeant, 8 July 1941 when posted to No.1 CNS, Rivers. To Embarkation Depot, 5 August 1941; To RAF overseas, 23 August 1941. Taken on strength of No.3 PRC, Bournemouth, 2 September 1941. To No.16 OTU, Upper Heyford, 23 September 1941. To No.97 Squadron, 28 April 1942. Promoted Flight Sergeant, 1 July 1942. Commissioned 8 October 1942. To Air Armament School, Manyby, 1 December 1942 for Bombing Leader course. To Repatriation Depot, Warrington, 3 January 1943. Repatriated to Canada, 25 March 1943. Promoted Flying Officer, 8 April 1943. To No.31 BGS, Picton, 26 April 1943. Promoted Flight Lieutenant, 1 December 1943. To No.7 BGS, Paulson, 31 May 1944. To Rockcliffe, 3 August 1944 and assigned to No.7 (Photo) Wing. He described his work as follows: "Flew on Anson aircraft on photographic flights for the remainder of the year. Did photographic work at Camp Borden, , Bagotville, Quebec and Chatham, New Brunswick. Flying hours for 1944 totalled approximately 200 hours. From 4 January 1945 to 15th March 1945 I attended a course on photography at Rockcliffe, Ontario and did some work on plotting photographs. Commencing 1 March 1945 I was made Senior Navigator of No.13 Squadron and went on detachment No.1 as navigator of Mitchell 893. We were based at Penticton, British Columbia from 6th April 1945 to 23 May 1945 doing vertical and tri-met photography on the Columbia River project. On 23 May 1945, our detachment moved to Whitehorse, Yukon to commence tri-met photography on Operation Casca. We proceeded on 20 July 1945 to Fort Smith NWT to carry out tri-met photography on Operation Janes. On 7 September 1945 one Mitchell aircraft of which I was navigator returned to Penticton, B.C., to complete work on Columbia River project. On 1 November 1945 this project was abandoned we returned to Rockcliffe, Ontario." He estimated his 1945 flying time as 330 hours. To No.1 Composite Training School, Toronto, 2 January 1946. To No.7 (Photo) Wing, 15 February 1946. To No.13 (Photo) Squadron, 1 April 1946. Unite redesignated No.413 (Photo) Squadron, 1 March 1947. Missing, presumed dead after flying operations, 18 October 1947 (Mitchell 894). Invested with award 5 May 1944. Other RCAF members in his crew in No.97 Squadron were Sergeant William B. Townley (awarded DFM) and Flight Sergeant Robert J. Oates (awarded DFM; see Oates entry for description of a mining sortie).

This airman has participated in numerous operational sorties against enemy targets, including nearly all the most heavily defended centres in Germany and Italy. He also took part in the daylight raid on Le Creusot. Throughout, Flight Sergeant Cook has set and maintained a high standard of courage and navigational skill which has been a fine example to others.

Notes: Upon repatriation, 1943 he stated he had flown 36 sorties (199 operational hours) with No.97 Squadron. However, his application for Operational Wings (drafted 19 January 1944) listed the following sorties, all on Lancasters:

30 May 1942 - Cologne (2.15)
1 June 1942 - Essen (3.50)
2 June 1942 - Essen (3.35)
4 June 1942 - Dieppe (3.40)
25 June 1942 - Bremen (4.45)
27 June 1942 - Bremen (4.25)
29 June 1942 - Bremen (2.50)
2 July 1942 - Bremen (4.05)
13 July 1942 - Duisburg (3.35)
21 July 1942 - Gardening, northern Holland (3.00)
23 July 1942 - Duisburg (4.00)
25 July 1942 - Duisburg (4.005)
26 July 1942 - Hamburg (5.40)
31 July 1942 - Dusseldorf (4.20)
7 August 1942 - Duisburg (4.05)
8 August 1942 - Gardening, Baltic (6.05)
11 August 1942 - Mainz (5.00)
15 August 1942 - Dusseldorf (4.05)
16 August 1942 - Gardening, Statten Bay (7.15)
24 August 1942 - Frankfurt (5.50)
27 August 1942 - Kassel (5.20)
28 August 1942 - Nuremburg (7.05)
1 September 1942 - Saarbrucken (5.55)
2 September 1942 - Karlsruhe (5.55)
4 September 1942 - Bremen (3.05)
6 September 1942 - Duisburg (4.30)
10 September 1942 - Dusseldorf (1.50, incomplete)
19 September 1942 - Munich (8.05)
23 September 1942 - Wismar (7.45)
2 October 1942 - Krefeld (5.10)
6 October 1942 - Osnabruck (4.05)
12 October 1942 - Wismar (6.35)
13 October 1942 - Kiel (1.30, incomplete)
15 October 1942 - Cologne (4.35)
17 October 1942 - Le Creusot (10.35)
22 October 1942 - Genoa (9.40)
6 November 1942 - Genoa (9.45)
22 November 1942 - Stuttgart (8.30)
28 November 1942 - Turin (8.50)

He reported inner ear problems following rapid descents in the course of trans-Alpine operations.

Training

At No.2 ITS, 28 January to 26 February 1941. Courses in Mathematics (90/100), Armament, practical and oral (70/100), Drill (71/100), Law and Disciplined (92/100). Placed 63rd in a class of 214.

At No.5 AOS, 3 March to 26 May 1941. Anson aircraft (19 hours 40 minutes as First Navigator by day, 30 hours as Second Navigator by day; 7.35 hours as First Navigator by night, two hours 50 minutes as Second Navigator by night. Described as "average work in the air". Ground courses in DR Plotting (84/150), DR Written (132/200), Compasses and Instruments (112/150), Signals (97/100), Maps and Charts (67/100), Meteorology (64/100), Photography (100/100), Reconnaissance (50/100). Placed 27th in a class of 37. "Good worker - somewhat slow - will improve with experience. Would make a good NCO. Respectful at all times." (F/O G. Ross, 22 May 1941).

Course at No.3 BGS was 26 May to 6 July 1941. Battle aircraft 16 hours ten minutes bombing and eight hours 15 minutes gunnery. Placed 30th in a class of 38 and described as "Satisfactory".

Advanced Air Observer course at No.1 CNS was 7 July to 4 August 1941. Flew 6.05 as First Navigator by day, 9.15 as Second Navigator by day; 9.05 as First Navigator by night, 9.15 as Second Navigator by night. Described as "average air worker" and "Didn't do well in ground school work." Placed 88th in a class of 114.

Assessments:

"This officer has recently completed a tour of operations and seems to find difficulty in settling down to training routine. With more application in all phases of service life he should definitely raise himself above the average. He arrived at this unit on 26 April 1943 and it is felt that a personal assessment could be made in October." (P/O J.D. Alexander, No.31 BGS, Picton, 14 July 1943).

"Pilot Officer Cook has carried out the duties of bombing leader on this unit very satisfactorily for the past five weeks. He is keen on his work and seems determined to make a success of everything he undertakes to do." (W/C S. Kennedy, RAF, Picton, 30 August 1943).

Following course at No.1 Composite Training School, Toronto, 4 January to 14 February 1946 he

was described as neat and articulate; did not back down easily. "This officer made average progress on the course. His written work was fair, lacking accuracy and planning. He is a conscientious worker, dependable in performance of regular duties. His lack of knowledge of administration and his shyness prevents this officer being a leader."

"Excellent photographic detachment commander. Proficient and keen officer in all respects." (S/L J.A. Wiseman, No.13 Photo Wing, 5 July 1946).

"Outstanding in all respects. Above average as a detachment commander, excellent navigator. Western Air Command stated that this officer was to be complimented on the deportment, dress and efficiency of the detachment under his command, while operating for five months in British Columbia. Recommended for long service commission," (G.C R.F. Gibb, Station Rockcliffe, 21 November 1946).

"This officer has been employed as a navigator on photo operations since the summer of 1945, carrying out his duties in a very capable manner. He was employed as a photo detachment commander during the 1946 operational season, and was complimented by the Air Officer Commanding, Western Air Command on the deportment, dress and efficiency of the personnel. This officer is being employed as a detachment commander operating in British Columbia for the entire photo season." (S/L J.A. Wiseman, Commanding Officer, No.413 Squadron, 18 April 1947).

"As senior navigator with the Mitchell detachment this officer did an excellent job, An outstanding personality and above average in all respects of an officer - dress, deportment and personal habits. As a detachment commander he has been noted by the OC, No.14 Squadron that he considers this officer the most outstanding being employed in the field during this season's operations, and as a detachment commander and as an officer generally. The detachment under his command consisting of one Mitchell has covered more photographic mileage accurately than any other aircraft employed on vertical photography." (G/C R.F. Gibb, CO of Station Rockcliffe, circa 1947).

Circumstances of Death: On 18 October 1947 Mitchell 894 struck at 6,200 foot level in a horseshoe enclosure on the east slope of Mount Glory, 49.10 North 117.3 West. Weather at time was cloud below mountain top at icing temperature (aircraft not equipped with de-icers). Crew were LAC B.E.S. Bowman (Aero Engine Mechanic), F/O B. Cook, DFM (navigator), F/O G.Y. Lebel, DFC (WOP), F/L J.L. McLeod, DFC (pilot), LAC W.H. Molyneux (camera operator), F/O A.G. Robertson (pilot) and Corporal J.N. Sabourin (airframe mechanic).

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COOK, G/C Clarence Arthur (C1388) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per Canada Gazette of that date and AFRO 82/45 dated 25 January 1946. Born 20 November 1907 in Saskatoon (birth date from obituary notice); enlisted there 8 November 1939 as Aeronautical Engineer. Promoted Squadron Leader, 15 June 1942. Promoted Wing Commander, 1 June 1943. Promoted Group Captain, 1 August 1944. Retired from RCAF on 25 October 1945; recalled to service, 19 May 1946. Reverted to Wing Commander, 1 October 1946 (19948); promoted Group Captain, 1 June 1947 and Air Commodore, 1 January 1952. Invested with award 10 December 1947. To Washington, 24 August 1948. Awarded Queen's Coronation Medal, 23 October 1953 as a staff officer, Air Materiel Command Headquarters. Promoted Air Vice-Marshal shortly before he died, 24 July 1957.

This officer served with distinction in the British Isles during the Battle of Britain. Since that time he has held a number of important positions including that of Senior Aeronautical Engineering Officer at a Training Command Headquarters, which he filled most capably, accomplishing the elimination of many faults in training aircraft. For the past six months he has been the Aeronautical Engineering representative on the Travelling Establishments and Organization Committee, which position he has filled in a very able manner. Group Captain Cook has at all times given a high standard of leadership and his outstanding ideals and devotion to duty have constantly served as an example to all with whom he has come in contact.

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COOK, F/O Clifford Tiffany (J20971) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 May 1920; home in Welland, Ontario (birth date from obituary notice); enlisted Toronto, 3 November 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.20 EFTS. Ceased training and posted elsewhere, 11 May 1942; to No.1 Manning Depot, 15 July 1942; to No.1 AOS, 1 August 1942; graduated and commissioned, 20 November 1942. To "Y" Depot, Halifax for overseas posting, 4 December 1942; taken on strength overseas, 13 December 1942; promoted Flying Officer, 20 May 1943. Repatriated to Canada, 27 November 1944; released 2 January 1945. Died in North York, Ontario, 30 August 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.1730 (RG.24 Vol.20607) has recommendation dated 23 August 1944 when he had flown 37 sorties (198 hours 55 minutes) in tour from 15 February to 12 August 1944.

Flying Officer Cook as navigator in Flight Lieutenant Walker's crew, displayed throughout his tour of operations most skilful navigation and resourcefulness in action. His ability to make instant decisions in emergency, his full and complete use of all navigational aids and his cheerful courage under the stress of operations were highly instrumental in the many successful sorties carried out by this crew. In recognition of this officer's fine record of achievement, his outstanding ability and strong sense of duty, it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

15 February 1944 - Berlin (6.40)
20 February 1944 - Stuttgart (7.55)
24 February 1944 - Schweinfurt (8.10)
1 March 1944 - Stuttgart (7.55)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.30)
13 March 1944 - Le Mans (5.20)
15 March 1944 - Stuttgart (8.25)
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.55)
9 April 1944 - Ville St. George (5.45)
10 April 1944 - Ghent (4.00)
18 April 1944 - Noisy-le-Sec (5.05)
20 April 1944 - Lens (4.25)
24 April 1944 - Karlsruhe (7.25)
19 May 1944 - Merville Franceville (4.00)
22 May 1944 - Le Mans (4.40)
31 May 1944 - Querqueville (4.55)
2 June 1944 - Neufchatel (4.25)
5 June 1944 - Houlgate (4.25)
6 June 1944 - Coutrances (6.00)
7 June 1944 - Acheres (4.40)
9 June 1944 - Le Mans (5.40)
12 June 1944 - Cambrai Junction (4.35)
15 June 1944 - Boulogne (3.25)
16 June 1944 - Sautrecourt (4.00)
17 June 1944 - Rouen area (4.05)
21 June 1944 - St. Martin (4.20)

24 June 1944 - Bamieres (4.15)
1 July 1944 - Biennais (4.05)
7 July 1944 - Caen (4.45)
25 July 1944 - Stuttgart (8.10)
29 July 1944 - Amye sur Seulles (5.35)
3 August 1944 - Foret de Nieppe (4.35)
5 August 1944 - St. Lieu d'Esserent (5.30)
7 August 1944 - La Hogue (4.10)
12 August 1944 - Foret de Montrichard (5.40)

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COOK, F/O Clyde Homer Edward (J16670) - **Mention in Despatches** - No.422 Squadron (AFRO gives only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 4 December 1915. American in the RCAF; home in Baldwinsville, New York; enlisted Kingston, Ontario, 17 October 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.9 EFTS; to No.10 EFTS, 23 January 1941; to No.5 SFTS, 28 January 1941; graduated and promoted Sergeant, 10 April 1941. To Embarkation Depot, 21 April 1941; to RAF overseas, 24 April 1941. Commissioned 7 December 1942; promoted Flying Officer, 7 June 1943; repatriated to Canada, 4 July 1944; returned to Britain, 22 September 1944; promoted Flight Lieutenant, 7 October 1944; repatriated 22 December 1945; released 11 January 1946. Died at Lake, Florida, 2 August 1979. No citation in AFRO. RCAF photo PL-41273 (ex UK-17366 dated 5 January 1945) shows him as captain of an RCAF Sunderland, with his flight engineer, F/O T.A. Reeves (C19984) of Fergus, Ontario. Caption notes that Reeves was on his second Sunderland tour, having enlisted as a fitter (service at Camp Borden and Dunnville and in Bomber Command) and had remustered to aircrew while overseas. Cook's instructor at Brantford had been the officer now commanding the squadron (W/C J.R. Sumner).

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COOK, Corporal Douglas Hunter (R147313) - **Mention in Despatches** - Tholthorpe (AFRO gives unit as No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 10 April 1914. Home in Flin Flon, Manitoba. Enlisted 18 December 1941 for General Duties and posted to No.2 Manning Depot. To No.3 WS, 31 December 1941. Promoted AC1, 18 March 1942. Promoted LAC, 18 June 1942. To Patricia Bay, 27 June 1942. To No.149 Squadron, 7 August 1943, Reclassified as Armourer (Bombs), 1 October 1943. To "Y" Depot, 1 February 1944. Taken on strength of No.3 PRC, 14 February 1944. Repatriated 7 June 1945. To Debert, 8 June 1945; to Halifax, 7 September 1945. Retired 11 September 1945. Died in Hinton, Alberta, 1994. 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 26 months in Canada, five months overseas. Armourer (Bombs). NOTE: Recommendation gives name as Donald Hunter but DHist microfilm confirms name as Douglas Hunter.

Corporal Cook is an armourer employed in the Station Bomb Dump. In addition to being a skilled armourer, his ability in working with power-operated bomb handling equipment makes him a most valuable bomb dump NCO. Corporal Cook's ability and leadership even under the most trying circumstances have made him outstanding among his comrades. During recent months his duties have been most onerous; nevertheless he has consistently applied himself with great vigour and skill in carrying out his allotted tasks. By his devotion to duty and enthusiasm for the work he has set a high example for those under him.

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COOK, P/O Douglas Tasker (J18875) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 16 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Vancouver, 29 June 1923 as per RCAF pay card but 22 June 1923 as per obituary. Home in Kelowna, British Columbia; enlisted Vancouver, 4 November 1941 and posted to No.3 Manning Depot. To Calgary, 21 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.16 EFTS until 23 May 1942; to No.5 EFTS, 17 July 1942; to No.7 SFTS on 1 August 1942; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 June 1943. Commissioned 17 September 1943. Promoted Flying Officer, 17 March 1944. Repatriated 31 March 1946. Retired 18 May 1946 to live in Vancouver and fly with Canadian Pacific Airlines for 35 years. RCAF photo PL-32527 (ex UK-13807 dated 23 August 1944) shows him. Died in Vancouver, 4 May 2013. Invested with award by King George 11 August 1944.

This officer has completed a large number of sorties, involving attacks on a wide range of heavily defended targets in Germany. He has invariably displayed a high degree of skill and courage and his determination to make every sortie a success has won high praise.

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COOK, F/L Eugene Thompson (J12958) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Irvine, Alberta, 18 May 1914. Educated there and Medicine Hat.

Graduated from Calgary Normal School, teaching eight years in Calgary before joining RCAF; enlisted Edmonton, 16 July 1941. To No.3 Manning Depot, 31 August 1941. To No.8 BGS (guard), 10 October 1941. To No.4 ITS, 9 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.2 AOS; graduated 11 April 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 23 May 1942 but not posted to No.1 ANS until 6 June 1942; graduated and commissioned 20 July 1942. To No.7 AOS, 17 August 1942. Promoted Flying Officer, 20 January 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 20 July 1944. Repatriated 23 April 1945. Retired 11 June 1945. Postwar he graduated from University of Alberta (Bachelor of Science, Engineering, Mining). Employed in oil exploitation as a Geophysicist. Retired from Home Oil Company in 1979. Died in Calgary, 6 January 2015. Invested with award 9 July 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 19 December 1944 when he had flown 37 sorties (154 hours 15 minutes), 15 March to 12 December 1944.

15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
11 April 1944 - Aachen
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
6 June 1944 - Longues
8 June 1944 - Foret de Cerisy
9 June 1944 - Fougeres
15 June 1944 - St.Pol
18 June 1944 - Montdidier
2 July 1944 - Cisemont Nuville
10 July 1944 - Nuport
12 July 1944 - Rollez
22 July 1944 - Coulon Villiers
23 July 1944 - Foret du Croc
27 July 1944 - Chateau Bernapre
30 July 1944 - Battle area
3 August 1944 - Bois de Cassan
4 August 1944 - Drossy
16 August 1944 - Kiel
29 August 1944 - Stettin
3 September 1944 - Eindhoven

11 September 1944 - Gelsenkirchen
15 September 1944 - Kiel
17 September 1944 - Boulogne
20 September 1944 - Calais
25 September 1944 - Calais
7 October 1944 - Cleve
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
2 November 1944 - Dusseldorf
6 November 1944 - Gelsenkirchen
21 November 1944 - Ashaffenburg
12 December 1944 - Essen

Flight Lieutenant Cook has completed 37 operational sorties, all of which have been Marker sorties in the Pathfinder Force. Many of the sorties have been on heavily defended German targets.

This officer is a sound and reliable navigator who has always carried out his work with zeal and determination. He has taken part in Master Bomber and long stop missions, and has displayed great keenness and courage in this operational work. Beneath a quiet and unassuming manner he has plenty of grit and a commendable zest for operations.

He has displayed loyalty and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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COOK, F/L (now S/L) Garrett Munro (C1059) - **Air Force Cross** - No.116 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943 - Born in Chilliwack, British Columbia, 18 May 1919. Enlisted at Vancouver, 9 September 1939 as General List. As of 1 July 1941 he was a Flight Lieutenant with No.116 (BR) Squadron. Promoted Squadron Leader, 1 October 1942. To AFHQ, 14 November 1942. To Eastern Air \Command Headquarters, 20 August 1943. To No.10 (BR) Squadron, 28 August 1943. To No.119 Squadron, 22 September 1943. To No.11 (BR) Squadron, 2 October 1943. Promoted Wing Commander, 1 March 1944. To Eastern Air Command Headquarters, 19 February 1945. To AFHQ, 22 February 1945. To No.8 Release Centre, 7 August 1945. Retired 17 August 1945. Postwar TCA pilot. Died 25 November 2009 as per newsletter of Retired Airline Pilots of Canada or 28 November 2008 as per Necrologie.GenealogieQuebec.com. . Invested

with award 16 April 1943. The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

The zeal, determination and devotion to duty of this officer are of a highly commendable nature and have been an inspiration to all members of the squadron. He has 1,550 flying hours to his credit, 850 hours of which were on operational flights covering many hazardous sorties on coastal reconnaissance and anti-submarine patrol.

COOK, W/C Garrett Munro, AFC (C1059) - **Distinguished Flying Cross** - No.11 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 20 January 1945. As of recommendation (12 August 1944) he had flown 2,340 hours - 1,293 hours operational (192 sorties). Award sent by registered mail.

This officer has set a splendid record during a long tour on anti-submarine operations in the North Atlantic area. The leadership that he has displayed as a squadron commander has been outstanding. His exceptional enthusiasm has been an inspiration to other aircrew and the continuously skilful and efficient manner in which he carries out his duties have done much to maintain a high standard of morale and efficiency in his squadron.

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COOK, P/O Gordon Frederick (J15315) - **Mention in Despatches** - No.407 Squadron (deceased) - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Montreal, 14 July 1917. Home in Montreal; educated at Earl Grey School, 1924-1931, Earl Grey Commercial High School, 1931-1935. Obtained Senior Matriculation at Sir George Williams College, 1939-1940. Also took night courses in book keeping and accounting via Montreal Board of Trade. Clerk and Office Boy with Lyman Tube Supply Company, 1935-1940 and Cost Accountant, St.Lawrence Paper Mills, 1940. Enlisted in Montreal, 20 August 1940. To Nos Manning Depot, Toronto, 21 August 1940. To Camp Borden, 31 August 1940. To No.1 ITS, Toronto, 13 October 1940. Promoted LAC, 6 November 1940 when posted to No.2 WS, Calgary. To No.3 BGS, Macdonald, Manitoba, 15 March 1941; graduated and promoted Sergeant, 14 April 1941. To Debert, 25 April 1941. To Halifax, 26 April 1941. To RAF Trainee Pool, 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, 1 August 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned with effect from 2 April 1942 (Appointments, Promotions, Retirements, 16 June 1942). Killed in action, 15 May 1942. Name on Runnymede Memorial. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for DFM dated 4 March 1942 for himself, Flight Sergeant R.J. Majeau and Sergeant J.A. Richard.

On the 12th February, 1942, Flight Sergeant Majeau with his crew, Sergeant Cook and Sergeant Richard, were despatched to attack an enemy force proceeding through the English Channel northwards up the enemy coast. Upon approaching the target the aircraft was attacked by three Me.110s. While the gunners engaged the attacking aircraft the pilot and observer went into the attack on the largest ship which was probably the **Scharnhorst**. The aircraft was hit by cannon shell and machine gun fire from the attacking aircraft and the nose of the aircraft was sprayed with shrapnel from anti-aircraft fire from the ship. The attack was made from 1,500 feet but the bombs hung up because the bomb doors were hit by a cannon shell at the moment of release. The pilot did not realize that his bombs had not gone off until he had returned part way back to base and they had driven off the attacking aircraft. By this time the rudder was jammed and the pilot had to jettison his bombs. The pilot then made a safe landing at his base.

Flight Sergeant Majeau has flown 83 operational hours in 24 flights. He has previously attacked four merchant vessels, one of which was damaged. No claim was made for the other three.

Sergeant Richard and Sergeant Cook have previously flown 81 operational hours during which time three merchant vessels have been attacked. One of these, a vessel of 3,000 tons, was damaged.

Training: Interviewed on 13 July 1940 by F/O M. Janin who wrote, "This lad has a good knowledge of mathematics and might be tested for an observer. He wants to be a pilot and should make a good one also - smart, polite and neat and clean. Good type, good worker. Studies hard."

Course at No.2 WS was 11 November 1940 to 17 March 1941. Flew five hours 50 minutes in Flying Classroom as First Operator, five hours 35 minutes as Listening Operator and six hours five minutes in two-seat aircraft as sole operator. Assesses as "Average" in Air Operator category. Ground subjects and marks as follows: Theory (38/50), Radio Equipment (152/250), Morse, buzzer and lamp (190/200), Procedure (180/200), Signals Organisation (114/150), Armament (80/100), Drill and P.T. (40/50). Placed 50th in a class of 183.

Course at No.3 BGS was 12 March to 14 April 1941. Flew ten hours 55 minutes in Battle aircraft. Fired 495 rounds on ground, 400 rounds air to ground and 1,003 rounds, air to air. Scored three percent hits on Beam Test, six percent hits on Beam Relative Speed Test and seven percent Under Tail Test. On written exam he scored 79/100, Practical and Oral Exam was

80/100, Ability as Firer assessed at 192/250 and Qualities as NCO set at 136/150. Placed 23rd in a class of 80.

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COOK, F/O Gordon Rees (J38584) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born in Victoria, 9 September 1919. Home in Victoria (office clerk); enlisted Vancouver 26 October 1940. To No.8 (BR) Squadron, 16 November 1940, To No.2 ITS, 20 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.16 EFTS; graduated 20 February 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 28 May 1941. To Central Flying School, Trenton, 7 June 1941. To Conversion Training Squadron, Picton, 4 August 1941. To No.6 BGS, 28 August 1941. Promoted Flight Sergeant, 1 December 1941. To No.13 (Operational Training) Squadron, 7 January 1942. To Eastern Air Command, 5 April 1942. To No.11 (BR) Squadron, 25 April 1942. Promoted WO2, 1 June 1942. Commissioned 9 September 1943. Almost continuous service in No.11 (BR) Squadron until 17 February 1945 when posted to Transport Conversion Squadron, Pennfield Ridge.. Promoted Flying Officer, 9 March 1944. To No.6 Communications Flight, 4 May 1945. To Northwest Air Command, 1 June 1945. Released 8 November 1945; Died in Victoria, 21 March 1968. NOTE: Name given as Gordon **Ross** Cook in AFRO; DHist microfilm gives it as Gordon Rees.

This officer has completed hundreds of operational hours as captain of aircraft. At all times he has displayed outstanding skill and determination which are worthy of the highest praise. His courage, leadership and devotion to duty have set an example and inspiration to his crew and have aided greatly in maintaining the high morale of his squadron.

Recommended for DFC, January 1945, by S/L B. Wilkinson; he had flown 149 sorties and 1,745 hours (784 operational), of which 242 hours were in previous six months. Text as follows:

This officer has completed many operational sorties as captain of aircraft and has at all times displayed outstanding determination and skill. He is a keen and courageous pilot whose example and leadership have been an inspiration to his crew and have aided greatly in maintaining the high morale of the squadron.

This was reduced to a Mention in Despatches at the level of AFHQ.

Notes: The interview notes from 25 October 1940 are remarkable: "Has Senior Matriculation. Is being interviewed at point of enlistment. Has too little understanding of what he has ahead. In RCAF environment with the discussion I have had with him, I hope he will begin to feel and live

this thing he embarks upon now. His attitude and approach to this point seem to have been (1) that he wouldn't join the Army or Navy. (2) that he would learn something. Little thought of service. His potential abilities are good, as are his physique and mentality. In RCAF environment, with the right associates, I believe he should become a thoroughly useful aircrew member."

Forced landing, 5 February 1941, Tiger Moth 4142. He became lost, ran out of gas, brought aircraft down on Alberta Beach; no damage or injuries.

Forced landing in Northrop Nomad 3520, 1545 hours, 19 September 1941, three miles east of Wellington "on the marsh" following engine failure. Engaged in target towing at the time; AC1 G.C. Cosgrove aboard; no injuries.

Course at No.13 Operational Training Squadron was 12 January to 5 April 1942. Courses were Signals (pass), DR Navigation (61/100), Reconnaissance (89/100), Coding (81/100), Patrol and Search (86/100), Seamanship (89/100), Meteorology (50/100), Ship Recognition (67/100), Astro Navigation (88/100), and Photography (96/100). Flew in Cessna (32.50 asd pilot, 8.40 as passenger), Bolingbroke (10.15 as passenger), and Hudson (2.55 as pilot, 4.45 as passenger). "An excellent pilot in the air. Very smooth, but quite slow in grasping landing characteristics of new types. Has tendency on new type to level off too low until corrected. Did not complete Hudson time because of illness at last of course. Average student in ground subjects." (F/L C.C. Austin).

A summary of his flying (date uncertain but likely mid 1945) lists his types as hours as follows: Harvard (60.00 day, 5.00 night); Northrop (325 day), Cessna (30.00 day), Hudson (985 day, 90 night) and Liberator (120 day, 20 night).

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COOK, WO1 Harold Lambert (R131002) - **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 3 January 1923. Home in Medicine Hat, Alberta; enlisted Hamilton, 3 September 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 1 November 1941. To No.4 WS, 14 March 1942. Promoted LAC, 15 April 1942; graduated 25 September 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 26 October 1942. To No.36 OTU, 6 November 1942. To "Y" Depot, 20 March 1943. To RAF Trainee Pool, 27 March 1943. Promoted Flight Sergeant, 26 April 1943. Promoted WO2, 26 October 1943. Repatriated 2 August 1945. Retired 20 September 1945. Pulp mill worker. Died in Duncan, British Columbia, 20 November 1996.

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COOK, FS Harold Leonard (Can 4399A) - **Mention in Despatches** - No.421 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 14 June 1913. Home in St.Vital, Manitoba; enlisted in Winnipeg, 31 August 1939 as Wireless Electrical Mechanic. To No.110 (Army Cooperation) Squadron, 18 December 1939. To Rockcliffe, 25 March 1940. Promoted AC1, 29 May 1940. Appears to have gone overseas at that time, probably with No.110 Squadron. Promoted LAC, 1 September 1940. Promoted Sergeant, 1 July 1942. Repatriated via No.8 Repair Depot, 15 May 1943. Promoted Flight Sergeant, 24 December 1943 but appears to have been Acting Flight Sergeant before repatriation. To No.5 Release Centre, 5 January 1945; retired 26 January 1945. Died in Winnipeg, 19 June 1977.

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COOK, P/O Harry Robert (J17563) - **Mention in Despatches** - No.82 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 9 May 1923. Home in Abbotsford, British Columbia; enlisted Regina, 11 June 1941 and posted to No.2A Manning Depot. To No.3 SFTS (guard), 2 August 1941. To No.2 WS, 15 September 1941; promoted LAC, 15 October 1941; to No.8 BGS, 28 February 1942; graduated and promoted Sergeant, graduated 30 March 1942. To "Y" Depot, 31 March 1942; to RAF Trainee Pool, 30 April 1942. Promoted Flight Sergeant, 30 September 1942. Promoted WO2, 30 June 1943. Commissioned with effect from 15 May 1943. Promoted Flying Officer, 15 November 1943. Repatriated 18 November 1944. To Western Air Command, 11 January 1945. To No.5 OTU, 12 January 1945. To No.8 Release Centre, 1 August 1945. Retired 25 September 1945. Died in Abbotsford, 10 August 1999 as per **Legion Magazine** of March 2000.

COOK, F/O Harry Robert (J17563) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Award sent by registered mail. 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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COOK, S/L John Arthur (J9352) - **Air Force Cross** - Communications Squadron, SEAC - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Canora, Saskatchewan, 6 October 1912 (RCAF press release announcing award). Schooling in Alberta where he was eight years a clerk and salesman. Home in Calgary, Alberta; enlisted there 16 May 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 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, 9 January 1942. To No.31 OTU, 14 March 1942. To Ferry Command, 8 June 1942. Departed Montreal, 8 July 1942 with Ventura BJ221. Departed Goose Bay, 9 July 1942. Departed Reykjavik, 11 July 1942, arriving in United Kingdom that day. To No.6 (Coastal) OTU, 29 September 1942. Promoted Flying Officer, 4 October 1942. To Middle East, 6 December 1942. To No.194 Squadron, 31 March 1943. While with that unit, attached at various times to Delhi, Calcutta, Chaklala, Peshwar, and Basal. Promoted Flight Lieutenant, 14 December 1943. Promoted Squadron Leader, 14 May 1944 on posting to South-East Asia Air Command. Arrived in Ceylon, 11 July 1944. To ACSEA Communications Squadron, 1 October 1944. Emplaned from Ceylon, 23 June 1945, arriving in United Kingdom, 3 July 1945 (tour expired). Repatriated 5 August 1945. Retired 9 August 1945. Public Records Office Air 2/8771 has citation drafted when he had flown 616 hours, 343 in previous six months. Award sent by registered mail 15 June 1954. Employed postwar by TCA as Aircraft Inspector. Died in North Vancouver, 19 May 1986 as per British Columbia Vital Statistics.

Squadron Leader Cook has been employed as personal pilot to the Supreme Allied Commander and, in this capacity, he has flown the Supreme Allied Commander and important members of his Staffs all round India and the forward areas of the Burma-India theatre of operations, in addition to several flights to and from the United Kingdom. Squadron Leader Cook has at all times displayed great skill and resource. In the course of many flights by night and day, often in adverse weather, he has never failed to fly his passengers safely and punctually to their destinations.

Report of accident to Dakota FZ594, "H", 29 April 1944, pilot F/L J.A. Cook with F/O D.A. Briscoe (navigator, RCAF), P/O L. Ethier (1st Wireless Operator, RCAF), P/O J.A. Harrower (role not identified, possibly a passenger, RCAF) and Sergeant C. Cooper (2nd Wireless Operator, RAF):

On approaching the Imphal aerodrome at approximately 0813 hours I noticed from the ground signals that the new Kutcha strip was in use instead of the all-weather strip.

After circling the aerodrome to lose height, made a normal circuit and came in to land. My approach was high owing to the hills back from the Eastern end of the runway, but seemed quite safe and normal for that type of strip. My first inclination that we were overshooting was when the aeroplane seemed to float a long time on hold off. My airspeed at the time of starting hold off was 95 m.p.h.

When the aeroplane was still floating after what seemed too long a time, my inclination was to go round again but by this time the trees and telegraph wires

just beyond the end of the runway looked too high to clear with wheels and flaps down and a load on board.

I still thought there was room to stop, so touched down and braked heavily. The brakes did not seem to grip well on that surface and we were slowly losing speed. We crossed the road at the end of the runway and the wheels caught in the deep drainage trench just beyond, breaking the oleo legs and we skidded to a stop.

On getting out of the aircraft I found that the wind, which was rather gusty and veering, was at the moment of touch down a tail wind....

F/O Briscoe was sitting in the 2nd pilot's seat and sustained no injuries. P/O Ethier was sitting in the Wireless Operator's seat and on impact, when the load came forward, must have been thrown forward into the alleyway and sustained a fractured leg near the ankle. Sergeant Cooper was sitting in the Navigator's compartment and his injuries consisted of a slight cut on the forehead and a little scraped skin on each thigh. My own injuries were a slight cut on the top of the head requiring two stitches.

Before returning to base in another aircraft we stripped FZ594 of practically all instruments and the radio set and brought them back with us.

The Wing Commander in charge of No.194 Squadron, assessing the accident, wrote:

Owing to the nature of the "Kutch" strip at Imphal it makes it impossible for a loaded Dakota pilot to correct any mistake by going round again if his first attempt has been unsuccessful as he would hit telegraph lines and trees at the end of the strip. The strip is only being used as an operational emergency and I do not think that a pilot can be blamed for any accident occurring on it.

RCAF photo PL-18002 (16 April 1943) taken with No.194 Squadron has the following caption: "Flying Officer J. Arthur Cook, 617-14th Avenue NW, Calgary, 30-year old transport pilot in India. A former student of Crescent Heights High School, before the war he was a salesman. He joined in 1941, trained in Edmonton, High River and McLeod, Alberta, joined RAF Ferry Command in Montreal, flew to England July 1942; in December he flew to Egypt, then India."

Training: Course at No.4 ITS was 3 July to 5 August 1941. Subjects were Mathematics (74/100), Signals (100/100), Hygiene and Sanitation (32/40), Drill (80/100), Law and Discipline (57/60). Scored 65 percent in Visual Link and recommended for pilot. Placed 26th in a class of 107. "Mature, responsible, appears to be above average material. Active in sports."

Course at No.5 EFTS was 8 August to 25 September 1941. Tiger Moth aircraft (30.45 dual, 26.25 solo of which 8.05 on instruments; also ten hours in Link. "A good smooth pilot with no faults." (F/L R.M. Smith, CFI). Ground subjects were Airmanship (158/200), Airframes (89/100), Engines (85/100), Signals, practical (95/100), Theory of Flight (67/100), Air Navigation (198/200), Armament, oral (148/200). "Above average, reliable, steady type, hard worker, responsible, conduct very good." (F/L R.F. Gladden).

Course at No.7 SFTS was 25 September to 19 December 1941 in Anson aircraft (38.05 day dual, 39.30 day solo, 4.50 night dual, 9.20 night solo, of which 18.10 on instruments; also logged 20 hours in Link. "An average pilot but flying generally needs improvement which should come with further experience. No outstanding faults." (F/L F.H. Pearce). Ground courses in Airmanship and maintenance (157/200), Armament, written (88/100), Armament, practical (82.5/100), Navigation and Meteorology (163/200), Signals, written (47/50), Signals, practical (95/100). "Mature, hard worker - very reliable - responsible type." (S/L Harcourt-Vernon, Chief Ground Instructor).

Course at No.31 GRS was 12 January to 14 March 1942 on Anson aircraft)40 hours 20 minutes, all on advanced navigation. Recommended for flying boats at the end.

Course at No.31 OTU was 16 March to 5 June 1942 on Hudson aircraft (14.00 day dual, 45.20 day as first pilot, 39.05 day as second pilot, 1.00 night dual, 11.15 night as first pilot, 10.30 night as second pilot). Instrument and cloud flying totalled 11.10; also logged 25.30 in Link. Dropped 25 bombs., fired 200 rounds on range and 500 rounds air-to-ground (no air-to-air). "Inclined to be a slow thinker but tries hard to do well. Has reached a sound standard."

Notes: On repatriation form dated 10 July 1945 he stated he had flown 401 operational hours (81 sorties) and 1,275 hours 25 minutes non-operational (total 1,776.25). Aircraft types listed were Ventura (20.30), Hudson (372.25) and Dakota (1,283.30).

On another form he described his first tour as "No.194 Squadron Detachment", Hudson aircraft, 23 January to 15 April 1943 (98.20 and 20 sorties) and No.194 Squadron, 15 April 1943 to 14 May 1944, Dakota aircraft (362.75 and 64 sorties).

His Non-Operational Tours were described as Ferry Command (8 -11 July 1942, 20.30); UK-India Ferrying (42 hours but dates are confusing) and ACSEA Communication Squadron (14 May 1944 to 15 June 1945, 719 hours ten minutes).

Assessments: "During his training here this officer showed himself to be keen and willing. Should make a good service pilot and officer." (G/C W.E. Purdin, No.31 OTU, Debert, 20 July

1942).

“This officer is above the average as a pilot. He is of a quiet disposition, determined and is respected by all ranks. He is recommended for future employment as a Squadron Commander.” (W/C A. Millson, 22 June 1945, ACSEA Communication Squadron; he had flown 1,975 hours (300 in previous six months).

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COOK, F/O Orlando (J37165) - **Mention in Despatches** - No.426 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 27 January 1912. He gave his home as Toronto, although his prewar occupation was that of Inspector of Steel Castings, Dominion Foundries, Hamilton; enlisted Hamilton, 11 August 1942. To No.1 Manning Depot, 27 September 1942. To No.4 Manning Depot, 12 November 1942. To No.5 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.10 EFTS until 3 April 1943. Ceased training and posted to No.5 Manning Depot, 6 May 1943. To No.4 AOS, 29 May 1943; graduated and commissioned, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 28 December 1944. To No.1 Composite Training School, 14 March 1945. To No.4 Release Centre, 23 September 1945. Retired 5 October 1945. Unit not identified in AFRO, which says only "Overseas". Evader; see **The RCAF Overseas: The Sixth Year**, p. 56. DHH file 181.009 (D.1510), in National Archives of Canada RG.24 Volume 20600 has recommendation by W/C C.W. Burgess for a Military Cross drafted 20 December 1944 when he had flown 21 sorties (106 hours 40 minutes):

This navigator has completed 21 sortie against the enemy. On the night of November 4th he was detailed to attack Bochum. Shortly after leaving the target area their aircraft was attacked by an enemy fighter and set on fire. The crew was ordered to bale out and Flying Officer Cook struck his head while leaving the aircraft and landed in a dazed condition. In spite of this, Flying Officer Cook, using his escape aids, set out to reach our lines.

Staying under cover during most of the day, he travelled at night passing many German trenches, gunsites and bodies of troops until he finally crossed the front line into our own territory and safety. There it was discovered that he was suffering from a bullet wound in the neck.

Flying Officer Cook's determination and courage in striving to reach our lines, although dazed and badly wounded is worthy of the highest praise and sets a fine example to all aircrews. He is strongly recommended for the award of the

Military Cross (Immediate).

Public Record Office WO 208/3326 has his MI.9 evasion report based on a questionnaire compiled in April 1945. This gave his unit as No.426 Squadron. It is a very confusing report, for he appears to have been confused as to where he landed (Gladbach was well inside away from Allied lines and east of the Rhine, so he must have baled out much further west than estimated).

I was navigator of a Halifax aircraft which took off from Linton-on-Ouse at 1730 hours on 4 November 1944 to bomb Bochum. About 1945 (15 minutes after we had bombed the target) we were hit by flak and ordered to bale out.

On baling out I hit my head on the hatch and lost consciousness. Approximately an hour later I regained consciousness in a field. Although I could see no one about I heard voices which seemed to be getting louder and I vaguely remember walking in a westerly direction, using my escape compass and the stars as a guide. I estimated that I had touched down near Gladbach (Central Europe 1:100,000, Sheet R.1, 2241). I was considerably dazed at the time and I cannot remember how I disposed of my parachute, harness, etc.

At dawn the next day (5 November) I repaired my trousers which had been slit up the sides and removed my "Canada" flashes and navigator's brevet from my tunic. I continued walking west through the roads and fields, and apart from two German convoys which I saw moving along a nearby highway I encountered no one. I heard gunfire to the west and assumed it to be coming from the front lines so I continued in that direction. At this point I must have again lost consciousness as I do not remember anything of my further movements or what happened to me until I awoke the following morning and found that I was in a tent in a U.S. Army field hospital. I have no idea how I got there and I was not told by the hospital staff.

On arrival at the field hospital I was wearing a German airman's jacket and was wounded in my neck. The bullet had entered the left side of my neck and passed out below my left shoulder, but strangely enough there was not any bullet mark in the German jacket. I had also lost my identity bracelet, a wrist watch, some money and a chamois leather jacket. I was unable to explain how I was wounded, where I got the German jacket, or what had become of my belongings which were missing.

I was moved from the field hospital to another American hospital where I

remained for the next five days. While there I was kept under guard and asked numerous questions by two officers about Canada. I was then sent to Verviers (France and Belgium, 1:50,000, Sheet 70, 6723) in an ambulance and from there went to Paris by train and then to the United Kingdom by air.

On landing in the United Kingdom on 11 November I was accompanied by a guard to an American hospital where I remained still under guard for the next two days. On 13 November I was visited by a British Major and three civilians who questioned me for about 45 minutes. I do not remember much about this interview, but about two hours after they left me the guard was dismissed and I was transferred to No.11 Canadian Military Hospital.

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COOK, F/L Robert Geoffrey (J6276) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Toronto, 5 February 1921. Home in Toronto; educated at Courcellette Road Public School, 1926-1932 and Scarborough and Oakwood Collegiate Institute, 1933-1937. Employed on clerical duties with a pharmacy (1933-1936), Toronto Public Libraries (1936-1937) and C and S Currie Limited, Toronto (men's clothiers, 1937-1940). Enlisted in Toronto, 20 September 1940 and posted that day to No.2 Manning Depot, Brandon. To Patricia Bay, 20 October 1940. To No.2 ITS, Regina, 19 January 1941; graduated and promoted LAC, 20 February 1941; taken on strength of No.2 EFTS, Fort William, 21 February 1941; may have graduated 23 April 1941 but not posted to No.5 SFTS, Brantford until 4 May 1941; graduated and promoted Sergeant, 15 July 1941; commissioned 16 July 1941. Embarked for overseas, 31 July 1941. Disembarked in United Kingdom, 14 August 1941 and posted to No.3 PRC, Bournemouth. To No.16 OTU, Upper Heyford, 19 September 1941. Taken on strength of No.420 Squadron, 12 February 1942. To No.2 School of Air Navigation, 1 May 1942. Promoted Flying Officer and Acting Flight Lieutenant, 16 July 1942. Returned to No.420 Squadron, 6 August 1942. To No.27 OTU, 9 February 1943. Attached to No.3 Flying Instructor school, 17 March to 13 April 1943 before return to No.27 OTU. To No.1664 Heavy Conversion Unit, 5 September 1943.. Promoted Squadron Leader, 11 November 1943 on posting to No.431 Squadron. Killed in action with No.431 Squadron, 3/4 December 1943 (Squadron Leader rank) in Halifax LK898 of No.431 Squadron); buried in Germany. Award sent by registered mail to next-of-kin, 29 December 1944.

Flight Lieutenant Cook, during his tour of operations, has completed his duties in a courageous and skilful manner. His efficiency and determination have resulted in the production of many fine photographs which have given convincing proof of his keenness to press home his attack at every opportunity. He has attacked

many difficult and dangerous targets such as Bremen, Cologne and Turin and has also completed several hazardous mine-laying sorties. His courage and devotion to duty on all occasions have been most praiseworthy.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 9 April 1943 when he had flown 27 sorties (159 hours 35 minutes). Sortie list and submission as follows:

16 April 1942 - GARDENING, Artichokes (6.50)
19 April 1942 - GARDENING, Nectarine I (4.35)
22 April 1942 - GARDENING (5.50, bad visibility, returned with mines)
24 April 1942 - Heinkel factory, Rostock (7.50)
26 April 1942 - Heinkel factory, Rostock (7.50)
1 June 1942 - Essen (5.15)
21 June 1942 - GARDENING, Artichokes (6.25)
23 June 1942 - GARDENING, Artichokes (6.20)
28 June 1942 - Sea sweep (5.50)
2 July 1942 - Bremen (5.15)
8 July 1942 - Wilhelmshaven (5.30)
14 July 1942 - GARDENING, Beech (7.00)
21 July 1942 - Duisburg (4.40)
22 July 1942 - Sea sweep (5.00)
25 July 1942 - Duisburg (5.00)
27 July 1942 - Sea sweep (4.15)
15 October 1942 - Cologne (6.00)
17 November 1942 - GARDENING (5.20)
20 November 1942 - Turin (8.20)
6 December 1942 - Mannheim (7.20)
8 December 1942 - GARDENING (6.05, poor visibility, not successful)
17 December 1942 - GARDENING (6.15)
20 December 1942 - Duisburg (5.20)
15 January 1943 - Lorient (4.50)
23 January 1943 - Sea sweep (3.10)
26 January 1943 - Lorient (6.50)
29 January 1943 (7.00, poor visibility, not successful).

Flight Lieutenant Cook during his tour of operations has carried out his sorties in a courageous and skilful manner that has earned for him the admiration of all who know him. His aggressive spirit has resulted in many fine photographs that have given convincing proof of his determination to press home his attack at every opportunity and which have also shown his skill as a bomber pilot.

He has attacked many heavily defended targets such as Bremen, Wilhelmshaven, Duisburg, Cologne, Mannheim and Turin. He has also carried out several difficult minelaying sorties. It is felt that his devotion to duty and courage during his tour of operations merits the award of the Distinguished Flying Cross.

Particulars of death: Halifax O/431, LK898 was airborne 2334 hours, 3 December 1943 to bomb Leipzig. The crew consisted of S/L R.G. Cook, DFC (pilot), J16804 P/O M.V. Snow (navigator), 131168 F/L E.L. Lister (bomb aimer), 1337041 Sergeant H.J.R. Brookman (WAG), R180461 Sergeant W.J. Rattigan (mid-upper gunner), R186329 Sergeant J. Williamson (rear gunner) and 1047841 Sergeant G. Wood (flight engineer). Postwar investigations found at about 0445 hours the bomber approached Aktranstadt from the direction of Leipzig at about 1,000 feet. It was attacked at that height by a night fighter and exploded in mid-air.

Assessments:

28 January 1943: Described by W/C D.A.R. Bradshaw as "Suitable as a Flight Commander"

18 February 1943: Assessed on posting by W/C D.A.R. Bradshaw. At the time he had flown 625 hours 40 minutes (140 hours 15 minutes in previous six months). Conduct deemed satisfactory. "A very efficient officer with qualities of tact and personality. Should make an excellent flight commander. This officer has completed his tour of operations in a very commendable manner." Subsequently assessed by G/C A.D. Ross as "A good type of young officer with a most satisfactory operational record."

3 September 1943: Assessed at No.27 OTU on posting to No.1664 Conversion Unit; his duties had been that of Flying Instructor. W/C R.A.C. Barclay wrote that he "...has flying instructional ability above the average. He has also acted as an efficient deputy flight commander. A keen and intelligent officer." To this, G/C P.G. Hefferman added, "An old head on young shoulders. Hard working and a good leader."

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COOK, F/O Walter Le Roy (J86874) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 24 November 1916. Home in Leamington, Ontario; enlisted Toronto 12 June 1942. To No.1 Manning Depot, 2 July 1942. To No.4 BGS (guard), 13 August 1942. To No.1 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.7 EFTS until 23 January 1943, May have graduated 19 March 1943 but not posted to No.6 SFTS until 2 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot,

6 August 1943. To United Kingdom, 25 August 1943. Commissioned 1 June 1944. Killed in action with No.626 Squadron, 4/5 November 1944 (Lancaster LM290); buried in Belgium. Invested with award to next-of-kin, 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." Public Record Office Air 2/8830 has recommendation dated 1 November 1944 when he had flown 26 sorties (121 hours 50 minutes), 18 July to 31 October 1944).

18 July 1944 - Scholven
20 July 1944 - Courtrai
23 July 1944 - Kiel
24 July 1944 - Stuttgart
31 July 1944 - Foret de Nieppe
4 August 1944 - Paulliac
7 August 1944 - Fontenay le Marmion
10 August 1944 - Ferme du Forestel
14 August 1944 - Falaise
15 August 1944 - Volkel
18 August 1944 - Ghent
3 September 1944 - Eindhoven
6 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
16 September 1944 - GARDENING (Danzig)
17 September 1944 - Westkapelle
20 September 1944 - Calais
23 September 1944 - Neuss
26 September 1944 - Calais
14 October 1944 - Duisburg (day)
14 October 1944 - Duisburg (night)
23 October 1944 - Essen
25 October 1944 - Essen
29 October 1944 - Domburg
31 October 1944 - Cologne

Flying Officer Cook, a Canadian, has now completed 26 operational sorties against the enemy, including such important targets as Kiel, Essen and Duisburg.

Under a calm and quiet manner [he] has a fine offensive spirit which has been an inspiration to his crew. By setting his mind and energies on the task in hand, and

with complete disregard for his own safety, he has pressed home each attack with determination.

His personal example to his crew has welded them into a fine aggressive team and his skilful pilotage has given them a strong confidence at all times.

I recommend, in recognition of his powers of leadership and for his fine record and devotion to duty, that Flying Officer Cook be rewarded by the award of the Distinguished Flying Cross.

Circumstances of Death: The website "Lost Bombers" provides the following information. Lancaster LM290 of No.626 Squadron (UM-W2) had been delivered to that unit in July 1944. No complete operational record. Although it is recorded that UM-W2 also took part in the operation against Russelsheim, 25/26 August 1944 and that when lost against Bochum, 4/5 November 1944 it had a total of 193 hours. Airborne at 1726 hours, 4 November 1944 from Wickenby. Crashed near Menin in the Belgian province of West-Vlaanderen and on the border with France NNW from the town of Tourcoing. All crew killed and buried in St-Jean Communal Cemetery at Courtrai. Crew consisted of F/O W. le R.Cook, DFC RCAF, Sergeant D.W.Garside, Flight Sergeant H.Sulz, RCAF, Flight Sergeant K.C.McCormick, RCAF Sergeant L.A.Rolfe, Sergeant J.Fulton and Flight Sergeant E. Smith, RCAF.

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COOK, F/O William Francis (J16201) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 29 October 1922 (see MI.9 report). Home in Clinton, Ontario (student); enlisted London, Ontario, 15 March 1941 and posted to No.1 Manning Depot. To Trenton, 10 April 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.19 EFTS; graduated 8 August 1941 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 24 October 1941 To "Y" Depot, 25 October 1941; to United Kingdom, 11 November 1941. Arrived in UK, 23 November 1941. Posted to No.56 OTU (10 February to 21 April 1942). Promoted to Flight Sergeant, 24 April 1942; to WO2, 24 October 1942; commissioned as Pilot Officer, 22 November 1942; Flying Officer, 22 May 1943; Flighted Lieutenant, 22 November 1944. To No.421 Squadron, 21 April 1942; shot down by flak, 3 October 1943. Evaded capture and reached Gibraltar, 13 November 1943; returned to UK, 16 November 1943. Leave in Canada, 4 December 1943 to 21 January 1944. Returned to Britain, 30 January 1944. Served again with No.421 Squadron, 10 February to 13 October 1944. To Britain on the latter date; to Canada 15 November 1944; released 15 March 1945. Died in Clinton, 2006. Aerial victories as follows: **26 August 1943**, one Bf.109 destroyed, Caen (shared with three others); **3 October 1943**, one FW.190 destroyed, Roye/Amy (shared with another

pilot); **15 June 1944**, one Bf.109 destroyed, Caen; **25 July 1944**, one Bf.109 destroyed southeast of Ronen plus one Bf.109 damaged; **2 October 1944**, one Bf.109 damaged north of Arnhem.

Flying Officer Cook has completed two tours of operations. In October 1942 he was shot down. Since D-Day he has destroyed at least three enemy aircraft and damaged a further three. Flying Officer Cook has displayed admirable initiative, cool courage and consistent determination and devotion to duty during both his tours.

Public Record Office WO 208/3316 has MI.9 report of his evasion based on interview of 16 November 1943.

I was pilot of a Spitfire which took off on 3 October 1943 from Headcorn, near Maidstone, at about 1630 hours on a sweep to pick up Marauders returning from Beauvais.

We ran into about twenty FW.190s. After a fight my engine was hit and I was compelled to crash land near Le Bosquel (N.W. Europe 1:250,000, Sheet 4, 20 kms SW of Amiens).

I stuck my parachute and equipment into a bush and destroyed my aircraft to the best of my ability. I heard some people nearby, thought they might be Germans, and remained hidden. They started to search the bush, and when I saw they were civilians I made my presence known. At that moment, some Germans were coming up, so the civilians ripped off my tunic and I ran with them across the field. They managed to hide me in a sort of quarry cave. I was in this cave until the morning of 5 October. My helpers, who had given me some food at first, were unable to approach me again, because the Germans had taken ten hostages after I had crashed and were in the vicinity all the time.

On the morning of 5 October as soon as day broke, I started to move across the field. I met a man quite soon who said he was a Belgian and that I would get something to eat with safety in a café at Rogy (5 kms south of Le Bosquel). I went to Rogy, met a woman, and asked for the café, but she appeared afraid and ran away. I then went to a shop just round the corner. The owner stopped a boy who was passing with some horses. I went with the boy to the farmhouse to which he belonged and was hidden in a hay loft and given some food. They fetched a man who could speak a little English, who telephoned somebody else. From this point I was helped on my journey.

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COOK, Sergeant William Harold (R68056) - **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 2 September 1913. Home in Calgary; enlisted London, Ontario, 19 June 1940 as Aero Engine Mechanic. To Patricia Bay, 10 August 1940. To "BMP", 7 October 1940. To No.35 SFTS, 24 October 1940. To Technical Training School, 17 December 1940. Promoted AC1, 31 May 1941. To No.12 SFTS, 4 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 10 November 1942. To RAF overseas, 10 December 1942. Promoted Sergeant, 25 May 1943. Repatriated 13 June 1945. To Tiger Force training that date. To No.1 Release Centre, 28 August 1945. Retired 30 August 1945.

COOK, Sergeant William Harold (R68056) - **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 "Overseas" as unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for a BEM dated 23 May 1945 which also identifies unit. NCO in charge of "A" Flight, No.428 Squadron.

This Non-Commissioned Officer has been with this unit for the past two years and during that time has set up an outstanding record of leadership, reliability and devotion to duty. As NCO in charge of "A" Flight, 428 Squadron, for many months, he has worked with unceasing energy and persistence and is largely responsible for the high record of serviceability in that section. He has faced and surmounted the many difficulties connected with the servicing of aircraft with high purpose and resolve, giving unstintingly of his leisure hours and high technical skill in the common cause of putting as many aircraft in the air against the enemy as possible. He has at all times placed his own personal feelings and aspirations second to the larger tasks at hand.

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COOKE, F/L Arthur Grenfell (J85106) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 10 April 1922. Home in Winnipeg; enlisted there 24 January 1942. To No.2 Manning Depot, 10 March 1942. To No.5 BGS (guard), 23 May 1942. To No.7 ITS, 18 July 1942; graduated and promoted LAC, 11 August 1942 but not posted to No.19 EFTS until 10 October 1942 (nothing to explain this long wait); graduated 27 December 1942 when posted to No.10 SFTS; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot that date. To RAF Trainee Pool, 22 June 1943. Commissioned 21 February 1944. Promoted Flying Officer, 21 August 1944. Repatriated 3 May 1945. Retired 14 July 1945. Invested with

award 18 June 1949. Automobile salesman. Died in New Westminster, British Columbia, 1 February 1984. RCAF photo PL-41130 (ex UK-17728 dated 28 December 1944) shows five members of the RCAF in No.77 Squadron - standing are F/O Art Cooke (pilot, Winnipeg), Flight Sergeant Roy Joyce (bomb aimer, Winnipeg) and F/O Wally Turner (bomb aimer, Winnipeg); kneeling are Sergeant Ross Dobson (air gunner, Margaret, Manitoba) and Sergeant Jack Rae (air gunner, Brandon, 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." Public Records Office Air 2/8750 has recommendation dated 7 April 1945 when he had flown 37 sorties (196 hours 51 minutes), 1 July 1944 to 15 March 1945.

1 July 1944 - St.Martin (3.49)
25 July 1944 - Wanne Eickel (4.40)
28 July 1944 - Foret de Nieppe (3.45)
8 August 1944 - Chapelle Notre Dame (3.45)
11 August 1944 - Somain (4.15)
12 August 1944 - Russelsheim (6.00)
15 August 1944 - Eindhoven (3.40)
18 August 1944 - Sterkrade (4.30)
24 August 1944 - Brest (5.05)
15 September 1944 - Kiel (5.45)
20 September 1944 - Calais (3.25)
6 October 1944 - Gladbach (3.25)
7 October 1944 - Cleve (4.00)
30 October 1944 - Cologne (5.50)
31 October 1944 - Cologne (5.05)
2 November 1944 - Dusseldorf (5.10)
4 November 1944 - Bochum (4.45)
6 November 1944 - Gelsenkirchen (4.20)
16 November 1944 - Julich (4.20)
5 December 1944 - Soest (6.20)
6 December 1944 - Osnabruck (6.00)
12 December 1944 - Essen (5.25)
21 December 1944 - Cologne (5.45)
28 December 1944 - Gladbach, DNCO
13 January 1945 - Saarbrucken (6.50)
22 January 1945 - Gelsenkirchen (5.30)
2 February 1945 - Wanne Eickel (5.10)
15 February 1945 - GARDENING, Norwegian waters (6.45)
20 February 1945 - Reisholz (7.15)
21 February 1945 - Worms (6.45)

23 February 1945 - Essen (5.20)
24 February 1945 - Kamen (5.50)
3 March 1945 - Kamen (7.15)
5 March 1945 - Chemnitz (8.20)
8 March 1945 - GARDENING, Hamburg(5.45)
12 March 1945 - Dortmund (5.51)
13 March 1945 - Wuppertal (5.18)
15 March 1945 - Matthias Stinnes (5.08)

Flight Lieutenant Cooke has finished his first operational tour throughout which he has displayed the utmost vigour, courage and determination in his attacks on heavily defended targets, worthy of the best traditions of the service.

Possessing a keen sense of duty, this officer inspires confidence by his ready willingness to accept responsibility. In action against the enemy, and by his excellent offensive spirit, he has shown himself to be a skilful and determined captain of aircraft, inspiring his crew to press home attacks in the face of the toughest opposition. The result has been an excellent photographic record showing many aiming points.

I strongly recommend that Flying Officer Cooke's sustained and devoted operational endeavour be recognized by an award of the Distinguished Flying Cross.

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COOKE, S/L Frederick George (C2882) - **Air Force Cross** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Beamsville, Ontario, 18 May 1914 as per RCAF Press Release reporting award; educated there and University of Toronto. Mine surveyor with Falcolnbridge Nickle Mines. Enlisted in North Bay, Ontario, 4 October 1940 as Navigation Officer. As of 2 February 1941 he was a Flight Lieutenant. As of 28 April 1941 he was at No.7 AOS. To No.10 FTS, 7 January 1943. To No.2 Training Command Headquarters, 30 April 1944. Promoted Squadron Leader, 1 October 1944. To No.6 OTU, 28 March 1945. To "Y" Depot, 10 July 1945. To No.4 Release Centre, 7 October 1945; retired 16 October 1945. Postwar mining engineer. Died in West Vancouver, 21 March 1988. As of award had flown 358 hours. Invested with award 24 May 1946.

This officer's untiring efforts and devotion to duty have made a substantial contribution to the standard of navigation training in his Command. Over a long

period of time he has worked conscientiously and capably to better his knowledge and to be of greater value to the service. His efforts and example are most praiseworthy and have been an example to all who have worked with him.

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COOKE, FS Jackson Chartis (R173576) - **Conspicuous Gallantry Medal (Flying)** - No.103 Squadron - Award effective 2 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Grey County, Ontario, 24 March 1924. Home in Oakville, Ontario where he was a student and construction worker for British-American Oil Company, 1942. Enlisted Hamilton, 6 July 1942. Attached to No.4 WS, Guelph for pay 16 July to 30 September 1942. To No.1 Manning Depot, Toronto, 1 October 1942. To No.5 ITS, Belleville, 24 January 1943. Graduated and promoted LAC, 3 April 1943; to No.13 EFTS, St. Eugene, 4 April 1943; graduated 28 May 1943 and posted on 30 May 1943 to No.17 SFTS, Souris, Manitoba. Graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, Halifax, 2 October 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943 and posted to No.3 PRC, Bournemouth. Attached to Headquarters, No.50 Group, 3-31 December 1943. Attached to No.2 EFTS for the same dates. To No.15 Advanced Flying Unit, 11 January 1944. Attached to Beam Approach Training Flight at Waterfield, 7-21 March 1944. To No.28 OTU, 23 April 1944. Promoted Flight Sergeant, 17 June 1944. To No.11 Base, 17 July 1944. To No.103 Squadron, 9 September 1944. Killed in action 29 November 1944 with this unit (Lancaster PB465 which collided with another aircraft; the Air Bomber - 152769 F/O G.T. Mortimer, baled out and the aircraft then exploded, killing all others); buried in Germany. Medal presented to next-of-kin, 10 December 1947.

One night in October 1944, this airman was captain and pilot of an aircraft detailed to attack Cologne. Whilst over the target considerable anti-aircraft fire was encountered. Just as the bombs were released the aircraft was struck by high explosive shells. Much damage was sustained. The starboard rudder controls were severed. The petrol tanks were badly pierced and the contents streamed out. Within ten minutes the petrol supply became practically exhausted. By now Flight Sergeant Cooke had reached friendly territory. He thereupon instructed the crew to leave the aircraft by parachute. As he prepared to leave himself, Flight Sergeant Cooke saw that one of his comrades still remained in the aircraft, having accidentally released his parachute inside the fuselage. Height was being rapidly lost. Nevertheless, Flight Sergeant Cooke was determined not to leave his crew member and promptly returned to the controls and attempted to effect a crash landing in a field. During his approach, with undercarriage and flaps retracted, two engines failed. Coolly and skilfully, however, this intrepid pilot achieved his purpose and effected a landing,

incurring little further damage to the aircraft in his effort. This airman set a magnificent example of skill, courage and captaincy in most difficult and dangerous circumstances.

Training: At No.5 ITS he placed 52nd in a class of 119. At EFTS he flew Finch aircraft (32.40 day dual, 26.00 day solo and four hours at night). Also logged ten hours in Link. Flew 13.50 dual before first solo and had 6.55 on instruments. His Link instructor wrote, "Very good attitude to instruction, above average performance, coordination very good." The CFI described him thus: "Cocky attitude; loops and spins very good, very keen, slight tendency to change airspeed on instruments."

At No. 17 SFTS he flew Ansons - 7.30 day dual to first day solo, 85.10 day dual and 49.30 day solo; night flying was three hours dual to first night solo, 12.30 night dual, 11.50 night solo. Also 18.45 as passenger. Flew 11.50 in formation and 26.05 on instruments plus 25 hours in Link. Ground subjects and marks as follows: Airmanship (88/200, wrote a supplemental and scored 127/200), Armament (155/200), Navigation (112/200), Signals (179/200), Aircraft Recognition (60/100), Meteorology (74/100). Flying tests as follows: General Flying (216/300), Instrument Flying (150/200), Navigation (100/150), Armament (121/150), Night Flying (38/50), and Link (37/50). Deemed suitable for any role **except** Flying Instructor.

Course at No.15 (P) AFU was 8 February to 25 April 1944 with time off for BAT Course (see below). Flying on Oxford aircraft - 6.30 day dual to first day solo, 31.45 day dual, 28.20 day solo, 6.35 as passenger, 6.30 in formation, 5.05 on instruments and 11.25 in Link. Night flying was the BAT course.

Course at No.1 Beam Approach School was 8 March to 24 March 1944. All flying in Oxford aircraft (18 hours 15 minutes day dual, two hours five minutes night dual. All flying was done on beam and instruments. Also logged seven hours 20 minutes in Link. Flying tests as follows: Beam Approach Procedure and "Q" Codes, taken in Link (140/200), Receiver Operation (75/100), Instrument Flying (165/250), Cloud and Night Flying (160/250), General Application of B.A. Procedure on Flying (135/200). Assessed as follows: "Apart from occasional difficulty with his Instrument Flying this pilot made good progress during the course. Link Trainer work was above average and work in the air was of a good average standard. Standard of Instrument Flying was satisfactory on completion of the course."

Course at No.28 OTU was 25 April to 17 July 1944. All flying on Wellington X and III aircraft and at night (5.15 dual to first solo, 4.25 dual, 25.00 solo, 1.20 formation, 2.30 on instruments and 10.45 in Link. Ground examinations in Airmanship (210/300), Armament (205/300), Navigation (136/200), and Signals (60/100); apparently no Meteorology course. Flying test in General Flying (240/400), Applied Flying (120/200), Instrument Flying (150/250), Night Flying (60/100)

and Link (30/50). "An average pilot and captain of aircraft with no special flying faults; has shown average keenness and experienced no difficulties on the course." However, G/C J.R. Bell specifically noted, "Not recommended for commission."

The website "Lost Bombers" provides the following information on the sortie when he earned his award, and the sortie on which he was killed:

31 October/1 November 1944: Lancaster LL964 (PM-H) of No.103 Squadron, target Cologne. This aircraft was initially delivered to No.460 Squadron, 18 May1944, joining No.103 Squadron on 25 August 1944. When lost this aircraft had a total of 389 hours. Airborne at 1749 hours, 31 October 1944 from Elsham Wolds. Hit by Flak over the target, which damaged fuel tanks and the rudder controls. The crew turned towards the allied lines and when over Namur, Belgium, the order to abandon was given. Flight Sergeant J.H.C. McCoubrey (RCAF) had the misfortune to open his parachute while still in the aircraft and by the time he had located the spare 'chute, the Lancaster was dangerously low. Exercising airmanship of the highest order, Flight Sergeant Cooke crash-landed at St-Gerard (Namur), 14 km NW of Dinant, without injury to himself or Flight Sergeant McCoubrey. Crew on this occasion were Flight Sergeant J.C.Cooke, RCAF, Sergeant E.W.McGrath, Flight Sergeant J.A.Goff, RCAF, Flight Sergeant A.E.Mann, RCAF, Flight Sergeant P.I.R.B.Hill, RCAF, Flight Sergeant J.H.C.McCoubrey, RCAF, Flight Sergeant M.O.Orr, RCAF.

29/30 November 1944: Lancaster PB465 (PM-F), target Dortmund. This aircraft was delivered to No.103 Squadron, August 1944. When lost this aircraft Had a total of 236 hours. Airborne at 1146 hours, 29 November 1944 from Elsham Wolds. Involved in a mid-air collision with a No.550 Squadron Lancaster. Sustained damage, the severity of such being that control was lost immediately. The other Lancaster managed to limp back to a crash landing at Manston, Kent. Crew were Sergeant J.C.Cooke, CGM, (killed), Sergeant E.W. McGrath (killed), Flight Sergeant J.A. Goff, RCAF (killed), F/O G.T. Mortimer (injured), Warrant Officer F.I.R.B. Hill, RCAF (killed), Flight Sergeant J.H.C.McCoubrey, RCAF (killed), and F/O M.O. Orr, RCAF (killed).

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COOKE, F/L James Geddes Robertson (J36361) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 8 August 1921. Home in Toronto where he attended Western Technical School; enlisted there 19 August 1942 and posted to No.1 Manning Depot. To No.9 SFTS (guard), 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.9 EFTS; graduated 12 June 1943 when posted to No.2 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 15 October 1943. Promoted Flying Officer, 1 April 1944. Promoted Flight

Lieutenant, 23 February 1945. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 24 July 1945. To Central Flying School, 11 August 1945. To No.1 Air Command, 2 October 1945. To No.4 Release Centre, 24 October 1945. Retired 29 October 1945. Postwar he attended University of Toronto (Engineering). He then joined a family company, Pyrexon Ray Limited, taking charge of the manufacturing operations. In a later career he worked for the Engineering and Building Services Departments at the University of Guelph. Died in Toronto, 28 March 2011. 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 2/8749 has recommendation dated 13 April 1945 when he had flown 35 sorties (236 hours 50 minutes), 11 November 1944 to 4 April 1945.

16 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
28 November 1944 - Fierburg
29 November 1944 - Neuss
30 November 1944 - Duisburg
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
12 December 1944 - Essen
16 December 1944 - Ludwigshaven
18 December 1944 - Ulm
26 December 1944 - St.Vith
27 December 1944 - Koblenz
29 December 1944 - Beur
2 January 1945 - Nuremburg
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
2 February 1945 - Wiesbaden
7 February 1945 - Cleve
13 February 1945 - Dresden
14 February 1945 - Chemnitz
1 March 1945 - Mannheim
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
16 March 1945 - Nuremburg

18 March 1945 - Hanau
21 March 1945 - Duisburg
22 March 1945 - Bruchstrasse
23 March 1945 - Bremen
3 April 1945 - Nordhausen
4 April 1945 - Lutzkendorf

Flight Lieutenant Cooke, a Canadian, and an extremely successful pilot of proved ability, has completed a highly successful tour of thirty-five sorties against a variety of targets in Germany and occupied Europe. Many of this officer's targets have been fiercely opposed and on numerous occasions his aircraft has sustained severe damage, but with cheerful confidence and a superb disregard for personal danger, Flight Lieutenant Cooke has never allowed the enemy opposition to deflect his determination to inflict the highest possible damage on the target.

On one occasion at Wiesbaden, Flight Lieutenant Cooke saw that no markers were visible, descended through cloud to 12,500 feet and bombed visually.

This officer's keenness for operations has been outstanding and all this, together with his exceptional leadership, has set an outstanding example to the whole squadron.

The courage and exceptional fighting qualities displayed by Flight Lieutenant Cooke are worthy of the highest praise, and well merit this recommendation for an award of the Distinguished Flying Cross.

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COOKE, P/O John Joseph (J88607) - **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 Wentworth, Ontario, 23 September 1923. Home in Hamilton, Ontario where he was a steel company labourer; enlisted there 29 October 1942. To No.1 Manning Depot, Toronto, 22 January 1943; to No.1 AOS, Malton, 13 March 1943; to No.1 Training Command, 5 April 1943; to No.23 Pre-Aircrew Education Detachment, University of Toronto, 3 May 1943. To No.2 Air Gunner Ground Training School, 29 May 1943. Promoted LAC, 10 July 1943. To No.3 BGS, Macdonald, Manitoba, 11 July 1943. Graduated as Air Gunner and promoted Sergeant, 20 August 1943. To "Y" Depot, Halifax, 4 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. Taken on strength of No.3 PRC, Bournemouth, 20 September 1943. To No.22 OTU, 28 September 1943. To No.61 Base, 8

February 1944. Detached to Battle School 8-22 February 1944. Attached to No.1664 Conversion Unit, 22 February to 20 March 1944. To No.432 Squadron, 20 March 1944. Commissioned with effect from 26 April 1944 as per Appointments, Promotions Retirements dated 4 October 1944. Killed in action with No.431 Squadron, 27/28 April 1944, Halifax LK842, shot down by a night fighter. Buried in Belgium. The crew of the aircraft were O-886185 Lieutenant J.M. Earman (pilot, killed), J22237 F/O W.C. Dudley (Navigator, POW), J28355 F/O H.W. Pond (Air bomber, killed, also awarded Belgian Croix de Guerre), J24073 F/O D.M. King (WAG, POW), R114020 Sergeant J.M.L. Perry (Mid-Upper Gunner, POW), R193500 Sergeant J.J. Cooke (later J88607, Rear Gunner, killed) and 1875912 Sergeant J. Graham (Flight Engineer, killed)

Training: Cooke had only Junior Matriculation from Hamilton Technical Institute, which he had attended 1940-1942. His attendance had been poor, accuracy poor, but in other respects (quality of work, for example) he was an good average student. When he enlisted on 29 October 1942 he signed a document agreeing to appear before an Aircrew Selection Board at Manning Depot and to take a ground crew position or General Duties role if aircrew category was not possible. This also included a paragraph reading, "That if I am selected for aircrew training I may be called upon to perform duties not directly or indirectly connected with an aircrew trade until the Royal Canadian Air Force is in a position to commence my training as such."

On 27 May 1943 No.23 PAED, University issued a Certificate of Education. He had not been required to take two subjects (science and aircraft recognition) but he had taken English (88 percent), Mathematics (94 percent) and Signals (90 percent). He was thus permitted to proceed to No.2 Air Gunner Ground Training School, Trenton. All air work involved Battle aircraft although flying times not recorded. Under "Gun Types" he handled VGO guns in the air, Browning and VGO guns on the ground. Under "Type Turrets" he recorded Bristol turrets in the air, Bristol, Fraser Nash and Boulton-Paul turrets on the ground. Stage One Training only was given with the following subjects and marks: Armament, Oral (76/100), Armament, Written (242/300), Anti-Gas (79/100), Aircraft Recognition (100/100), Mathematics (42/50), Navigation (82/100), Law, Administration and Hygiene (63/100), Signals (85/100).

At No.3 BGS the course lasted 12 July to 20 August 1943. He was in both Battle and Norseman aircraft, but fired only from the Battle, using VGO guns (although he handled both VGO and Browning guns on the ground). His total air time was given as 27 hours 45 minutes. He operated a Bristol turret in the air, Fraser-Nash, Bristol and Boulton-Paul turrets on ground in what was called Turret Manipulation (11 hours). On the 25-yard range he fired 785 rounds, while in ground-based turrets he fired 1,100 rounds. In the air he fired 400 rounds (air to ground) and 3,450 rounds (air-to-air), scoring 11 percent hits. He exposed no cine film. Ground subjects were as follows: Guns, Pyrotechnics and Ammunition, written exam (177/200), Guns,

practical (80/100), Sighting (210/250), Turrets, practical (141/200), Aircraft Recognition (149/150), and Signals (95/100). Described as "A good worker, liked by his classmates; knows his trade and has shown good gunnery sense." Another officer wrote, "Above average student, near appearance, had no particular difficulty during course, should be good material."

At No.22 OTU, the course was 25 September 1943 to 8 February 1944. All flying in Wellington III and Wellington X aircraft (56 hours ten minutes by day, 49 hours five minutes by night). He handled Browning .303 machine guns. In the air he handled FN.20 turrets, while on the ground it was FN., FN.16, FN.20, and Boulton-Paul turrets. Ground subjects were Aircraft Recognition and Range Estimation (161/200), Guns (138/200), Reporting, Fighting Control (138/200), Sighting, including practices on GTST (138/200), Turrets, Drill and Components (116/200). In Air Work he completed five C.C.G. exercises (all by day) and six C.C.G. assessments (all by day). He carried out one daylight exercise in air-to-air beam firing (600 rounds), four daylight air-to-air exercises (600 round each) two four night exercises (600 rounds each). His percentage of hits was 3.3 percent. Overall he was assessed 600/1,000 in Air Firing. As a Fighting Controller he was assessed as "average." The Commanding Officer wrote, "Keen, smart and alert gunner. Capable in the air. Sighting and Firing Control average. At turret manipulation he needs constant practice. No recommended for a commission."

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COOKE, Corporal Keith Edward (R153409) - **Mention in Despatches** - No.436 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 17 March 1921. Enlisted in Halifax, 8 June 1942 as Aero Engine Mechanic. To No.5 Manning Depot, 2 December 1942. To Technical Training School, 25 February 1943. Promoted AC1, 9 June 1943. To No.164 (Transport) Squadron, 10 June 1943. Promoted LAC, 9 September 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 17 January 1946. Retired 26 February 1946. Died in Springhill, Nova Scotia, 8 April 1968 but birthday also given as 7 March 1921. No citation. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945 giving his home as Brookfield, Nova Scotia.

This airman has proven himself to be an excellent tradesman. His devotion to duty and untiring efforts has helped to bring the serviceability and morale of the squadron to the high standard it has reached. It is strongly recommended that the service rendered by this airman be recognized by the award of "Mention in Despatches".

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COOKE, F/O Thomas Charles (J11462) - **Distinguished Flying Cross** - No.162 Squadron - Award effective 30 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Goderich, Ontario, 24 August 1919. Educated in Clinton, Ontario; employed by Royal Bank in Clinton and Niagara Falls. Enlisted 7 June 1940 at Niagara Falls, Ontario. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS; graduated 13 September 1940 when posted to Trenton. Promoted Sergeant, 1 January 1941; to No.10 SFTS, 25 February 1941 to instruct. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 January 1942. Commissioned 15 April 1942. Promoted Flying Officer, 15 October 1942. To No.31 GRS, 31 December 1942. To Eastern Air Command, 6 March 1943. To No.162 (BR) Squadron, 7 March 1943, proceeding with that unit to Iceland, 31 December 1943. Promoted Flight Lieutenant, 5 April 1944. Repatriation date uncertain. In 1945, while still in the RCAF, he was asked to participate in a program set up by the Ontario Government for chemical spraying of budworm infested forests near Port Arthur, using specially equipped Cansos. This was the first time that this procedure had been used. To No.1 Reserve Equipment and Maintenance Unit, 1 October 1945. To No.124 Squadron, 1 November 1945. Retired 13 February 1946. DFC and AFC sent by registered mail, 20 April 1949. F/L Cooke retired from the RCAF in 1945 after six years of service, and returned to his position at the Royal Bank in Clinton. Later that year, while still employed at the bank, Cooke worked for a short time for Leavens Brothers, which had a contract with Ontario Department of Lands and Forests to complete another budworm spraying project, again using Cansos. In 1946 he began permanent employment with the Ontario Provincial Air Service. During this time he was directly involved in a number of projects which contributed to the advancement of aircraft use in fire control. These included development of a radio altimeter to assist in glassy water landings, an aerial hand-held optical device for estimating the size of forest fires as well as the distance from a fire to roads or sources of water for fire pumps, a universal carrier for the de Havilland Beaver and Otter aircraft to carry two canoes or lumber or long steel, and special carriers for the Norseman on floats to carry tower steel of various shapes and sizes. He also worked on procedures for the safe and practical delivery by parachute of equipment to forest fire sites. As early as 1952 Cooke experimented with water bombing using the Beaver aircraft. He designed a water pick-up system known as roll tanks which were mounted on the floats of Beavers and Otters. They had forward facing pipes or scoops below the water line which quickly filled the open-top tanks while the pilot taxied for a short distance, then took off, precisely dumping the whole load onto the fire by rolling the tanks sideways. This method was very effective in northern Ontario where there are many lakes, allowing the pilot to make continuous trips in a short period of time. In July, 1957 he made history by using, for the first time, this pick up and delivery method. Without other assistance he controlled a mile-wide fire front in the Sudbury District flying a tank-equipped Otter. In 1965 the OPAS added the powerful Turbo Beaver to its fleet. While the open-top tanks were a vast improvement over earlier methods of fire fighting, they made on and off loading of cargo difficult, had limited carrying capacity and produced a lot of drag. Further development of aerial water bombing design led back to the carrying of water directly

in the pontoons but with a much improved dumping mechanism. This system is now universally used. These and other similar developments have made Canada the worldwide leader in forest management and forest fire detection and control, a position that it still holds. Cooke was based in South Porcupine for 13 years and 4 years in Pembroke with the OPAS. In 1964 he was appointed Forest Protection Supervisor for the Chapleau District in Ontario. In 1965, nineteen years after joining the OPAS, he was appointed the Director of the OPAS in Sault Ste. Marie, Ontario. He retired in 1977, after 37 years of employment and over 13,000 hours of flying. Cooke has been honoured for his achievements. He received the Queen's Jubilee Medal and the "Rusty" Blakey Award in 1994. He was a strong supporter of the preservation and presentation of the history of bush flying and forest fire control. He became one of the founding members of the Ontario Bushplane Heritage and Forest Fire Educational Centre at Sault Ste. Marie, Ontario. He served as the second president of this organization which is known today as The Canadian Bushplane Heritage Centre where he remained very active until his death at age 84 on August 20, 2004 at Sault Ste. Marie, Ontario. Thomas Charles Cooke was inducted as a Member of Canada's Aviation Hall of Fame at a ceremony held in Mississauga, Ontario in 2004. Died 17 August 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005.

This officer was the captain of an aircraft which successfully attacked a U-boat in April 1944. He sighted the vessel which was fully surfaced a few miles ahead and despite heavy anti-aircraft fire pressed home a perfectly executed attack. The success achieved reflects the greatest credit on the skill and courage displayed by Flying Officer Cooke.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by W/C C.G.W. Chapman (no date but about 6 May 1944) when he had flown 35 sorties (394 hours 25 minutes on operations, 2,306 hours 30 minutes total). Aircraft in attack of 17 April identified as Canso 9767, position of attack was 60 23' North, 29 20' West. Target was submarine **U-342** (sunk).

Flying Officer Cooke has shown himself to be an exceptionally keen and capable Captain in flying anti-submarine patrols out of Canada and Iceland. With past experience as a flying instructor, he has proven to be an outstanding pilot and has carried out all his flying duties with great keenness regardless of weather conditions. He has shown much enthusiasm in originating and developing anti-U-Boat tactics in this squadron. On April 17th, 1944, he sighted a fully surfaced U-boat at six miles distance. Attacking out of the sun and through a barrage of flak, he proved his skill and courage by executing a perfectly planned attack with three depth charges. The attack was so correctly carried out that the U-boat was believed definitely sunk. His example has been an inspiration to the entire squadron.

The Officer Commanding, Station Reykjavik, wrote on 7 May 1944:

I agree that this attack with only three depth charges was a perfect one from all points of view and that it is well worthy of the award of a Distinguished Flying Cross.

The Air Officer Commanding, RAF Iceland, added his remarks on 9 May 1944.

Opportunities for attacking U-boats are now few and far between and it is therefore essential that captains ensure their crews are especially well trained and ever on the alert to take immediate and full advantage when the opportunity presents itself. This is what happened in this case.

This perfectly executed attack, with only three depth charges, and in the face of considerable flak, fully merits the immediate award of the Distinguished Flying Cross. After evidence, visual and photographic, points to a kill.

In addition, Flying Officer Cooke has, by his previous excellent services on anti-U-boat operations, set a fine example of what a captain of a long-range general reconnaissance aircraft should be.

The award was approved by Air Officer Commanding-in-Chief, Coastal Command, on 14 May 1944.

The Coastal Command Form UBAT for 17 April 1944 (sinking of **U-342**) is quite detailed. The crew of Canso 9767 (S/162) is listed as follows: **Pilot:** J11462 F/O T.C. Cooke (awarded DFC, 30 May 1944); **Co-pilot:** J10650 F/O Bertram Fairbourn Hunter (Mentioned in Despatches, 1 January 1945), **Navigator:** J8804 F/L Eric Walter Wiskin (awarded Distinguished Flying Cross, 2 October 1944); **First WAG:** J28386 F/O Peter Paul Ficek (Mentioned in Despatches, 1 January 1945); **Second WAG:** R116105 WO2 George Richard McMacken (Mentioned in Despatches, 1 January 1945); **Third WAG:** R167226 Flight Sergeant Erland Norman Cameron Tilander (later commissioned as J51474 and Mentioned in Despatches, 1 January 1945), **Engineer:** R57944 Sergeant E.S. Hill; **Second Engineer:** R86935 Sergeant Thomas Eliston Hooson (Mention in Despatches, 1 January 1945); **Met Observer:** 1338114 Flight Sergeant Edward Amos Johnson.

Cooke was noted as having joined the squadron on 7 March 1943 and had dropped sixteen practice bombs in the preceding month. The mission was "combined A/D and met patrol", time and date of attack being "1028B/17 April" and location as 60 degrees 23 minutes North 29 degrees 20 minutes west. Depth of water estimated at 700 fathoms. The submarine was detected by its wake and by the co-pilot (Hunter) who confirmed it using binoculars. The Canso

was on course 240 degrees True (although the Narrative below says 204T), height 800 feet. The bearing of the U-Boat was described as "Green 45 - 6 p.m." It was on the surface with no indication of diving.

The angle of attack relative to the U-Boat's course was described as "Green 90 degrees", height of release being 50 feet and ground speed of 147 m.p.h. The Canso was carrying three depth charges (not the usual four), 250-pound Torpex XI with Mark XVI pistols, set to detonate at "minimum depth". The spacing was set at 100 feet on a 180 m.p.h. distributor, but the crew estimated that actual spacing (given lower ground speed) was 80 feet.

Under a heading regarding "Position of points of entry", the crew reported "Straddled by one and two between bow and conning tower." Evidence of damage was described as follows: Nine minutes after depth charge explosions an explosion occurred just forward of conning tower. Then U-Boat sank. Air bubbles and wreckage appeared immediately. Air bubbles persisted in continuous stream for over an hour. Three hours after attack oil patch was seen to form three-quarters mile upwind from wreckage 600 by 250 yards; enlarged to 5,000 by 800 yards by time of aircraft departure."

Under a heading respecting use of gunfire, the report stated, "First run, 500 rounds from nose gun. Hits near Conning Tower. While circling U-Boat 800 rounds fired from port blister."

Under heading "Were you relieved by another aircraft or did you have to leave before?" the response was "Believed by A/162 and H/86. The Canso departed at 1600 hours. There had been no use of ASV.

Weather and sea conditions were described as "Fair" weather, wind 210 True, 15 knots, cloud 5/10 Cu and CB, base 2,000 feet. Visibility was 25 miles and the sea "Moderate". The narrative of the attack read as follows:

At 1017B/17 April, while Canso S/162 was on a Met. flight, flying at 800 feet (970 millibars), Course 204T, a wake was sighted by the co-pilot at 45 degrees green, distance six miles. Course altered to investigate. With the aid of binoculars identified U-Boat at four miles. Attack was made out of sun. Flak experienced at 3,000 yards. Turned 30 degrees to starboard, taking mild undulating evasive action, at the same time closing the range to 1,200 yards. At this point turned in to make beam attack and immediately opened fire with nose guns. Hits were noted in region of Conning Tower. Flak light with possible some heavy, burst on all sides, but aircraft was not hit. At 300 yards, flak ceased and no further flak was experienced during the encounter.

Aircraft attacked at 90 degrees green to U-Boat, passing over bow and releasing three depth charges at 50 feet. First depth charge seen to enter water close to starboard side forward of Conning Tower; the other two fell on port side. Three men were seen in the Conning Tower by Front Gunner, Port Gunner and Met Obs.

Aircraft circles to port and U-Boat was seen emerging from plume of Depth Charges. U-Boat then made tight turn to starboard at approximately twelve knots and then circled to port. During this time U-Boat appeared to lower gradually in the water. Meanwhile aircraft circled U-Boat and continued to fire from port blister.

Nine minutes after attack, when U-Boat was proceeding at not more than six knots at Conning Tower depth and seemed about to submerge, a violent explosion occurred 15 feet forward of the Conning Tower creating a plume, resembling that caused by a depth charge, arising on both sides of the U-Boat. The U-Boat sank immediately.

The aircraft turned in to deliver a final blow with "Proctor" but it failed to release. Two further attempts to release "Proctor" were unsuccessful.

Immediately after U-Boat sank, wreckage appeared covering an area approximately 100 yards square. Many pieces resembling orange and reddish pieces of wood floated on the water. In addition, two large cylindrical objects were seen, one of which, being open at one end, sank immediately within two minutes. The other cylinder, which appeared to be made of shiny metal, was closed and floated at an angle of 30 degrees from the horizontal. When aircraft left area this cylinder was still afloat.

A continuous stream of air bubbles, four to eight feet in diameter, rose near the floating cylinder and continued to rise for at least one hour, but not more than one hour and twenty minutes after the U-Boat sank.

The aircraft patrolled the area of the sinking for 5.40 after the U-Boat sank. During this time, five smoke floats were dropped in the area.

At first there were slight traces of light oil in the wreckage area. Three hours after the attack, a patch of oil, heavy and dark in colour, was observed three-quarters of a mile upwind from the wreckage. The dimensions were checked with the aid of a stop watch and found to be 600 x 250 yards. The continuous

stream of small oil bubbles rose at the upwind point of the patch, causing the patch to grow in size so that after an hour and one-half it was 3,000 x 600 yards.

A/162 homed to the area and, subsequently, R/86. S/162 then proceeded to base five hours and 40 minutes after the U-Boat sank.

Coastal Command Headquarters assessed the attack as Category B. There were apparently many photos taken during and immediately after the attack, bubbles and wreckage 15 minutes after attack, and oil patch photographed by H/86 some six and one-half hours after the attack (not attached to document in my possession). At the time of the report, W/C C.G.W. Chapman (Commanding Officer, No.162 Squadron) wrote, "Exceptionally skilful attack. From evidence available, verbal backed up by photographs, it is considered that this U-Boat was definitely sunk." Group Captain N.V. Moreton (Officer Commanding, RAF Station Reykjavik) wrote, "A model attack. Every indication of a kill."

The reference to "Proctor" explains why S/162 carried only three depth charges. "Proctor" was a secret device - an air-dropped acoustic homing torpedo - which was to be used only after a U-boat had submerged and never in the presence of an enemy witness (such as another U-Boat).

COOKE, F/L Thomas Charles, DFC (J11462) - **Air Force Cross** - No.124 Ferry Squadron (Canada) - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. As of recommendation he had flown 3,070 hours.

Flight Lieutenant Cooke is an outstanding instructor and hard working above average officer employed in the Conversion Flight of this squadron. Recently he was selected as Officer Commanding an Aerial Insect Spraying Flight, working in conjunction with the Ontario Department of Lands and Forests, covering a large tract of forest area. The untiring efforts and keenness of this officer contributed in a very large manner to the successful completion of this work. His devotion to duty over a long period is most commendable and worthy of high praise.

RCAF Press Release No. 5505 dated 23 June 1944, rewrite by F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

WITH AN RCAF CANSO SQUADRON: -- Painted a dirty brown, and cruising along on the surface at about 15 knots, a German submarine was sighted in the morning of April 17th by the Canadian crew of a Canso flying boat skippered by F/O T.C. Cooke, of Dauphin, Saskatchewan.

The U-boat, although it resisted furiously with its anti-aircraft guns, was sunk nine minutes after the Canso raced in to attack it with depth charges. When sighted, the submarine was to starboard some six miles distant. Skipper Cooke immediately changed course and went in for an attack out of the sun at 800 feet. When it was 3,000 yards away, the U-boat opened up with her guns, and ack-ack burst all round the Canso. F/O Cooke zig-zagged in and made a beam attack, and at 1,200 yards let go with the aircraft's front guns. Enemy flak was getting more accurate as the aircraft got closer, but hits were observed on the submarine's conning tower and when the Canso was 300 yards from it the flak ceased.

Down went a string of depth charges, straddling the submarine, one of them hitting the port side beside the conning tower, others bursting on the starboard side. Cooke circled the U-boat which finally emerged from great plumes of water sent up by the explosions. It seemed lower in the water and to be travelling at only about six knots as it made two circles. Suddenly, as it seemed about to emerge, a terrific explosion rocked the U-boat about 15 feet ahead of the conning tower. It went down immediately, leaving wreckage on the surface covering 100 square yards and a heavy black oil patch.

Cooke and his crew were credited with a kill. Perfect pictures were taken from the flying boat's stern during the attack. Cooke's victorious crew consisted of F/O B.F. Hunter, Yarmouth, N.S.; F/O E.W. Wiskin, Yarmouth, N.S.; F/O P.P. Ficek, Port Arthur, Ontario; W/O2 G.R. McMacken, Winnipeg; F/S E.N. Tilander, Toronto, Ontario; Sergeant E.Hill, Rosetown, Sask.; and Sergeant T.E. Hooson, Edmonton. In June, during a 10-day period, Canadian crews operating Canso's from Iceland and Scotland, accounted for three submarines definitely sunk and one possibly sunk. (Date of attack 17/4/44, 162 Squadron).

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COOKE, LAC Thomas Sterling (R111497) - **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 6 October 1911. Home in Carleton Place; enlisted in Ottawa 14 July 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot; to Technical Training School, 25 July 1941; promoted AC1, 29 November 1941. To "Y" Depot, 18 December 1941. To RAF Trainee Pool, 7 January 1942. Promoted LAC, 28 February 1942. Repatriated 28 April 1945; to No.3 Release Centre, 8 May 1945; retired 22 June 1945. Died in Ottawa, 10 September 1967. 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, confirming his trade as Fitter IIE and that he had served six months in Canada, 30 months

overseas; recommendation spells names as Thomas Stirling.

LAC Cooke was one of the original members of the squadron. He has set an extremely fine example, being thoroughly trustworthy in every way. His cheerful, co-operative manner, irrespective of long hours of work which he is sometimes called upon to perform, under most adverse conditions, has been most commendable.

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COOKE, WO Wilfred Gordon (R52693) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 22 October 1919 (pay card) or 22 October 1918 (obituary notice) in St.Catharines, Ontario; home there; enlisted Niagara Falls, 7 June 1940. To No.1 ITS, 24 June 1940. Promoted LAC, 21 July 1941 and posted to "OAS". To Rockcliffe, date uncertain. Promoted Sergeant (Air Gunner), 23 September 1940. To No.10 (BR) Squadron, 23 October 1940. To No.5 Manning Depot, 28 March 1942. To No.5 ITS, 25 April 1942; may have graduated 20 June 1942 but not posted to No.13 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.5 SFTS until 24 October 1942; graduated 19 March 1943. To "Y" Depot, 2 April 1943. To RAF Trainee Pool, 15 May 1943. Commissioned 14 August 1944 (J88689). Promoted Flying Officer, 14 February 1945. Repatriated 18 June 1945. To Debert, 19 June 1945. Retired 12 October 1945. A letter from his son dated 16 December 1998 stated he had been in No.405 Squadron rather than No.408. Following the war he joined the Ontario Department of Health where he became Chief Health Inspector for all Unorganized Districts in Ontario. Later he was instrumental in establishing the Ontario Resources Commission. Completed his career as a member of the Ontario Teachers' Pension Board. Died in Toronto, 29 June 2009 (obituary notice stated he had been No.408 Squadron). Award sent by registered mail 1 March 1946.

Warrant Officer Cooke has completed a large number of sorties against a variety of strongly defended targets. He is a splendid captain and pilot whose determination to complete his mission successfully has been most praiseworthy.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. MeLernon, drafted 2 July 1944 when he had flown 24 sorties (115 hours 25 minutes); no sortie list but text as follows:

Warrant Officer Cooke has completed many operational sorties against some of the most heavily defended targets in Germany, including Berlin, Frankfurt and Dusseldorf. On all his trips he has shown an exceptional offensive spirit and has

brought back numerous pictures of the actual aiming point.

On one occasion he was ordered to attack a target in northern France in daylight. While still circling the aerodrome prior to setting course, one engine failed. Despite this fact, and the fact that he could not obtain his operational height, he pressed on and carried out the complete operation on only three engines.

Such a feat would only be attempted by one of exceptional courage and an exceptionally keen desire to come to grips with the enemy no matter how great are the odds against him. Warrant Officer Cooke by this action has not only won the admiration of the entire squadron but he has set all a splendid example of operational aggressiveness. Therefore, I recommend that he be awarded an immediate DFC.

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COOMBS, WO1 John Harold (R63534) - **Mention in Despatches** - Dishforth - 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. Born 3 August 1911. Home in New Westminster; enlisted London, Ontario, 11 April 1940 as Wireless Operator. To No.1 WS, 24 May 1940. Promoted AC1, 11 July 1940. To No.1 Manning Depot, 8 January 1941. To Embarkation Depot, 24 February 1941; to overseas, 5 April 1941 and posted to No.401 Squadron. To No.411 Squadron, date uncertain. Promoted LAC, 1 September 1941. Promoted Corporal, 28 October 1941. Promoted Flight Sergeant, 4 May 1942. Promoted WO2, 9 December 1942. Promoted WO1, 1 April 1943. Repatriated 31 March 1945. Retired 1 June 1945. Became a federal Customs Clerk. Died in Surrey, British Columbia, 15 March 1977. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 11 September 1944. Notwithstanding the discrepancy of dates, this indicates the sort of work he was doing which would have merited award. Document confirmed he had enlisted 11 April 1940, serving two months in Canada and 40 months overseas when recommended and was Warrant Officer in Charge, Signals at this base.

This Warrant Officer has carried out his duties in Station Headquarters Signals Section in a highly efficient manner. He is hard working, willing and conscientious and has set a fine example to his Section and has in no small degree contributed to its high standard of efficiency. He is well above average in his professional qualifications and during over three years overseas has done excellent work with several squadrons as well as on this station.

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COOMBES, F/O Joseph Sinclair (C24742) - **Air Force Cross** - No.6 Communications Flight - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 March 1914. Home in Prince Albert, Saskatchewan; enlisted Regina, 22 June 1940 and posted to Trenton. Promoted Sergeant, 22 July 1940. To No.6 EFTS, 2 August 1940 to instruct. Promoted WO2, 2 February 1942. To No.4 SFTS, 19 June 1942. Commissioned 2 October 1942. Returned to No.6 EFTS, 1 December 1942. Promoted Flying Officer, 2 April 1943. To Northwest Staging Route, 3 June 1943. To No.5 Staging Unit, 6 June 1943. To No.6 Communications Flight, February 1944. Promoted Flight Lieutenant, 1 April 1945. To No.9 (Transport) Group, 3 November 1945. To No.1 Air Support Unit for MUSKOX), 11 November 1945. Promoted Squadron Leader, 11 November 1945. To No.5 Release Centre, 9 May 1946. Retired 22 May 1945. Died in Nelson, British Columbia, 7 June 1980 as per British Columbia Vital Statistics. See also Nursing Sister H.M. Brown and F/L R.W. Burnap.

This officer recently volunteered to pilot an aircraft on an urgent mercy flight, although well aware of the hazards connected with landing and take-off in the wild northern bush country of Canada. On arrival at the destination, the only open space was a ploughed field, upon which he effected a landing with great skill and without damage to the undercarriage. With the patient aboard, he managed to take off from a hastily improvised runway in a field of scrub and although collision with trees damaged the elevators and jammed open the throttle, this officer kept the aircraft airborne. Returning to base, he effected a landing in the dark, in spite of the damaged controls and having to switch off his engine. The success of this flight resulted in the patient being hospitalized in time to save her life. Flying Officer Coombes, with complete disregard for his own safety, displayed exceptional skill and courage, which is most praiseworthy.

NOTE: DHist file 181.009 D.1688 (RG.24 Volume 20605) has a recommendation dated 8 January 1944 by W/C W.J. McFarlane. Coombes had then flown 3,010 hours 40 minutes, 256 hours 40 minutes in previous six months:

Whilst engaged in flying single engine aircraft servicing extreme northern bases, this officer has displayed initiative, skill and ability of a high order. His flying has been over extremely hazardous and unmapped terrain without radio navigation aids and his efforts have always displayed skill and forethought and his work has contributed materially to the success of the war effort.

National Archives of Canada file 821-4-45 (RG. 24 Volume 17796) has a letter signed by Air Vice-Marshal T.A. Lawrence to AFHQ, 20 February 1946, recommending Coombes for the McKee Trophy as follows:

Squadron Leader Coombes has served with North West Air Command as a Transport Pilot; as Officer Commanding Air Search and Rescue Flight, and subsequently as Officer Commanding No.6 Communications Flight. During the past three years he has carried out extensive flying operations in the bush and also in the Arctic, including the Arctic Transportation for the Magnetic Survey Party during 1945, during the course of which a flight was made over the magnetic pole. He has also carried out on three occasions, emergency flights under particularly difficult conditions. Under his guidance the Air Search and Rescue Operations of North West Air Command were developed and the training of Parachute Rescue Personnel was also carried out. He is now serving as second in command of flying operations with Operation Musk Ox.

This officer has throughout his entire service with this Command shown great coolness, energy and good judgement, and by his work during the past three years has materially advanced the standard of air operations in North-West Canada, with particular reference to bush flying.

Note: See RCAF file 300-10-3/3, "Public Relations, North West Air Command Headquarters, Edmonton, Alberta", Library and Archives Canada RG.24, Volume 3345. A draft RCAF Press Release, circa 17 October 1944, read as follows:

A Norseman aircraft of the North West Air Command Communications Flight has just returned to Edmonton from a 4,500-mile emergency flight into regions on the north-west shore of Hudson Bay in which 17 stranded members of the U.S. Army were flown back to Churchill, Manitoba, an RCAF spokesman revealed today.

Flown by Flying Officer Joseph Coombes, 326 9th Street East, Prince Albert, Saskatchewan, former bush pilot with M & C Aviation in Prince Albert and one of the Communications Flight's most experienced pilots, the single-engined Norseman successfully battled 40-mph winds, slush ice, extremely treacherous tides and constant icing conditions to complete the rescue. According to Flying Officer Coombes, the bulk of the credit for successful completion of the mission should go to his crew-man, Corporal L.V. Toutant, Commercial Hotel, Edmonton, who accompanied him on the trip and kept such expert check on the aircraft and its engine that no mechanical troubles were encountered.

"Flying conditions were pretty grim," Flying Officer Coombes said when he returned, "and if we had run into engine trouble we would certainly have had it."

The Norseman set out on its long flight after North West Air Command authorities had received a request from U.S. Army Air Force officials in Winnipeg for aid when an American-manned Norseman, engaged on ferrying personnel from isolated posts along the north-west shores of Hudson Bay to Churchill was damaged in one of the fierce storms currently sweeping the waters of the bay.

Flying Officer Coombes flew to Churchill via Prince Albert, Saskatchewan, and The Pas, Manitoba, and then north to [from] Churchill where the 17 Americans were stranded. It took two days steady flying to get there. From The Pas onwards, he encountered very bad weather, battling against wild tides on the waters of the Bay, which rise 17 feet on the west shore at this time of year, and severe icing conditions in the low clouds, which were down to 500 feet almost the whole way. The Norseman was equipped with floats.

He found slush ice on most of the rivers in the region, and all the smaller lakes were already frozen over. There was trouble, too, in landing on the Bay itself. Usual procedure in making such landings with a floatplane is to wait for high tide, but weather conditions in the area were so bad that Coombes had to land when weather permitted, regardless of tide conditions, and this meant bucking swift-flowing tidal waters every time the Norseman was set down.

Some legs of the journey were so long that extra gas had to be carried in cans inside the cabin of the aircraft; when gas in the tanks ran low, Coombes landed the Norseman on the nearest convenient lake and filled the tanks from these cans. In three round trips from Churchill, all 17 of the stranded men were carried safely back to the northern port, but with very little time to spare before the rapidly increasing ice would have made float-plane operations impossible.

American officials objected to the above, saying that the Weather Service men were not stranded in the north but were brought out in a routine transfer of personnel, and that the RCAF was asked to assist in bringing them out when the U.S. Army ferry plane was damaged. S/L B. Dean, Public Relations, Northwest Air Command, commented in a letter dated 17 October 1944 to AFHQ. He wrote, in part:

The first point at issue appears to be whether or not the American personnel were "stranded" as the RCAF release states. In this regard it may be pointed out that the American authorities had made several attempts to rescue them and that when these attempts failed the RCAF was requested to despatch a Norseman of floats from Edmonton to Eskimo Point, on the north-west shore of

Hudson Bay, a total distance of 1,200 miles by air. The flight was carried out by the pilot under difficult and at times hazardous flying conditions, and after arriving at the location he made three round trips from Churchill to Eskimo Point and Duck Lake (some distance inland from Eskimo Point), which are the sites of the two weather stations from which it was desired to bring the personnel out and replace them with relieving crews. Icing conditions in the air, adverse ice conditions on Hudson Bay, slush ice on the rivers and the fact that the smaller inland lakes were frozen made his task extremely arduous. In spite of this he transported all 17 members of the weather station crews back to Churchill, in accordance with the request that had been received from U.S. authorities.

With regard to the last sentence of the CBC story, in which is stated that "the RCAF was asked to assist in bringing the men out when a U.S. Army ferry plane was damaged during a storm" it may be pointed out that this is somewhat of an understatement, since the U.S. Army had in fact completely written off three aircraft in their endeavour to transport the personnel concerned back to Churchill, and the fact that the three aircraft had been despatched on this mission is a fair indication of the importance which was attached by U.S. authorities to the matter of bringing their weather personnel back to Churchill.

Note: On 6 May 1943, W/C W.J. McFarlane (Northwest Staging Route) wrote to W/C Z.L. Leigh (AMAS, AFHQ) regarding a shortage of Norseman pilots. One paragraph read:

I was interviewed yesterday by a young Pilot Officer J.F. Coombes (C24742) who is now instructing at EFTS, Prince Albert. This lad has 2,500 hours as an instructor and has 250 hours on floats, bush work prior to service. For five years prior to the war he was a radio engineer with the Saskatchewan Provincial Government. Besides elementary training types, he has flown Fairchild 71, Waco Standard and Stinson Reliant. He holds Transport Pilot Licence No.255 dated March 1942. Coombes would very much like to come north and operate a Norseman and he says that he believes there is some regulation to the effect that instructors having over 2,000 hours instructional time, may be posted to other types of work. I would appreciate it if you could get this lad posted to NWSR, but you may encounter some difficulty with AMT.

* * * * *

COONS, F/O Herbert Lindsay (J5083) - **Distinguished Flying Cross** - No.95 Squadron [NOTE: AFRO gives unit as No.93 Squadron. No.93 was a fighter squadron; John Blatherwick identifies unit as No.95.] - Award effective 11 March 1943 as per **London Gazette** dated 16 March 1943

and AFRO 616/43 dated 9 April 1943. Born 13 February 1918 in Brinston, Ontario. Home in Morrisburg, Ontario; enlisted Vancouver, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.7 EFTS; ceased training and posted elsewhere, 9 September 1940; to No.1 AOS, 10 November 1940; to No.1 BGS, 2 January 1941; graduated and promoted Sergeant, 15 March 1941 when posted to No.1 ANS. Commissioned 25 April 1941. To Ferry Command, 16 May 1941. Departed Montreal on 16 June 1941 with PBY Z2147; departed Bermuda, 29 June 1941; departed Gibraltar, 1 July 1941. Promoted Flight Lieutenant, 26 April 1942. Repatriated 9 July 1943 to retrain as a pilot; to No.6 ITS, 22 September 1943; to No.11 EFTS on 1 October 1943 and No.2 SFTS on 11 February 1944; reclassified as pilot, 21 April 1944. To No.164 Squadron, 19 May 1944; to "Y" Depot, 24 August 1944; taken on strength of No.3 PRC, 29 August 1944; repatriated 11 July 1945. To No.1 Air Command, 20 July 1945. Retired 28 November 1945. Attended University of Toronto (Ph.D in Engineering). He then became one of Toronto's prominent professional surveyors; during the 50's found him as an integral component in major urban projects. Moved on to mining engineering, precious metal and petroleum exploration in most of North and South America as well as the Caribbean. On retirement moved to Fredericton, where he died 29 April 2005. Brother Gilbert Coons flew Spitfires in Burma; brother Willis Coons killed on active service with No.280 Squadron (Warwick BC336, 13 November 1943. Invested with DFC on 25 February 1944. The original recommendation is found in Public Record Office Air 2/8938; it is dated 20 December 1942 and adds that he had flown 900 hours; his current squadron was equipped with Sunderlands.

This officer has been continuously engaged in operational duties since September 1941. On two occasions his aircraft has been forced down on the sea. Its exact location, however, was easily discovered by the searching ships as a result of the accurate signals sent out by Flying Officer Coons. When, on another sortie, the bomb room caught fire, this officer gallantly assisted in extinguishing the outbreak. Three times he has participated in engagements with enemy aircraft and on the last occasion a Focke Wulfe Kurier was probably destroyed. Flying Officer Coons is an extremely cool and efficient navigator whose courage and devotion to duty have been most praiseworthy.

COONS, S/L Herbert Lindsay, DFC (J5083) - **Bar to Distinguished Flying Cross** - No.435 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 133/46 dated 8 February 1946. Invested with award in Edmonton, 18 December 1951.

While leading a section of Dakota aircraft one day in January 1945, this officer's aircraft was attacked by a Japanese fighter. With great coolness and courage Squadron Leader Coons took violent evasive action. While the attack was still in progress another of the formation was attacked by a second enemy fighter.

Despite the dangerous situation of his own aircraft, Squadron Leader Coons flew in the direction of the second attack, drawing the enemy's fire to his own aircraft. Throughout his tour of operational duty this officer has shown bravery and devotion to duty of the highest order.

RCAF Press Release 8309 dated 21 January 1945 describes the action of 12 January 1945 at Shwebo as follows:

Burma Front - January 19 - When he saw a Japanese fighter closing on the tail of another RCAF Dakota as it prepared to drop supplies to XIV Army troops at Shwebo on the Mandalay Front, Flight Lieutenant Robert L. Coons, DFC of Collins Bay, Kingston, Ontario (J4083), cut in and diverted the attack to his own aircraft. Like the other Dakota, he was loaded with a highly combustible and explosive cargo of petrol and mortar shells.

His instinctive action saved the other Dakota from attack and probably from destruction. His own aircraft he brought back to base, damaged by cannon and machine gun fire and by collision with a tree-top, but with only one casualty. "It was one of those fool things you do when you're het up," was his only comment afterwards.

When the Japanese pilot saw the Dakota cutting in towards his tail, he did a stall turn and came in to attack the daring intruder, who immediately went right down "on the deck". A burst from the Jap holed the elevators and fuselage, then the Jap broke off. A second fighter took up the chase, swooping down on Coon's Dakota, now down among the tree-tops doing flat turns, and inflicted further damage.

During one evasive turn several feet of the Dakota's port wing crashed against a tree, but Coons kept her going, and after making three attacks, the Jap pilot broke off the engagement. The first Dakota, from which the attack was diverted by Coons' action, was never fired on.

Only one man in Coons' crew was wounded. He is Corporal Arnold Whiting, R126426, of Lower Hainsville, New Brunswick, a fitter who had gone on the supply drop to help push out the containers and their parachute-packs. He is in hospital making a good recovery from bullet wounds.

"If I'd been the skipper, I don't think I'd have had the guts to do it," said one of the crew, a wireless operator from western Canada who from his post in the

astrodome had a good view of the attacks. "I was at the door with [Flying Officer T.A.] Simon, the second pilot, [Flight Sergeant Mike] Burrak, another wireless operator, and Corporal Whiting. We had just stacked up the next load to go. I was looking out and saw the Jap come up on the other Dakota, so I beat it up front and warned the skipper."

"Coons took a quick look, then immediately swung us towards the Jap who looked as if he was just ready to open up on the other kite. I went to the astro-dome and for a few seconds had a hectic time as in my hurry I had stepped on the intercom cord and pulled it out. I was trying to get it back in at the same time I was trying to watch the Jap.

"A second or two later I was watching tree-tops go by as well, for this time we were right down on the deck.

"I saw the Jap do a stall turn and come after us. He made his attack and then broke off at 200 yards range. He may have been bothered by our slipstream.

"Whiting was wounded in this attack and Burrak was giving him first aid. A few minutes later we were attacked again. This time it was another fighter. He fired three bursts in separate attacks and holed us more.

"Between the first and second attacks from this one I felt the kite jar heavily against something and I knew we must have hit a tree. But we kept on going. I felt a lot better then, and I felt better still a few minutes later when the Jap finally broke off and we were able to head for base."

The chase and the attacks by the two enemy aircraft lasted almost ten minutes, and during all this time Coons was weaving the Dakota among the tree-tops of the jungle. In spite of the damage to his port wing he was able to use the aileron, though he reported, "It was a bit stiff and slow in responding to the controls."

When it landed at base the Dakota was found to have twelve holes in the fuselage and elevator and pieces of tree bark were clinging to the damaged wing tip.

Crew members who shared this adventure with their skipper were: Flying Officer Gordie Morell, J7650, of 2 Ellerdale Road, Montreal, navigator, Flying Officer T.A. Simon, J42167, of 44 Daniel Street, Brockville, Ontario, second pilot; Flight Sergeant Mike Burrak, R186539, of 823 McIntosh Street, Fort William, Ontario,

and the wireless operator from Western Canada who saw the action from the astro-dome.

Coons has already completed a tour of ops as a navigator in Sunderlands of Coastal Command. During 1942 he flew from a West African base on patrol in the Bay of Biscay and the western Mediterranean. During this tour his aircraft was attacked on several occasions by Focke-Wulfe Kurriers, Messerschmitt 109s and 110s and once by Vichy French Dewoitines. During one of these attacks his Sunderland shot down a Kurrier and drove off an Me.110 over the Bay of Biscay. He returned to Canada in 1943 to train as a pilot, and came to India with the RCAF squadron which has now been operating on the Burma Front since shortly before Christmas. A brother, Flight Lieutenant Gib Coons, completed a tour of operations with a Spitfire squadron on the Burma front last year and left India about the time of the other's arrival. The brothers met briefly before Gib Coons embarked.

The following by F.F. Langan was published in the **Globe and Mail**, 21 June 2005, describing him as "Aviator And Engineer 1918-2005."

Herb Coons was one of the few Canadian pilots to serve in the war against Japan. He was decorated for flying his unarmed Dakota, the military version of a DC-3, straight at a Japanese fighter plane.

On January 15, 1945, Squadron Leader Coons was leading seven Dakota aircraft in a history-making mission over Burma. They were dropping fuel and other supplies to elite British and Indian jungle troops, known as the Chindits, who were fighting behind enemy lines. Never before had a large fighting force been supplied entirely from the air.

The Royal Canadian Air Force planes were attacked by seven Japanese Zeros. "As one of the Zeros bore down on Coons's aircraft, he waited until it was only 400 yards away, then, with super-human effort, he yanked the lumbering transport into as tight and as steep a turn as he could," wrote Arthur Bishop in his book, *Courage in the Air*, a series of stories about Canadian air heroes.

The Zero slipped by and Mr. Coons repeated the manoeuvre four more times. When the fighter gave up and attacked other planes, he flew at the Zero to draw fire away from his colleagues. Mr. Coons repeated the trick, but was so low his wing scraped the jungle canopy. The fighters called off their attack and he managed to limp back to the airfield in India with a large section of the wing

missing. The action resulted in a "bar" to a Distinguished Flying Cross he had earlier won. (The bar, in effect, was a second Distinguished Flying Cross.)

There were two Royal Canadian Air Force squadrons (435 and 436) sent to the Burma campaign in December of 1944. There was political pressure in Ottawa to have the squadrons return as soon as they arrived. For one thing, politicians (and even some senior Royal Canadian Air Force staff) thought flying in Southeast Asia was "as restful as a holiday at a luxury spa," according to Robert Farquharson, a University of Toronto professor who later wrote a book about the Royal Canadian Air Force in Second World War Burma.

"For the squadron as a whole, this January 12 encounter with the enemy was a rude and abrupt awakening to the reality of war," he wrote in *For Your Tomorrow: Canadians and the Burma Campaign 1941-1945*. "Six squadron member had been killed, five wounded, two aircraft shot down, and one badly damaged."

It was dangerous work flying across unmapped mountains and uncharted jungles. "The real problems for us were flying in the mountains and the monsoon weather," Prof. Farquharson once told *Legion Magazine*. "We got pretty good at looking ahead and seeing where the darkness in the clouds was and flying around it."

"One day I misjudged which way it was moving and it turned out it was coming towards me. One moment we were going up at about 5,000 feet a minute and the next we were going down at the same rate. The co-pilot and I both had our feet on the dashboard and were pulling on the stick to get out of the downdraft. We then climbed to get free of the mountains."

Pilots and crew, often supplemented by ground crew who volunteered to go along as "kickers" to help push out cargo, regularly made two and sometimes three flights a day. "We had to fly every day," said Prof. Farquharson. "The army depended upon it... Up in the north in the mountains we were dropping supplies all the time. As the army moved south, the land became flatter and we landed more than we dropped."

Herb Coons, who was born on a farm in Matilda Township, grew up in eastern Ontario. His family was descended from Pennsylvania Dutch settlers who had migrated north. His father died when he was a still in public school. His mother later married a teacher who became a high-school principal and then a professor

at Queen's University in Kingston. The family lived in several places in eastern Ontario, including Napanee and Collins Bay.

After high school, Mr. Coons went to the University of Toronto, where he was studying mining engineering when the Second World War broke out. He finished his year, then joined the Royal Canadian Air Force in June of 1940 (two brothers followed him). He was commissioned a flying officer 10 months later and was assigned to the Royal Air Force's Coastal Command as a navigator on Sunderland flying boats.

The Sunderland was designed as an airliner, a double-decker plane with sleeping quarters and a galley to prepare hot food. Amphibious, it took off and landed on water. The military version was used in long-range, anti-submarine patrols. A large, four-engine plane one of them once landed on the Atlantic to rescue 34 seamen from a torpedoed merchant ship -- it carried a big payload of bombs and depth charges for use against U-boats.

The Sunderlands were slow at 110 knots, but bristled with firepower. With 14 machine guns pointing in every direction, the planes could hold their own against German fighters. German airmen called them Fliegende Stachelsweine (flying porcupine).

Herb Coons was in a Sunderland that shot down a Focke-Wolfe Kurrier, Germany's only four-engine bomber. On the other hand, two of his aircraft had to ditch in the ocean. Flying Officer Coons, as he then was, distinguished himself by pinpointing the position of the Sunderland so the crew could be rescued. Three times, his Sunderland was attacked by fighters. On one occasion, the plane caught fire and he put it out. It was one of the actions that won him his first Distinguished Flying Cross.

"When on another sortie, the bomb room caught fire... this officer gallantly assisted in extinguishing the outbreak," read part of the citation for his Distinguished Flying Cross. "Flying Officer Coons is an extremely cool and efficient navigator whose courage and devotion to duty have been most praiseworthy."

One of his friends and fellow airmen said Mr. Coons later described the action with an understated modesty. "There was a fire between me and the door," he told Wally Dumont. "I had no choice but to put it out."

Mr. Coons flew in long-range missions from bases in Northern Ireland and as far south as Sierra Leone in West Africa. Flights were as long as 20 hours, and the 11-man crew came to appreciate the Sunderland's on-board galley. Some crew members would sleep. Navigator Coons was once woken up and called to the cockpit. The plane was over Spanish territory and was being fired on by anti-aircraft guns. "Where are we?" asked the confused pilot.

"I'd say we're over enemy territory," replied Mr. Coons.

Eventually, Mr. Coons was selected for pilot training and sent home to Canada to learn how to fly. From there he was assigned to the Far East campaign. Until then, like many Canadians, he enjoyed his time in Britain. His Canadian accent meant the class-conscious British couldn't pigeonhole him. As a farm kid from eastern Ontario, he relished spending his leave at a posh estate in England's Lake District. Only once during the war did he manage to meet up with both his brothers, who were also in the Royal Canadian Air Force. His brother Gib was a Spitfire pilot who survived his younger brother Willis, also in Coastal Command, did not.

Herb Coons was not always easy to get along with, said Gib Coons. The temperament that would make a man fly a slow unarmed plane at a fast, armed fighter came out later in life. "He could be abrasive."

After the war, Mr. Coons returned to the University of Toronto and finished his degree. Although he had worked in underground mines during summers before the war, he went into civil engineering. In the early 1950s, he read in the newspaper that E.P. Taylor was turning Toronto-area farmland into the suburb of Don Mills. He decided to approach the financier Taylor directly.

"He walked into his office and said he could do the surveying for him," said his son, Bill. "After a long meeting, Dad got the business. Later, he had as many as 40 people working for him and they also surveyed sections for the new 401 highway."

Mr. Coons's business career had its highs and lows. He later got involved in some mining projects where he both made money and lost money. Always a curious man, he took a course in computer programming long before the advent of the International Business Machines Corporation Personal Computer. He had wanted to understand how computers worked.

Mr. Coons stopped working about 10 years ago. He spent the last five years of

his life in Fredericton living with his daughter Nancy and her family.

Herbert Lindsay Coons was born near Morrisburg, Ontario, on February 13, 1918. He died in Fredericton on April 29, 2005. His wife, Doris Cooke, died 10 years ago. He is survived by his daughters Nancy, Linda and Annalee and by his son Bill.

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COOPER, F/O Albert Joseph (J89624) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 3 December 1913. Home in Toronto; enlisted there 7 August 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 11 September 1940. Promoted AC1, 18 January 1941. To No.5 SFTS, 22 January 1941. Promoted LAC, 1 July 1941. To No.23 UTO (whatever that is), 6 December 1942. Remustered to aircrew and posted to No.1 ITS, 6 March 1943; graduated 29 May 1943 when posted to No.1 BGS; graduated 21 August 1943 when posted to No.1 AOS; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Commissioned 19 August 1944. Promoted Flying Officer, 19 February 1945. Repatriated 22 July 1945. Reverted to LAC, 1 October 1946 as Airframe Mechanic in postwar RCAF (21689). Promoted Corporal, 1 November 1947. Promoted Sergeant, 1 April 1951. Invested with award 25 April 1949. 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.2610 (RG.24 Vol.20627) has recommendation dated 19 May 1945 when he had completed 28 sorties (184 hours 45 minutes), 14 July 1944 to 3 May 1945 (the last was a mining mission not carried out).

This officer, the Air Bomber of the crew captained by Flight Lieutenant Strelchuk, has now completed twenty-eight operational sorties over enemy territory comprising a wide variety of targets both in France and in Germany. The courage, skill and determination in action displayed at all times by Flying Officer Cooper have 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.

The sortie list was as follows:

14 July 1944 - Anderbelck (3.50)
20 July 1944 - Ferme de Grande Bois (3.40)
23 July 1944 - Donges (6.10)
5 August 1944 - St. Leu d'esserant (4.35)

7 August 1944 - La Hogue (4.30)
9 August 1944 - Prouville (4.10)
6 December 1944 - Osnabruck (6.20)
17 December 1944 - Duisburg (6.45)
26 December 1944 - St. Vith (5.20)
5 January 1945 - Hanover (5.15)
6 January 1945 - Hanau (7.20)
13 January 1945 - Saarbrucken (7.30)
16 January 1945 - Oslo (7.40)
21 February 1945 - Duisburg (7.05)
24 February 1945 - Portsgrunn (7.40)
2 March 1945 - Christenson (6.15)
5 March 1945 - Chemnitz (10.30)
7 March 1945 - Dessau (9.05)
11 March 1945 - Essen (6.30)
12 March 1945 - Kattegat (6.10)
14 March 1945 - Zweibrucken (7.15)
15 March 1945 - Hagen (7.55)
20 March 1945 - Hemmingstadt (6.00)
24 March 1945 - Bottrop (5.55)
25 March 1945 - Hanover (6.30)
9 April 1945 - Kiel Bay (5.55)
13 April 1945 - Kiel (6.55)
21 April 1945 - Kattegat (6.40)
3 May 1945 - Gardening (4.55, duty not carried out)

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COOPER, WO1 Arthur David (R63687) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 19 January 1920. Enlisted in London, Ontario, 28 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 28 August 1940. To No.4 BGS, 20 November 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 October 1941. Promoted Sergeant, 1 October 1942. To No.2 BGS, 20 November 1942. To Aero Engine School, 30 December 1942. To No8 OTU, 16 January 1943. To No.3 OTU, 2 April 1943. To No.116 Squadron, 5 April 1943. Promoted Flight Sergeant, 1 December 1943. Remustered to Flight Engineer, 1 January 1944. To Washington, July 1944. Promoted WO1, 19 September 1944. Reverted to Flight Sergeant, 1 October 1946 as Aero Engine Mechanic (21519). Still in RCAF in 1951. Died in Coquitlam, British Columbia, 22 March 2013. Appears to have been recommended for an AFC which was downgraded in Ottawa.

This warrant officer has completed a tour of operations and has at all times maintained a high standard of efficiency. His willingness to accept responsibility has been an inspiration to his section as well as to members of the squadron.

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COOPER, P/O Ewart McCallum (J86384) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Winnipeg, 2 July 1921. Home in Varsity View, Manitoba. Educated at Lord Roberts School (1927-1928), Tache School, St. Boniface 1928-1931), Prince Edward School, East Kildonan (1931-1934) and East Kildonan Collegiate (1934-1937). Delivery boy for one year, mail order clerk with T. Eaton Company for four years. Enlisted Winnipeg, 11 December 1941. To No.5 Manning Depot, 7 January 1942. To No.5 Equipment Depot, 27 February 1942. To No.3 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.11 EFTS until 1 August 1942; ceased training at his own request, 22 September 1942; to No.5 AOS, 24 October 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943; to RAF Trainee Pool, 27 March 1943. Disembarked in Britain, 4 April 1943. Attached to 4 Canadian Armoured Brigade, 21 May to 2 June 1943. Attached to No.9 EFTS, 11-17 June 1943 (Tiger Moth, ten hours 55 minutes). Attached to No.50 Group Pool, 12-23 July 1943. To No.2 (Observer) AFU, 27 July 1943 (Anson, 27.15). To No.22 OTU, 24 August 1943 (Wellington, 69.10). To No.61 Base, 19 November 1943 and attached to No.1666 Conversion Unit (Halifax, 9.10) Attached to No.1679 Conversion Unit, 19 December 1943 to 31 January 1944(Lancaster, eleven hours). To No.432 Squadron, 31 January 1944. Commissioned 29 April 1944. Posted from No.432 Squadron, 5 September 1944. Promoted Flying Officer, 29 October 1944. Repatriated 3 November 1944. To No.2 Air Command, Winnipeg, 8 December 1944. To No.7 AOS, 14 December 1944. To Release Centre, 15 February 1945. Retired 20 February 1945. Invested with award 18 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". DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation undated (about 30 July 1944) when he had flown 31 sorties (147 hours 45 minutes), 1 March to 20 July 1944. Died in Calgary, 5 February 1997.

An above average and efficient navigator who has completed 31 successful trips and has shown such exceptional navigation ability that he has won the confidence and respect of his crew, and the superior officers. His cheerful disposition, alertness and strong sense of duty in his work have made him stand out among his fellow navigators. For his fine record and intense loyalty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

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 (5.30)
10 April 1944 - Ghent (3.39)
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)
8 May 1944 - Haine St. Pierre (3.50)
11 May 1944 - Boulogne-sur-Mer (3.35)
12 May 1944 - Louvain (4.45)
19 May 1944 - Le Cripin (3.20)
22 May 1944 - Le Mans (4.55)
2 June 1944 - Neufchatel (3.50)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Coutrances (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 - Bientiques (3.40)
27 June 1944 - Foret d'Eawy (4.05)
28 June 1944 - Metz (7.00)
3 July 1944 - Bisamain (4.00)
8 July 1944 - Mont Condon (3.45)
12 July 1944 - Thivernay (4.15)
15 July 1944 - Nucourt (4.30)
18 July 1944 - Wesseling (4.55)
20 July 1944 - Sernes (3.50)

Notes: Application for Operational Wing dated 26 August 1944 stated he had flown 35 sorties (170 hours five minutes), 1 March 1944 to 9 August 1944.

On Repatriation Form dated 17 October 1944 he stated he had flown 35 sorties (171 operational hours), the last on 10 August 1944. Also 234 non-operational hours.

Training: Interviewed by F/O W.P. Graham, 12 September 1941 in Winnipeg. "Nice personable, clean cut gentlemanly type. Fair student. Should make fair aircrew material."

Attended No.3 ITS, 27 April to 19 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 873 of a possible 1,000 points. Placed 23rd in a class of 107. "Clean cut, well spoken, intelligent, self-confident, good aircrew."

Attended No.11 EFTS, 3 August to 26 September 1942. Fleet Finch - flew 11.35 dual, 1.30 solo but asked to discontinue training. "This pupil is physically fit for pilot's duties but he does not like to have controls of a plane and even before he left ITS his desire was to become a navigator."

Course at No.5 AOS was 26 October 1942 to 19 February 1943. Anson aircraft - 26.30 as first navigator by day, 27.50 as second navigator by day, 24.20 as first navigator by night, 9.20 as second navigator by night. Also 1.15 on photography. Graded in Navigation air work (458/700), Photography, air (85/100), Elements of Navigation (265/500), Magnetism and Compasses (59/100), Instruments (40/50), Signals, practical (80/100), Signals, written (40/50), Maps and Charts (30/50), Meteorology (60/100), Photography (42/50), Reconnaissance (34/50), Aircraft Recognition (76/100) and Armament (35/50). Was 16th in a class of 16. "Is inclined to be careless at times and to fail to fulfil instruction. He works neatly and has shown much improvement in later flights." General comment - "An average student who at first showed little enthusiasm. His later progress as well as attitude have been much better. He shows a much keener interest in all activities,"

Attended No.22 OTU, 24 August to 19 November 1943. Flew 34.00 as first navigator by day, 42.20 as first navigator by night, 3.55 as second navigator by night. "An average navigator who put in some sound steady work and made good use of his time at this OTU. Should do we;; with further experience." Used GEE 20 hours on ground and 15 hours in air.

At No.1679 Conversion Unit used GEE 15 hours in air and 15 hours on ground. "An average navigator but has a tendency to rely too much on GEE."

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COOPER, P/O Frederick Charles (J17003) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 5 August 1913. Home in Foxwarren, Manitoba; enlisted Winnipeg, 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, 18 August 1941; posted next day to No.18 EFTS; ceased training and posted elsewhere, 19 September 1941; to No.3 BGS, 24 October 1941;

graduated and promoted Sergeant, 24 November 1941. To "Y" Depot, 25 November 1941. To RAF Trainee Pool, 12 December 1941. Commissioned 12 February 1943. Promoted Flying Officer, 12 August 1943. Promoted Flight Lieutenant, 12 February 1945. Repatriated 7 December 1945. Retired 5 January 1946. Invested with award by King George 2 February 1945. Died in Binscarthe, Manitoba, 6 October 2005 as per **Legion Magazine** of March 2006.

This officer has completed a large number of daring operational sorties, many of which have been attacks on targets such as Berlin, Stettin and Duisberg when intense enemy opposition was encountered. He has at all times displayed courage of the highest order and is one of the most capable air gunners in the squadron.

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COOPER, WO1 James Herbert (Can 6519) - **Member, Order of the British Empire** - No.2 SFTS - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 4 July 1912 in Ottawa; educated at Osgoode Street School, Kent Street School and Ottawa Technical School. Enlisted in Ottawa, 6 September 1939 for General Duties. Classified as Disciplinarian, 24 January 1940. To Trenton, 12 February 1940. Promoted Corporal, 19 March 1940. To No.2 EFTS, 20 June 1940. Promoted Sergeant, 1 August 1940. Promoted Flight Sergeant, 15 October 1940. To AFHQ, 26 December 1940. Promoted WO2, 1 April 1941. Promoted WO1, 1 January 1942. To No.2 SFTS, 13 September 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 5 June 1946. To No.9 Transport Group, 12 June 1946. Commissioned 1 July 1950. Awarded Queen's Coronation Medal, 3 June 1953 while a Flying Officer, Canadian Joint Staff (London) - Coronation Contingent. Retired as a Flight Lieutenant. Died in Pembroke, Ontario, 11 February 1999, aged 87. RCAF photo PL-60341 (ex UK-19948 dated 30 March 1945) is captioned as follows - "Fighting troops on the Mandalay front often find themselves short of cigarettes, so members of a Canadian supply squadron have 'adopted' several units to which they regularly carry smokes. The first two collection days reaped a harvest of 30,000 cigarettes. Here are a few of them, being gathered up by the station Sergeant-Major, Warrant Officer Jim Cooper, MBE of Ottawa. He was formerly Station Warrant Officer at Uplands."

This warrant officer's services in the Royal Canadian Air Force since the outbreak of war have been outstanding. As station warrant officer of his present unit he has raised the standard of discipline and cleanliness to the highest degree. he has at all times displayed exceptional ability and loyalty in the execution of his duties.

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COOPER, F/O James Richard (C4727) - **Mention in Despatches** - Overseas - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Home in Toronto; enlisted there 14 April 1941 as Radio Officer and commissioned that date. Attached to RAF overseas. Promoted Flight Lieutenant, 1 February 1943. Repatriated 25 March 1943. To No.31 Radio School, 10 April 1943. To Eastern Air Command, 16 June 1944. To No.22 Radio Unit, 26 June 1944. To No.3 WS, 13 September 1944. To Eastern Air Command, 29 December 1944. To Moncton, 15 July 1945. Retired 17 September 1945. May have died in North Battleford, 16 December 1991.

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COOPER, S/L John Harold (J7549) - **Commended for Valuable Services in the Air** - No.1 Flying Instructor School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 22 April 1915. Home in Hamilton, Ontario; enlisted there 13 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941; to Rockcliffe, 20 March 1941; to No.3 ITS, 4 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.17 EFTS; graduated 26 July 1941 when posted to No.8 SFTS; graduated and commissioned 10 October 1941. Posted that date to Central Flying School, Trenton. To No.16 SFTS, 21 December 1941. Promoted Flying Officer, 1 August 1942. To No.3 Flying Instructor School, 28 August 1942. Promoted Flight Lieutenant, 1 February 1943. To No.1 Flying Instructor School, 28 January 1944. Promoted Squadron Leader, 10 June 1944. Remained in postwar RCAF (19609), still serving as pilot in 1954. Retired as Wing Commander. Died in Oakville, Ontario, 1 June 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011.

This officer has been employed in flying training since December 1941. During that time his services as a flying instructor, flight commander and examining officer have been of the highest quality. The splendid manner in which he was carried out his tasks has been an inspiration to all with whom he has been associated.

COOPER, S/L John Harold (J7549) - **Air Force Cross** - Central Flying School - 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 2,043 hours, 1,838 as instructor, 106 hours in previous six months. Invested with award 22 June 1949.

This officer has, in the capacity of Chief Flying Instructor, by his ability and enthusiasm, maintained the high standard which is expected in a unit of this nature. His devotion to duty and fine leadership qualities have been an outstanding example to all instructors on the staff.

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COOPER, F/L John Herbert (J6642) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 16 July 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 29 November 1918 in Qu'Appelle, Saskatchewan. Home in Qu'Appelle, Saskatchewan; enlisted Regina, 15 November 1940. To No.1A Manning Depot, 9 December 1940. To No.8 SFTS (guard), 31 December 1940. To No.1 ITS, 3 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.1 EFTS; graduated 28 May 1941 when posted to No.5 SFTS; graduated and commissioned 8 August 1941. To Central Flying School, Trenton, 9 August 1941. To No.11 SFTS, date uncertain. Promoted Flying Officer, 9 August 1942. To No.34 OTU, 2 March 1943. To "Y" Depot, 12 June 1943. To RAF Trainee Pool, 22 June 1943. Further trained at No.23 OTU, Pershore, Battle School at Dalton and No.1666 Heavy Conversion Unit, Wombleton. Promoted Flight Lieutenant, 9 August 1943. Shot down and taken prisoner, 18 July 1944. Safe in United Kingdom, 8 May 1945. Repatriated 7 June 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (19589). Attended Administration Course, No.1 KTS, Toronto. Attended Central Flying School, Trenton, for instructor refresher course, March to July 1946. Instructed on Harvards and Expeditors, No.1 Flying Training School, Centralia, then Chief Ground Instructor at Central Flying School, Trenton, and Visiting Flight (January 1949 to July 1952). Promoted Flight Lieutenant, 1 January 1948. Promoted Squadron Leader, 1 January 1952. At Headquarters, Strategic Air Command (USAF, Omaha), 1952-1954; March Air Force Base, California (B-29s, September to November 1954); AFHQ Ottawa, Operational Requirements (August 1954 to August 1956); RCAF Staff College, Toronto (September 1956 to June 1957); AFHQ Plans Division (July 1957 to February 1962); NATO Defence College, Paris (February 1962 to July 1962); Headquarters Allied Air Forces Central Europe (AIRCENT), Fontainebleau, France (August 1962 to July 1965); CFB Comox as Chief Administrative Officer (August 1965 to July 1967). Promoted Wing Commander, date uncertain. Retired 1968. Employed in senior management with Canada Employment and Immigration Commission, Oakville until retirement in 1983. Award sent by registered mail 28 June 1949. Died in Oakville, Ontario, 6 January 2010 as per **Toronto Star** of 7 January 2010.

Flight Lieutenant Cooper, as captain of aircraft, deputy flight commander, has 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 the original recommendation and sortie list compiled 26 June 1944, describing him as Deputy Flight Commander, "A" Flight; he had flown 26 sorties (138 hours eight minutes) as follows:

14 January 1944 - Brunswick (5.57, second pilot)

20 January 1944 - Berlin (4.15, second pilot, unsuccessful)
21 January 1944 - Magdeburg (5.40, second pilot)
27 January 1944 - Berlin (8.06)
30 January 1944 - Berlin (6.30)
24 February 1944 - Schweinfurt (7.18)
1 March 1944 - Stuttgart (2.00, unsuccessful)
6 March 1944 - Trappes (4.15)
7 March 1944 - Le Mans (5.10)
13 March 1944 - Le Mans (5.15)
18 March 1944 - Frankfurt (5.30)
30 March 1944 - Nuremberg (8.15)
9 April 1944 - Paris (5.18)
20 April 1944 - Lens (4.40)
22 April 1944 - Dusseldorf (5.20)
26 April 1944 - Essen (5.00)
8 May 1944 - Haine St. Pierre (4.00)
11 May 1944 - Boulogne-sur-Mer (3.30)
12 May 1944 - Louvain (4.30)
22 May 1944 - Le Mans (4.45)
31 May 1944 - Mont Couple (3.10)
5 June 1944 - Houlgate (4.30)
7 June 1944 - Acheres (4.30)
10 June 1944 - Versailles Matelot (5.05)
14 June 1944 - St. Pol (3.40)
16 June 1944 - Sterkrade Holten (4.20)
17 June 1944 - Oisemont (4.10)
28 June 1944 - Metz (6.35)

Under a calm and quiet manner he has always maintained a fine offensive spirit in action which inspired confidence in his crew and other crews in his flight. Eleven of his 26 operational sorties have been over heavily defended targets in Germany, such as Dusseldorf, Essen, Brunswick, Berlin (three times), Stuttgart and Frankfurt. His exceptional qualities of leadership, a fine record of achievement and devotion to duty warrant a strong recommendation for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following information. Halifax NP706 (QO-J) was airborne at 0326 hours, 18 July 1944 from East Moor to bomb fortified positions facing the Allied push towards Caen. Shot down in flames by flak. Flight Sergeant R.E. Burton (RCAF) was mortally wounded (buried at Bretteville-sur-Laine Canadian War Cemetery). This was a very

experienced crew whose skipper had flown 31 operations. Apart from Burton, the crew consisted of F/L J.H.Cooper (RCAF, POW), Sergeant S.D.Wright (RCAF, POW), Sergeant H.E.Oakeby (evader), F/O R.P.Dryden (RCAF, POW), WO2 A.Zacharuk (RCAF, evader), WO1 K.E. Elliott (RCAF, POW), F/L J.H.Cooper was interned in Camp L3, POW No.7607, F/O R.P.Dryden in Camp L1, POW No.5171, WO1 K.E.Elliott in Camp L7, POW No.452 with Sergeant S.D.Wright, POW No.500.

Directorate of History and Heritage file 181.001.D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interview of 9 May 1945. He stated he had flown 31 sorties. Narrative as follows:

Took off early morning about four or five o'clock, flew down England. Bombed Caen, height about 9,000 feet - continued too far past the target before turning to starboard to come out of target and were hit by a burst of flak which I took to be heavy, although I am not certain, but I saw no tracer. The rudder and elevator controls went immediately - the fire was very large in the centre section and the Bomb Aimer moved back to try to put it out, but it was too large. I was afraid the petrol tanks would explode so I gave the order to bale out over the intercom which then went dead. The aircraft continued on a straight and level course until all personnel in the front of the aircraft got out, i.e. Bomb Aimer, Navigator, Wireless Operator, Engineer, Second Pilot, Pilot. I had no difficulty getting out and delayed pulling the ripcord for a short time. The chute opened immediately with no swing. I alighted in a little bush with the tree tops holding up the silk and I touched the ground very lightly unhurt. I later learned that the Navigator who opened the escape hatch could not jettison it and so had to throw it forward into the nose.

For the navigator's account, see entry for F/L Robert Page Dryden, DFC.

Note: From "Rootsweb" site, as a POW he was held at Stalag Luft III, Sagan (East Compound). On the march and rail, January-February 1945. Held then at Marlagind Milag Nord and Tarmstedt (between Bremen and Hamburg). In April, marched to Lubeck; released by 11th Armoured Division, British Second Army, 2 May 1945.

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COOPER, F/L John Joseph (J85602) - **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 22 February 1913 in Winnipeg. Home in Winnipeg; educated at King Edward School (1919-1923), Immaculate Conception School (1923-1927), St. Pauls College (1927-1928) and Isaac Newton School (1928-1929, commercial course). Worked as a welder, rail grinder for CPR. Served first as a Cook and then as Aero Engine Mechanic with No.112 (Army Cooperation) Squadron, Auxiliary, 7 November 1935 to 6 May 1939, attaining rank of Corporal. In that period he took a Fitters Course and General Air Force Course (7 November

1935 onwards as part of routine training). Enlisted in Winnipeg in Regular Force, 9 May 1939. To No.4 (BR) Squadron, 15 July 1939. Reported to have flown eighteen months on coastal patrol on Vedettes, Sharks and Stranraers. Promoted AC1, 9 November 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 15 February 1941. Qualified for Air Gunner Badge, 15 July 1941. He was also in advance parties that opened MacLeod and Claresholm schools, Remustered to aircrew and reverted to AC2, 14 March 1942 although restored to Sergeant as of 1 April 1942. Trained at No.4 ITS (graduated 22 May 1942), No.5 EFTS (graduated 28 August 1942) and No.7 SFTS (graduated and confirmed as Sergeant, 18 December 1942. To overseas, 6 January 1943. Disembarked in Britain, 15 January 1943. Attached to Whitley Bay and No.9 EFTS until 13 April 1943 when posted to No.14 (P) AFU. Attended No.1518 Beam Approach Training Flight Course, May 1943. To No.22 OTU, 15 June 1943. Promoted Flight Sergeant, 18 June 1943. To No.432 Squadron, 25 August 1943. Attached to No.1679 Conversion Unit, 25 October to 25 November 1943 when returned to No.432 Squadron. To No.62 Base (sick), 20 November 1943. Promoted WO2, 18 December 1943. Returned to No.432 Squadron, 31 January 1944. Commissioned 20 March 1944 (APR dated 22 May 1944). Granted rank of Acting Flight Lieutenant, 31 May 1944. Reverts to Flying Officer, 29 July 1944. To No.22 OTU, 29 July 1944. To No.24 OTU, 1 August 1944. Detached to No.3 Flying Instructor School, 23 August to 29 September 1944. Took an Air/Sea Rescue course, January 1945. Promoted Flight Lieutenant, 8 January 1945. Took an Engine Handling Course at Bristol, February 1945. With No.427 Squadron (Occupation duties), June and July 1945. Repatriated to Canada, 2 August 1945. To No.2 Air Command Headquarters, 12 August 1945. To Winter Experimental and Testing Flight, 30 September 1945 as test pilot. To Northwest Air Command Headquarters, 4 October 1945 but apparently still with WEE. To No.1 Instrument Flying School, 3 April 1946. To No.124 Squadron, Rockcliffe, 5 May 1946. To Winter Experimental Establishment, 2 June 1946 (pilot and Adjutant). Accepted for service with permanent RCAF, 1 October 1946, in rank of Flying Officer (20523). Posted from WEE to No.1 Composite Training School, Toronto, 5 August 1947. To WEE, Edmonton, 5 October 1947 (Project Engineer with North Star, Lincoln and Lancaster). To Station Fort Nelson, 30 July 1948. Promoted Flight Lieutenant, 1 January 1950. To No.418 Squadron, Edmonton, 30 August 1950. To Air Defence Command Headquarters, St. Hubert, 11 April 1952 (intelligence staff work). To AMTS, Washington, 5 June 1952. Returned to Air Defence Command, 26 August 1952. To AFHQ, 10 October 1955. Retired 18 August 1958. Invested with award 26 February 1949. Died in Ottawa, 28 April 1985 as per **Legion Magazine** of October 1985. 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 18 July 1944 when he had flown 34 sorties (172 hours 45 minutes), 26 August 1943 to 18 July 1944.

This officer has successfully completed 34 trips in which he has shown exceptional skill as a pilot. Such heavily defended targets as Hanover (twice), Augsburg, Stuttgart, Frankfurt, Essen (twice) and Dusseldorf are included in his schedule of successful trips. For his dogged determination, his coolness in face of danger and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list with this was as follows (* denotes service as second pilot):

26 August 1943 - Mining (6.22)*
27 August 1943 - Mining (3.06)*
30 August 1943 - Munchen Gladbach (2.49)*
2 September 1943 - Mining (6.01)
3 September 1943 - Foret de Raimés (4.43)*
5 September 1943 - Mining (6.07)
8 September 1943 - Boulogne (3.54)
22 September 1943 - Hanover (5.24)
27 September 1943 - Hanover (6.02)
2 October 1943 - Mining (2.00, unsuccessful)
17 October 1943 - Mining (5.28)
22 October 1943 - Mining (3.22)
24 February 1944 - Schweinfurt (2.23, unsuccessful)
25 February 1944 - Augsburg (7.10)
15 March 1944 - Stuttgart (8.30)
22 March 1944 - Frankfurt (6.10)
26 March 1944 - Essen (5.20)
30 March 1944 - Nuremberg (7.05)
9 April 1944 - Paris (5.10)
18 April 1944 - Noisy-le-Sec (5.10)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (4.45)
11 May 1944 - Boulogne-sur-Mer (3.45)
14 June 1944 - St. Pol (3.40)
15 June 1944 - Boulogne (2.25)
17 June 1944 - Oisemont (4.00)
24 June 1944 - Barnières (3.35)
1 July 1944 - Biennais (3.40)
5 July 1944 - Biennais (4.25)
6 July 1944 - Coquereaux (4.05)
8 July 1944 - Mont Camdon (3.40)
12 July 1944 - Thiveray (4.10)
15 July 1944 - Nucourt (4.10)
18 July 1944 - Caen (4.00)

Note: On 24 February 1944, returning early from an operational flight (Halifax LK786) he had disposed of bomb load and was making normal approach into Eastmoor, 2040 hours. Landed heavily on tail wheel and damaged the fork. At the time he had 16 hours on Halifaxes, 500 hours on all types.

On a form dated 16 December 1952 he gave his flying times as follows: T-33 (20 minutes), Tiger Moth (83 hours), Anson (177 hours 20 minutes), Oxford (103 hours 40 minutes), Wellington (240 hours), Lancaster (53 hours 15 minutes), Halifax (250 hours), Dakota (199 hours 10 minutes), North Star (95 hours), Lincoln (40 hours), C-45 (78 hours), Harvard (14 hours), Mitchell (187 hours 50 minutes).

RCAF Press Release No. 792 dated 17 July 1945, drafted by one "MacPherson", read as follows:

RCAF REPATRIATION DEPOT – TORQUAY – ENGLAND - For Flight Lieutenant John J. Cooper, DFC, aged 32, of Winnipeg (750 Stella Avenue), it was actually a climb from the ground to the pilot's seat of a heavy bomber.

Cooper joined the RCAF as a fitter as the war clouds were gathered in May, 1939. In January 1940, he re-mustered to air gunner, but a little over a year later, he started training as a pilot. He's now at an RCAF Repatriation Depot.

Shortly after arriving overseas, he was assigned to the Leaside squadron flying Wellingtons, later converting to Lancasters and Halifaxes in which he finished his operational tour of 34 bombing missions.

Over Augsburg, flak blew away his bomb doors, knocked out the hydraulic system and the starboard inner engine a few seconds after he had bombed, but he managed to make the four-hour trip back to a safe emergency landing in England. None of the crew was injured.

Most harrowing trip for Cooper and his crew was to Karlsruhe when the port outer engine packed up before he reached the target. Instead of turning back to the safety of England, Cooper pressed on to the target, bombed and returned safely to base on three engines.

"The worst part of the trip was the cold and icing conditions", recalled Cooper. "There was three inches of snow inside the kite".

German fighters passed within yards of him while he was on one of his three trips to Hanover. "They must have thought we were Ju.88s with the two engines on our Wellington, because they didn't bother us, although the gunners opened up on a couple of them. Evidently, Jerry was looking for the four-engined heavies", said Cooper.

Cooper had been employed as an electric welder with the Canadian Pacific Railway for nine years before he joined the RCAF.

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COOPER, W/C Thomas Frederick (C5202) - **Officer, Order of the British Empire** - No. 8 Repair Depot - Award effective 26 May 1944 as per London Gazette of that date and AFRO 1380/44 dated 30 June 1944. Born 14 August 1891 in Birmingham, England; educated there; home in St.James, Manitoba. Enlisted in Winnipeg, 11 February 1929 as Aero Engine Mechanic. Promoted Flight Sergeant. 1 April 1938. Promoted WO2, 1 August 1940. Promoted WO1, 1 November 1940. To No.7 Equipment Depot, 15 February 1941. To No.8 Repair Depot, 27 March 1941. Commissioned as Flying Officer, 15 May 1941 (Aero Engineer Branch). Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 1 January 1943. Promoted Wing Commander, 1 November 1943. Press Release says that besides aero engineer work he had helped organize RCAF bands including the Women's Division band that had been established in Winnipeg in 1943. Invested with award 14 February 1945. To No.2 Air Command, 12 February 1946. Retired 28 July 1946. Rejoined as Wing Commander (Air Cadet Branch), 1 April 1948. Awarded Queen's Coronation Medal, 23 October 1953 (Wing Commander, Training Command Headquarters). Retired 14 August 1957. Died in White Rock, British Columbia, 22 November 1977.

This officer's services as Chief Engineering Officer have been exceptional. He has executed his ordinary duties and the special work given to him with skill and dexterity. He has developed numerous modifications and repair schemes for aircraft which have resulted in increased aircraft serviceability at reduced costs. Giving unstintingly of his time and with concentrated effort, this officer has built up an exceptionally well organized technical branch at a Repair Depot.

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COOPER, F/L Woodward Bowers (J4539) - **Mention in Despatches** - No.407 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 22 December 1914 in St.Petersburg, Florida; educated at Fremont, Ohio (his home) and Georgia Technical Institute); private pilot since 1935, he had flown 700 hours by the time he enlisted in Toronto on 31 July 1940. To No.3 Training Command, 16 August 1940. To No.2 ITS, 30 August 1940; may have graduated 30 September 1940 but not posted to No.2 EFTS until 22 October 1940; may have graduated 11 December 1940 but not posted to No.7 SFTS, Macleod, Alberta until 19 December 1940; graduated and commissioned, 2 March 1941. To No.31 GRS, 9 March 1941. To RAF overseas, 20 June 1941. Promoted Flying Officer, 6 March 1942. Promoted Squadron Leader, 5 August 1942. Died in Florida, 1968. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for DFC dated 7 February 1942. Photo PL-3110 shows four pilots graduating from No.7 SFTS - R671799 B. Moore, R59390 R.E. Buckolz, R59570 E.W. Pierce and R69935 W.B. Cooper. A Press Release stamped 15 March 1942 quotes other pilots as being especially skilful on "Pigs" (Hudsons) - "He can do anything". It goes on to say that "Flying Officer Cooper's spectacular low-altitude flying - and the greater part of Coastal Command work is done at low altitude - has been known to shake men with more flying experience than he has himself."

This officer has flown 129 operational hours and completed 39 operational flights. Of this flying, 90 hours have been at night. He has delivered attacks on four merchant vessels, one tanker and a submarine and is credited with damage to three vessels, a total of 8,500 tons.

An exceptional pilot, this officer has by his skill and perseverance been able to hunt out and destroy enemy shipping under stress of enemy defences and changeable weather. The reliability with which he can be counted upon to complete his tasks is a continual inspiration to his companions and has been a considerable influence in urging others to similar achievements.

COOPER, S/L Woodward Bowers (J4539) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Unit not given in AFRO; see **The RCAF Overseas: The First Four Years**, p.260. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation dated 15 June 1942 for an immediate DFC.

Squadron Leader W.B. Cooper is an exceptionally fine pilot with 172 operational hours to his credit. On the 50 flights which he has undertaken against the enemy he has invariably been most conscientious and painstaking in his efforts to locate and destroy shipping. The manner in which he has always volunteered to fly the most difficult patrols and his all round keenness to get into the air have been an outstanding factor in building up a very high and satisfactory state of morale within this unit. The work of training new crews has been undertaken in a most methodical and thorough manner by this officer in addition to his normal flying duties.

In six attacks against enemy vessels this officer has had two merchant vessels credited to him as damaged and one tanker serious damaged. A further vessel was probably damaged, while an enemy submarine and another vessel were possibly damaged. In an additional three attacks made during a single night sortie, two out of three merchant vessels were sunk. His record is as follows:

- 1.11.41 In a night attack on an enemy convoy a 5,000 ton merchant vessel was damaged by two hits. The vessel was machine gunned during the attack which was pressed home despite concentrated anti-aircraft fire.
- 30.11.41 A submarine was attacked by night off Borkum with a stick of bombs which straddled the target.
- 9.12.41 A merchant vessel of 3/4000 tons was attacked in convoy by night. A direct hit was scored and considerable damage done. Medium flak was encountered.

- 15.12.41 On a daylight rover patrol an enemy vessel was sighted and an attack was made on one of the vessels. Owing to the speed of the attack it was found impossible to open the bomb doors sufficiently to release the bombs so despite the intense flak the pilot made a second attack. A 3/4000 ton ship was bombed but because of the necessary evasive action it was impossible to observe the results.
- 7.1.42 A merchant vessel of 6,000 tons in a convoy of 12 M.V.s was attacked by night. The attack was made from masthead height and the first bomb was seen to fall short. The remainder were unobserved and it is probable that hits were scored.
- 10.1.42 A tanker of 2,000 tons was attacked and left on fire.
- 15.6.42 Three individual attacks were made on each of three M.V.s in convoy off the enemy coast by night. Two stocks of two and one of four bombs were dropped. The attacks were made from [indecipherable] resulted in violent explosions in two instances and visual observation made shortly afterwards by the same aircraft revealed only one vessel left afloat. The missing vessels were of 800 and 1000 tons respectively.

These attacks have been pressed home with commendable spirit despite all enemy opposition. On one occasion Squadron Leader Cooper in following the enemy coastline in search of shipping, inadvertently flew over a strongly defended enemy harbour. His aircraft was severely damaged by flak and one engine was put out of action. This was on the 10th of October 1941. On the 31st of January 1942 while flying over enemy waters in icing conditions one engine failed completely at the same time as the other began to lose power. The aircraft lost height to 400 feet before a recovery was made. On both occasions Squadron Leader Cooper flew his aircraft safely to base on one engine.

The manner in which Squadron Leader Cooper launched three separate attacks against three vessels on the morning of the 15th June 1942, reflects the tremendous zeal and devotion to duty displayed by this officer at all times.

COOPER, S/L Woodward Bowers (J4539) - **Commended for Valuable Services in the Air** - No.31 OTU (now overseas) - Award effective 5 May 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944.

This officer, on the night of 24th August 1943, at the request of Canadian Army authorities, volunteered to fly a dangerously ill patient from the East Coast to

the nearest hospital, a distance of approximately 750 miles, in order that a cerebral operation might be performed in an endeavour to save the patient's life. The weather was very adverse, turbulent conditions, low clouds and heavy rain. Throughout the whole flight of over five hours, during which he passed through several thunderstorms, he had to fly by instruments. The successful completion of the flight under most difficult flying conditions was largely responsible in the saving of a soldier's life.

COOPER, S/L Woodward Bowers (J4539) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2101/44 dated 29 September 1944. Invested with award 21 January 1949 after he had returned to Freemont, Ohio.

In his first tour of operations this officer participated in many attacks on enemy shipping and obtained much success. Since then, Squadron Leader Cooper has completed many more sorties including numerous attacks on railway junctions in Northern France with good results. This officer has always evinced the greatest keenness and his example of courage and determination has been most inspiring.

Public Record Office Air 2/9158 has the DFC recommendation drafted 22 May 1944 which stated he had flown 74 sorties (230 hours 45 minutes operationally):

This officer has completed a large number of operational sorties including daylight and night attacks on shipping and other heavily defended targets. During his first tour with Coastal Command he accounted for three ships sunk and five damaged. Throughout his present tour he has displayed the highest standard of skill and courage and the success of recent operations carried out by the squadron has been due to his excellent leadership and devotion to duty.

On the night of the 11th April 1944, he carried out a night intruder operation against Gael [?] airfield and after making four runs over the target attacked with good results. He carried out a further night intruder operation on the 8th May 1944, when the airfield at St. Avord was attacked. This flight involved a penetration of 215 miles of enemy territory and in the face of intense flak the attack was pressed home and hangars, workshops and barracks were left in flames.

Other targets attacked include the Marshalling Yards at Monceau-sur-Sambre, St. Ghislain, Hirson, Namur and Cambrai, and airfields at Evreux and Criel, all with good results.

On the 15th May 1944, he led six aircraft in an attack on the Marshalling Yard at Mezieres-Charleville but on reaching the target area he found it to be covered by cloud. He therefore set out to attack the secondary target, the airfield at at

Cambrai, but once again weather conditions made bombing impossible. On the return route a break in the cloud revealed the Marshalling Yard at Courtrai which was attacked with excellent results.

The Station Commander added (12 June 1944) the following:

Squadron Leader Cooper has shown outstanding keenness, courage and efficiency throughout his excellent operational career. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

On 17 June 1944, Air Vice-Marshal Basil Embry added his remarks:

This officer has an exceptionally fine operational record in this Group. He has at all times shown tremendous keenness and determination in the execution of his duties, and by his unfailing energy and courage has improved the standard of efficiency of his unit, and set a splendid example to all. Very strongly recommended for the award of the Distinguished Flying Cross.

Air Marshal Alan Cunningham endorsed the recommendation on 21 June 1944 and Air Chief Marshall Sir Trafford Leigh-Mallory approved it on 30 June 1944.

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COPE, F/O Jacob Lewis (J28702) - **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 20 September 1912. Home in Sioux Lookout, Ontario; enlisted there 8 June 1942. To No.2 Manning Depot, 22 September 1942. To No.7 ITS, 26 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.7 AOS; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 8 June 1945. To No.1 WS, 24 July 1945. Retired 31 August 1945. Award presented 5 June 1949. Died in New Market, Ontario, 23 May 2004 as per **Legion Magazine** of November 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 44 sorties (221 hours 20 minutes), 22 May 1944 to 14 March 1945.

22 May 1944 - Le Mans (5.40)
24 May 1944 - Aachen (4.50)
26 May 1944 - Cherbourg (3.50)
27 May 1944 - Borg Leopold (5.45)
31 May 1944 - Au Fevre (4.05)
6 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireaux (6.10)
7 June 1944 - Lorient (6.00)
9 June 1944 - Le Mans (5.45)
12 June 1944 - Arras (4.30)

24 June 1944 - Bonnetot (4.30)
25 June 1944 - Gorenflos (4.30)
28 June 1944 - Wizernes (3.50)
4 July 1944 - Villeneuve St. George (5.55)
6 July 1944 - Siracourt (4.30)
8 July 1944 - Lorient (6.40)
12 July 1944 - Bremont (4.15)
7 August 1944 - Caen area (2.40)
14 August 1944 - Potigny (2.40)
15 August 1944 - Volkel (3.10)
18 August 1944 - Bremen (5.05)
25 August 1944 - Russelsheim (7.10)
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 - Saarbrücken (5.05)
14 October 1944 - Duisburg (3.25)
25 October 1944 - Homberg (3.25)
2 November 1944 - Düsseldorf (5.30)
12 December 1944 - Essen (4.25)
17 December 1944 - Ulm (6.05)
28 December 1944 - Bonn (4.10)
2 January 1945 - Nuremberg (6.40)
5 January 1945 - Royan (6.40)
14 January 1945 - Saarbrücken (4.30)
3 February 1945 - Bottrop (4.30)
8 February 1945 - Politz (8.05)
23 February 1945 - Pforzheim (6.25)
1 March 1945 - Mannheim (5.05)
5 March 1945 - Chemnitz (8.10), Master Bomber
8 March 1945 - Hamburg (5.55)
11 March 1945 - Essen (4.30)
14 March 1945 - Zweibrücken (5.00)

Flying Officer Cope is a navigator of great skill and determination. His work on operations has always been of an unfailing high standard. The results achieved by this officer's crew have been due, in no small measure, to his great ability. He has always evidenced great keenness to take part in operations, and despite the large number of sorties he has participated in, he is nevertheless extremely

willing and conscientious. Flying Officer Cope is at present engaged on his second tour of operations, and has participated in attacks on targets such as Kiel, Nuremburg and Chemnitz.

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COPE, F/O Roy Allan (J90328) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 30 July 1923. Home in Forest, Ontario; enlisted London, 8 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 when posted to No.4 AOS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943; to RAF overseas, 8 March 1943. Commissioned 30 September 1944. Promoted Flying Officer, 30 March 1945. Repatriated 23 April 1945. To No.1 Composite Training School, 8 May 1945. To No.4 Release Centre, 8 July 1945; retired 21 July 1945. Superintendent of Business for London and Middlesex Roman Catholic Separate School Board, retiring in 1986. Died in London, Ontario, 4 August 2014. Award presented 28 May 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 2/8750 has recommendation dated 28 March 1945 when he had flown 35 sorties (213 hours 50 minutes), 8 September 1944 to 15 March 1945.

8 September 1944 - Le Havre
10 September 1944 - Le Havre
20 September 1944 - Calais
26 September 1944 - Cap Gris Nez
27 September 1944 - Calais
28 September 1944 - Calais
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
19 October 1944 - Stuttgart
28 October 1944 - Cologne
2 November 1944 - Dusseldorf
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
3 December 1944 - Urft Dam
6 December 1944 - Merseburg
15 December 1944 - Ludwigshaven
22 December 1944 - Coblenz

29 December 1944 - Gelsenkirchen
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - GARDENING
20 February 1945 - Dortmund
21 February 1945 - Duisburg
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1944 - GARDENING
13 March 1945 - Herne
15 March 1945 - Misburg

This officer was posted to No.103 Squadron on 17th January 1945 and has now completed his first operational tour, comprising 35 sorties, with a total of 213.50 hours flying on Lancaster aircraft.

During the time Pilot Officer Cope has been with the squadron he has participated in attacks involving operations in support of the Allied Expeditionary Forces, large scale attacks on enemy industrial targets and marshalling yards, and minelaying. This officer has not only proved an outstanding operational navigator, but always possessed a cheerful determination, combined with endurance and reliability. These qualities have contributed in no small measure to the remarkably successful tour of operations carried out by his crew.

I strongly recommend that Pilot Officer Cope's excellent work be recognized by the award of the Distinguished Flying Cross.

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COPELAND, F/L Jack Cameron (J9421) - **Mention in Despatches** -No.441 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Brantford, Ontario, 25 October 1918. Obtained a degree in Mining Engineering, 1940. Home in Toronto; served in Algonquin Regiment; enlisted North Bay 13 March 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 8 April 1941. To No.12 Equipment

Depot, 21 April 1942. To No.3 ITS, 28 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS; graduated 13 September 1941 when posted to No.1 SFTS; graduated and commissioned, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF Trainee Pool, 4 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 December 1943. Repatriated 10 February 1945. To Britain again, 13 April 1945. Repatriated again, 22 July 1945. Retired 11 September 1945. Postwar he obtained a Doctorate in Mechanical Engineering. For 27 years he worked for Canadian International Paper, finishing as Manager of the Board Mills. He then spent ten years in government service (Industry, Trade and Commerce). Died in Ottawa, 8 August 2007. Unit not identified in AFRO, which merely says "Overseas". See **The RCAF Overseas: The Fifth Year**, p.248 and **The RCAF Overseas: The Sixth Year**. Shot down a FW.190 on 13 July 1944, shared in destruction of a Bf.109 on 18 July 1944 and destroyed a Bf.109 on 27 September 1944. Claimed 99 sorties (154 hours ten minutes) on one form. However, Directorate of History and Heritage file 78/323 folio 9 has recommendation for a DFC drafted 7 January 1945 by S/L R.H. Walker which mentions 104 sorties (148 operational hours). At the time he was second-in-command of a Flight.

Flight Lieutenant Copeland has just left for one month's leave in Canada, having served actively overseas for three years. He instructed for 18 months on Tiger Moths and is credited with one tour of operations with this squadron.

During his first few engagements, this officer was twice hit by enemy fighters, but in both cases brought his badly shot-up Spitfire back to crash land on the aerodrome. Demoralizing as this was, he continued to carry the attack to the enemy and in his next two engagements, destroyed a FW.190 on the 13th July, 1944, and shared a ME.109 destroyed with his No.2 on 18th July 1944. Both of these successes were obtained in the Argentan area. While providing cover for the paratroop attack at Arnhem on September 27th, 1944 [sic] he attacked and destroyed an additional ME.109. These successes have been achieved while flying protective patrols over the front line, from "D" Day until after the Arnhem show. He has destroyed 22 enemy road transport and damaged two barges by shooting up the Huns ahead of our army from Normandy to Holland. On one occasion he was hit by flak in the Falaise Gap area, but again brought his aircraft back safely to base.

Flight Lieutenant Copeland has displayed great courage and determination to seek out and destroy the Hun where ever he could be found and has contributed largely to the fine record of this squadron. I therefore recommend the immediate award of the Distinguished Flying Cross.

An appendix to this submission breaks down his sorties as follows: Patrols (49); Armed

Reconnaissances (30), Escorts (15), Sweeps (four), Dive Bombing (two), Air/Sea Rescue (two), Scramble (one), Ship Reconnaissance (one). However, the figure of "22 enemy road transport destroyed" is actually broken down as MET Destroyed (13) and MET damaged (nine).

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COPENHAVER, P/O Lawrence Benjamin (J16770) - **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. American in the RCAF. Born in North Dakota, 11 August 1916; home in Salem, Illinois; enlisted in RCAF at Windsor, Ontario, 26 April 1941 and posted to No.2 Manning Depot. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 27 July 1941; posted that date to No.15 EFTS; graduated 12 September 1941 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF Trainee Pool, 7 January 1942; commissioned 26 December 1942; promoted to Flying Officer, 26 June 1943; transferred to American forces, 10 January 1944. Award presented 30 July 1944. Awarded Bar to DFC, September 1944. Died in Dallas, Texas, 10 September 1963. See data base of awards to non-RCAF personnel serving in RCAF units.

Several of the sorties completed by this officer have been bombing attacks on heavily defended targets in Germany. He has invariably evinced a keen interest in his duties while his courage and determination have been mainly responsible for the good work performed by his crew over difficult targets.

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COPLAND, S/L Alfred (C10909) - **Member, Order of the British Empire** - 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 in Peterhead, Scotland, 21 October 1901. Educated at Peterhead Elementary School (1906-1908), Peterhead Centra School (1909-1913), Peterhead Academy (1913-1916) and Peterhead Academy/Technical (1916-1919). Employed by Thomas Smith and Company, Peterhead, 1916-1919 and James Craighead and Sons, Peterhead, 1919-1923. Home in Seaforth, Ontario. Hired by the Hudson's Bay Co. in 1923 and served as a trainee (Apprentice Clerk) at Chesterfield Inlet (1923-1924) and Southampton Island (Coral Harbour, 1924-1925). Clerk in Charge, Repulse Bay (1925-1926), Eskimo Point(1926-1927) and Southampton Island (1927-1928). On furlough, 1928-1929. Appointed Relief Manager, Oskelanco (1929-1930), Section Manger, Lake Harbour/South Baffin Island (1930-1932), Post Manager at Fort Chimo (1932-1933), Section Manager, Fort Chimo and District Officer (1933-1934), Post Manager, Senneterre (1934-1935), Section Manger, District Office, Ungava (April to September 1935), Assistant Manager of the Ungava region (1935-1936), District Manager, Western Arctic (1936-1941), Relief Manager, Cavell (August to October, 1941. In Winnipeg,

1941-1942. Resigned from Hudson Bay Company, 15 February 1942 to join the Royal Canadian Air Force. Enlisted in Winnipeg, 10 April 1942 in Administrative Branch to be Arctic Advisor and posted to No.1 Manning Depot; commissioned on enlistment. To Mountain View, 26 April 1942. To Eastern Air Command, 27 June 1942. To Goose Bay, 19 July 1942. Promoted Flying Officer, 10 October 1942. Promoted Flight Lieutenant, 1 April 1943. Promoted Squadron Leader, 1 August 1944. Retired 27 March 1945. Rejoined in London, Ontario, Miscellaneous Branch, 5 July 1949 with rank of Squadron Leader. To AFHQ, 16 July 1949. Seconded to Defence Research Board, 18 July 1949. Returned to RCAF Headquarters, July 1951. Reclassified as Personnel/Education, 1 April 1954. Retired 4 July 1956. Award presented May 1949. Northwest Territorial Archives has records of interviews with him. The description of these state that after the war, he became a consultant on Arctic conditions and wrote extensively on arctic life. One of his most successful ventures was the "Adventures of Ookpik the Arctic Owl" series which he developed for CBC Radio. This series was produced from 1971 to 1974. Alfred Copland was also involved in the CBC production entitled "North by Sea". Copland wrote the historical portions and the CBC complemented this by interviews with men who travelled in the arctic such as Scott Gall, W.O. Douglas and Captain Len Adey of the **Fort Ross**. Author of **Ookpik, the Oogling Arctic Owl** (1963), **Livingstone of the Arctic** (1967, a biography of L.D. Livingstone, pioneer doctor in the Mackenzie Delta) and **Coplalook, Chief Trader, Hudson's Bay Company, 1923-1939** (1985 autobiography).

As a result of his wide experience in Canada's northland, this officer proved of inestimable value to the Royal Canadian Air Force in the establishing of bases and radio units on the Labrador coast and in isolated parts of Newfoundland. Possessed of a keen executive ability, the knowledge of the conditions under which Royal Canadian Air Force personnel manning the bases would be required to live, and the necessary initiative to provide means of meeting the conditions, Squadron Leader Copland's direction of the enterprise resulted in the saving of thousands of dollars to the Royal Canadian Air Force through the economical and efficient co-ordination of the project. During the summer months of three years this officer personally directed the work in the field. During these periods he covered thousands of miles of virgin northland by air and boat, often under hazardous and primitive conditions.

This was the result of a recommendation submitted 8 August 1945 by a Group Captain in Eastern Air Command Headquarters (Faucher-Taylor ?) as follows:

As a result of his wide experience in Canada's northland, Squadron Leader Copland proved of inestimable value to the RCAF in the establishing of bases and radio units on the Labrador coast and in isolated parts of Newfoundland. Possessed of a keen executive ability, the knowledge of the conditions under

which RCAF personnel manning the bases would be required to live, and the necessary initiative to provide means of meeting the conditions, Squadron Leader Copland's direction of the enterprise resulted in the saving of thousands of dollars to the RCAF through the economical and efficient co-ordination of the project. During the spring and summer of 1942, 1943 and 1944, this officer personally directed the work in the field covering these periods, covering thousands of miles of virgin northland by air and boat, often under extremely hazardous and primitive conditions.

Notes: On 28 January 1942 he took the initiative to join, writing to S/L O.S. Dunn (Winnipeg) to offer his services and describing his qualifications in detail. To this he attached a report dated "Winnipeg, 10th January 1942" described (without dates) Arctic flying conditions at various places. These appear to have been considering two routes - (A) - Port Harrison, Povemgnetuk, Cape Smith, Wolstenholme, Sugluk West, Lake Harbour, Cape Dorset, Pangnirtung, Igloolik, Repulse Bay and a grouping of Baker Lake-Chesterfield-Tavane-Eskimo Point-Churchill and (B) Port Harrison, Povemgnetuk, Cape Smith, Wolstenholme, Cape Dorset, Lake Harbour, Pangnirtung, Clyde, Pond Inlet, Arctic Bay, Fort Ross, Igloolik, Repulse Bay, Southampton Island and Chesterfield Inlet. This was country where he had travelled by sled.

Interviewed 11 February 1942 by S/L O.S. Dunn, Winnipeg. "Is exceptionally well recommended. Have made inquiries as to this applicant and find that he is highly thought of as to Administrative ability, personal habits, integrity, etc. Would judge that he would be of great value to the service." He was fluent in English and Eskimo. He came with a laudatory reference from the Hudson Bay Company and others. One report stated, "Alfred Copland is regarded as one of the best informed individuals on weather conditions, people, topography and all other conditions pertaining to the Eastern and Western Arctic Regions. He has spent a number of years with the natives, has been over practically all portions of both Eastern and Western Arctic by dog sleigh and boar, is familiar with currents, tides, local conditions and so on. Recently he edited a very fine story on Eskimo life in the Arctic. This was published in the last issue of 'Beaver' magazine."

Attended RCAF School of Administration, 1 June to 27 June 1942. Courses in Air Force Law (103/125), Office Organization (102/125), RCAF Organization (90/100), Miscellaneous (69/100), and Equipment (43/50). Personal Assessed at 262/400. "A sincere officer who worked hard but is handicapped by nervousness and lack of self-confidence. Will improve with service experience."

He was intending to go into poultry farming on retirement in 1945.

Selected Assessments:

“This officer has been placed in charge northern detachments in Newfoundland and Labrador, a position for which he is well qualified; he has had many years experience in far northern outposts and northern waters and has gained valuable knowledge of conditions with an understanding of the natives. Since entering the service he has acquitted himself well, and his retention in the service is recommended.” (S/L G.F. Robinson, EAC Headquarters, 27 October 1942).

“This officer in the short time he has been in this position has shown that he can be relied upon to carry out his duties diligently and has always given loyal support to all with whom he has come into contact. Since coming to this Directorate, Squadron Leader Copland has planned and organized the Wet Cold Trials (Exercise Barbara) of which he is now the RCAF Test Team Commander. Having spent a great deal of his time in the Arctic, he is highly qualified for the duty entrusted to him. Although a very staunch family man, he places the service foremost in all his undertakings.” (W/C J. Comar, 12 September 1951)

“An extremely capable and clear thinking officer with a high degree of responsibility. His interest in and knowledge of the Canadian Arctic gained through many years of loving and working in that area has established him as undoubtedly the most qualified, best advisor with the RCAF on problems concerning the Arctic. Although he has contributed much to the development of cold weather protective clothing and equipment it is felt more frequent use should be made of his knowledge in the selection and logistic support of Arctic defence sites or defence sites in the more sparsely settled areas of Canada. Is well worthy of promotion to Wing Commander.” (W/C W.A.G. McLeish, AMTS/CDEV/DDB/DBS, 9 October 1953).

“A capable and conscientious officer with an excellent background in organization and administration generally. He has specialized knowledge of the Central and Eastern Arctic areas of Northern Canada gained through many years employment by the Hudson’s Bay Company prior to the last war. He is undoubtedly the RCAF’s leading expert on these areas and recently has been called upon frequently for advice by various agencies in connection with the DEW line project. Is admirably fulfilling his duties in his present position and is well able to accept responsibility.” (W/C W.A.G. McLeish, AMTS/CAE/DAEENG, 29 March 1955).

“A most capable and conscientious staff officer with a very practical approach to the development problem. He has been outstanding in an unofficial liaison capacity in ensuring projects were carried on from the purely development stage, to the final stage when items came into full operational use. Is fully able to accept responsibility.” (W/C W.A.G. McLeish, AMTS/CAE/DAEENG, 8 September 1955).

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COPLEY, F/L William (C10938) - **Mention in Despatches** - No.8422 Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Sheffield, England, 24 February 1910. Home in Fort William; enlisted Winnipeg, 19 November 1936 as Airframe Mechanic with No.112 (Army Cooperation) Squadron. Promoted Corporal, 15 February 1939. Proceeded overseas with that unit. To No.2 (Fighter) Squadron, 11 December 1940. Promoted Sergeant, 15 January 1941. Commissioned 21 February 1942 in Aero Engineer Branch with rank of Flying Officer. Promoted Flight Lieutenant, 14 May 1943. Repatriated 19 October 1943. To "Y" Depot, 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Squadron Leader, date uncertain. Repatriated 16 November 1945. Reverted to Flight Lieutenant, 24 January 1946. Discharged 24 September 1946. Recalled next day to postwar RCAF Auxiliary (120217) and service with No.402 Squadron. Promoted Squadron Leader, 1 June 1948. To Station Winnipeg, 1 March 1951. Promoted Wing Commander, 20 February 1954. Retired 3 July 1956. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award. Died in Calgary, 14 June 2008. Obituary stated he had served with Nos.402, 422 and 413 Squadrons in England, Ireland, Scotland and Ceylon.

COPLEY, F/L William (C10938) - **Mention in Despatches** - No.422 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

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COPP, FS Arthur Paisley (R99319) - **British Empire Medal** - Station Lachine - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 23 May 1892 in Chatham, New Brunswick. Home given as Chatham, New Brunswick, but his work history was that of a hotel keeper and fire chief in Newcastle, New Brunswick. Enlisted in Moncton, 27 May 1941 and posted to No.1 Manning Depot. To Central Flying School, Trenton, 29 June 1941. To Station Mountain View, 27 July 1941. To No.5 ITS, Belleville, 9 August 1941. Promoted Corporal, 27 August 1941. Promoted Sergeant, 1 June 1942. To No.5 Manning Depot, Lachine, 11 February 1943 (subsequently the "Y" Depot at Lachine). Promoted Flight Sergeant, 1 April 1943. To No.2 Release Centre, 26 October 1944. To Station Lachine again, 11 December 1944. Retired 11 February 1946. Medal presented 20 April 1948. Died in Newcastle, New Brunswick, 15 March 1970 as per **Legion Magazine** of December 1970.

Flight Sergeant Copp has performed his duties as fire chief in a most commendable manner. He has always been indefatigable in his efforts to prevent fire and fire hazards. His work has been particularly outstanding because the danger of fire from personnel carelessness was greatly enhanced by the nature of the station, the function of which was first to despatch personnel

for Overseas posting and later to receive repatriated personnel on their return. This non-commissioned officer has used care and shown personal effort beyond the ordinary and has a fine record as a fire chief.

Note: He was routinely praised as a good firefighter and Non-Commissioned Officer. At No.5 ITS, F/O R.S. Thorpe wrote of him, "Has performed his duties intelligently, conscientiously and with zeal."

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COPP, F/O Lawrence Russell (J22476) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 25 February 1918. Home in Toronto; enlisted there 1 October 1941. Granted Leave Without Pay until 4 November 1941 when posted to No.1 Manning Depot. To No.1 BGS (guard), 22 November 1941. To No.5 ITS, 13 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.9 AOS; graduated and commissioned, 14 August 1942. To "Y" Depot, date uncertain; to RAF Trainee Pool, 26 October 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.1 ANS, 29 March 1945. Retired 12 October 1945. Died in Toronto, 3 February 1978. Public Records Office Air 2/8769 has recommended citation but no unit.

This officer has shown outstanding ability as a navigator. His keenness and enthusiasm have been particularly remarkable and his efficiency has contributed largely to the success achieved by his crew.

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COPPINGER, F/O John Joseph (J88623) - **Distinguished Flying Cross** - No.161 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, 4 October 1912. Educated there including business school, 1928-1930 and refrigeration school, 1936-1937. Clerk-stenographer, employed in Edmonton, 1937-1940, Vancouver, 1940-41 and Saskatoon, 1941-1942; enlisted Saskatoon, 13 July 1942. To No.3 Manning Depot, 26 August 1942. To No.7 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.2 AOS until 20 March 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to RAF overseas, 25 August 1943. Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. To No.9(Observer) AFU, 21 October 1943. To No.12 OTU, 28 December 1943. To No.31 Base, 7 April 1944. Attached to No.1651 Conversion Unit, 28 April 1944. To No.138 Squadron, 12 June 1944. Commissioned 6 August 1944. To No.161 Squadron, 8 September 1944. Promoted Flying Officer, 6 February 1945. To Station Tempsford, 9 March 1945. To No.17 Aircraft Holding

Unit, 23 July 1945. Repatriated 10 September 1945. Retired 26 October 1945. Living in Regina in 1949. Worked for CNR, 47 years (Freight Rates Training Officer). Officer in COTC, 13 December 1949 to 22 October 1957. Also did consulting work for Canadair. Died in Victoria, 30 October 1998. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy".

Notes: Application for Operational Wing dated 6 March 1945 stated he had flown 35 sorties (230 hours), 8 September 1944 to 1 March 1945.

Repatriation Form dated 28 August 1945 listed types in which he had flown as Anson (27.10), Wellington (71.45), Halifax (111.00), Stirling (180.00, Hudson (4.50) and Oxford (5.10)/

Training: Course at No.7 ITS was 29 December 1942 to 5 March 1943. Courses in Mathematics (90/100), Armament (97/100), Signals (150/150), Navigation (136/150), Visual Link (58/100), Airmanship, Theory of Flight and Engines (88/100), Drill (85/100), Law and Discipline (88/100), Meteorology (47/50), Aircraft Recognition (96/100) and Anti-Gas (45/50). "Former clerk, married, one child. Has only Grade Eight education and made an average mark of 92 percent on course. Excellent service spirit, determination and ability to absorb knowledge. Quiet and reserved." Placed 8th in a class of 96.

Course at No.2 AOS was 22 March to 6 August 1943. Flew in Anson aircraft (41.15 as first navigator by day, 28.45 as second navigator by day, 21.20 as first navigator by night, 12.55 as second navigator by night). Ground subjects were Elements of Air Navigation (288/400), Air Navigation Theory (143/200), Meteorology (77/100), Signals, practical (90/100), Aircraft Recognition (31/50), Reconnaissance (42/50), Photography (41/50) and Armament (25/50). Air work graded as 586/850 (day and night), Photography at 82/100, Meteorological Observations as 30/50. "Steady type, hard worker, deserves a great deal of credit for overcoming lack of formal education."

Course at No.9 (Observer) AFU was 21 October to 27 December 1943. Flew in Anson aircraft - 13.25 as first navigator by day, 10.50 as second navigator by day, 9.55 as first navigator by night. Ground work assessed under Air Navigation Exercises (158/250), Air Navigation Test (193/250), Signals (98/150). Air Work assessed under Air Navigation, Day (280/350), Air Navigation, Night (185/250), Air Navigation, Map Reading (156/200). "Nothing outstanding. Average work generally but has shown improvement." (S/L H. Tee, 27 December 1943).

Course at No.12 OTU was 28 December 1943 to 28 March 1944. Flew 21.25 as first navigator by day, 3.50 as second navigator by day, 31.55 as first navigator by night, and 11.30 as second navigator by night. Spent 57 hours 13 minutes in GEE training. "Am average navigator inclined to slack off and make careless mistakes on long trips." (W/C J. Hurry).

Course at No.1651 Conversion Unit was 29 April to 11 June 1944. Flew 10/50 on cross-country exercises and spent 2.45 on GEE. "A good navigator - sound in air and on ground. Must make systematic compass checks."

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CORBEIL, F/O Josephat Laurent (J18330) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Home in Montreal; enlisted there 16 September 1940. Trained at No.1 WS (graduated 3 March 1941) and No.6 BGS (graduated 18 August 1941). At AFHQ, 15 October 1945. To No.1 Air Command, 7 February 1946. To St. Hubert, 15 February 1946. To Trenton, 10 May 1946. To Eastern Air Command, 5 August 1946. To "K", 9 August 1946. Remained in postwar RCAF (19935). To No.10 Group Headquarters, 16 March 1947. To No.1 Flying Training School, Centralia, 14 August 1948. To Air Armament School, Trenton, 23 May 1949. To Training Command Headquarters, 22 July 1951. To Air Defence Command, t. Hubert, 16 August 1951. To No.1 Flying Training School, Centralia, 8 December 1955. To Trenton, 9 March 1956. To No.2 AOS, Winnipeg, 16 July 1956. Retired 23 June 1966, settling in Montreal. Award presented 28 June 1947. RCAF photo PL-2316 taken 1941 shows AC2 Lauren Corbeil (Montreal), AC2 Ives Barrette (Quebec City), AC2 Edgar Levesque (Campbellton, New Brunswick) and AC2 Maurice Dufour (Quebec City). RCAF photo PL-32923 (ex UK-15120 dated 20 September 1944) is captioned as follows: "Two Montrealers, F/O Tom Murdoch (Rosemount), left, and F/O Larry Corbeil (Sherbrooke Street West) display happy grins on completion of their tours of operational flying with the Goose Squadron of RCAF Bomber Group. For F/O Corbeil, a bomb aimer, it is the end of his second tour. They stand by the hatch of their Halifax bomber on their return from a daylight sortie to Le Havre."

This officer has displayed great skill and tenacity and has participated in attacks on many vital targets in Germany and enemy occupied territory. He has an outstanding record of accurate bombing and has set a fine example to all. His devotion to duty has been of a very high order.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 28 September 1944 when he had completed 49 sorties (235 hours 35 minutes):

Flying Officer Corbeil has completed two tours of operations as Air Bomber on four-engined aircraft. During these tours he bombed many heavily defended targets in Germany, the greater part of his first twenty-seven missions being to the Ruhr. On all occasions Flying Officer Corbeil showed a fine offensive spirit

and a cool disregard for any defences encountered, no matter how intense they were. His bombing record is exemplary. Few Air Bombers have brought home aiming point pictures so consistently. Never would he release his bombs until unless he knew for certain that they would fall on the target or until he had done all that any man could towards this end.

Flying Officer Corbeil's skill, courage and devotion to duty contributed very largely to the outstanding success achieved by his crew. He has set an example for all bomb aimers on this squadron to aim at and is greatly admired by all associated with him. There I consider that this man's outstanding record of achievement fully warrants an award of the immediate Distinguished Flying Cross.

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CORBET, G/C Alexander Andrew Gordon (C4024) - **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 Saint John, New Brunswick, 6 February 1906 (Dix-Noonan-Webb catalogue website) or 9 February 1906 (birth date published when he died). Home in Halifax. Educated at St. John High School and at McGill University where he graduated with a BA in 1927, and later an MD. and CM. Specialising in Paediatrics, he practiced in St. John, the Children's Hospital, St. Louis, Missouri, and at the Sick Children's Hospital, Toronto. Joined the Canadian Militia as a Private in 1923, becoming a Staff Sergeant in 1933. He was granted a commission as a Lieutenant in the Canadian Army Medical Corps, Canadian Militia on 22 April 1933. He served in No. 14 Field Ambulance whose H.Q. was in St. John. He was promoted to Captain in April 1935 and to Major in 1940. Enlisted in the RCAF Medical Service on its formation (16 November 1940) and immediately granted rank of Squadron Leader. Promoted Wing Commander, 5 July 1941. On strength of Eastern Air Command Headquarters, 17 December 1941. Promoted Group Captain, 1 June 1944. To Lachine, 4 May 1945. To United Kingdom, 6 May 1945. Returned to Canada, 17 in December 1945 and appointed Director-General Medical Services (Air) in 1946. Attained rank of Air Commodore, 1 January 1952. He retired from the service, 7 August 1961 Also awarded Efficiency Decoration; in 1950 admitted to the Order of St. John of Jerusalem. Awarded Queen's Coronation Medal, 30 October 1953 (Air Commodore, AFHQ). Retired in 1961; died in Ottawa 4 December 1965.

Group Captain Corbet has held the position of Principal Medical Officer at Eastern Air Command for nearly four years. An officer of high merit and skill he has, during this period, demonstrated his aptitude for handling medical problems peculiar to operational commands and at all times has been an inspiration to his associates in the medical profession.

CORBET, G/C Alexander Andrew Gordon, ED (19972) - **Medal of Merit, 1st Class (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Medical branch.

Note: Medals offered at Dix-Noonan-Webb auction of 26 March 2009, estimated value £ 300-400. Catalogue stated, "During the war, he assisted in the trials of flying clothing and equipment by operational flying in the Atlantic on anti-submarine patrols from Newfoundland, Labrador and Iceland." Additionally he was appointed an Officer (Brother) of the Order of St. John (**London Gazette** , 5 January 1951) and later promoted to Commander (**London Gazette**, 7 January 1955). As Director-General of the Medical Services, RCAF, he was appointed Honorary Physician to the Queen on 1 June 1953, and again on 1 June 1956. Corbet was a Licentiate of the Medical Council of Canada, 1932; a Member of the Canadian Medical Association; a Member of the Aeronautical Medical Association; a Fellow of the Canadian Aeronautical Institute, 1955; a Fellow in Aviation Medicine, 1948; Member of the Military Surgeons of the U.S.A.; President of the St. John Branch, Red Cross.

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CORBETT, FS (now P/O) Edward Salter (R74882) - **Air Force Medal** - No.116 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Ganges, British Columbia, 3 January 1921. Brother of William David Corbett, DFM (also killed). Machinist and clerk. Enlisted in Vancouver, 25 October 1940 and posted to No.2 Manning Depot, Brandon. To No.1 WS, Montreal, 8 December 1940; promoted LAC, 8 January 1941; graduated 25 May 1941 and posted next day to No.1 BGS, Jarvis; graduated 23 June 1941 and promoted Sergeant. To No.5 (BR) Squadron, Dartmouth, 8 July 1941. To No.116 (BR) Squadron, Dartmouth, 9 July 1941. Followed that unit on deployments to Botwood and back. Promoted Flight Sergeant, 23 June 1942. Commissioned 17 August 1942. Killed 9 December 1942 when Catalina Z2136 crashed on takeoff. Award presented to next-of-kin in 1943.

Flight Sergeant Corbett is an outstanding NCO in his trade. He has completed 1,028 hours flying, of which 723 hours were on operational duties and has made 66 coastal operational flights. During a period of intense enemy activity he cheerfully accepted more than his share of the extra duties imposed on his squadron. His example has been an inspiration to other aircrew personnel.

The recommendation for his award was raised on 5 October 1942 by S/L M.S. Doyle of No.116 Squadron. His flying time from to 30 September 1942 was recorded as 1,028 hours 40 minutes, including 66 "war flights" (723 hours 20 minutes). The submission read:

Acting Flight Sergeant Corbett is considered the outstanding Non-Commissioned Officer of his trade in the squadron. He has completed 1,028 hours of flying, of which 723 hours were on operational flights. He has made 66 actual coastal operational flights. During the months of February, March and April, when the squadron was particularly active and short of operators, he cheerfully did patrols for days running. His example has been an inspiration to other crewmen. He is recommended for the Air Force Medal.

This was approved at Eastern Air Command Headquarters on 16 October 1942. Subsequently (date not shown) Air Marshal L.S. Breadner endorsed the submission as follows:

This Non-Commissioned Officer has been a most valuable and efficient Wireless Operator (Air Gunner). I recommend the award of the Air Force Medal.

CIRCUMSTANCES OF DEATH

Crash on 9 December 1942 (No.116 Squadron, Catalina Z2136, six killed, 0605 hours). Take off from water for patrol. Swung, hit No.4 flare. Pilot tried to pull off water, did so, but hit water 300 yards beyond flare path. Aircraft sank, followed by underwater explosions (probably depth charges). Only Corporal C.G. Lawrence (listed as Occupant) survived, slightly injured. Primary cause obscure - possible windscreen icing and a rattled pilot after swing and collision. Recommendations:

Adequate de-icing be provided for windshields of flying boats. Better facilities and organization for night operations on the water at RCAF Station Dartmouth. Selected pilots only to do do night take offs from the water under freezing conditions.

AIB concluded:

While agreeing with the findings it is considered that the rescue and life-saving apparatus at this unit is entirely inadequate. It is noted further that (1) Form L.14 was not signed by the Flight or Maintenance Shift NCO at this unit. (2) No medical orderly on duty at Marine Section. (3) Crash boat not in position.

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CORBETT, F/O Leslie Allister (J26329) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated

23 March 1945. Born in Burnaby, British Columbia, 30 March 1924. Home in New Westminster; enlisted Vancouver, 6 May 1942. To No.3 Manning Depot, 20 July 1942. To No.7 SFTS (guard), 11 September 1942. To No.4 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.3 AOS, 23 January 1943; graduated and commissioned, 14 May 1943. To "Y" Depot, 29 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 28 October 1944. To Alliford Bay, 7 December 1944. To No.5 OTU, 14 April 1945. Retired 13 September 1945. Attended University of British Columbia (BA in Science, 1950). Worked for Fraser River Pile Driving, New Westminster until retiring in 1980. Died in New Westminster, 22 March 2014. Award sent by registered mail 7 June 1950.

This officer has completed a successful first tour of operations including attacks against Duisburg, Stuttgart and targets in the Ruhr. On one occasion when attacking formation leader on a daylight mission against northern France, one compass was rendered unserviceable. Despite this handicap, Flying Officer Corbett gave valuable assistance to his pilot and subsequently navigated the aircraft safely back to base. He has at all times shown outstanding enthusiasm and devotion to duty of a high order.

NOTE: Public Records Office Air 2/9038 has recommendation dated 17 October 1944 when he had flown 39 sorties (162 hours eight minutes) on operations. Unfortunately the sortie list sent from England is missing dates.

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CORBETT, FS Phillips Arnold (R79152) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born 14 September 1921. Home in Montreal; enlisted there 17 February 1941 and posted to No.2 Manning Depot. To No.5 Equipment Depot, 25 March 1941. To No.1 WS, 25 May 1941; promoted LAC, 28 June 1941; to No.1 BGS, 6 December 1941; graduated and promoted Sergeant, 5 January 1942. To Halifax, 6 January 1942. To No.145 (BR) Squadron, 2 July 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO1, 1 June 1943. To No.5 (BR) Squadron, 30 October 1943 (but see comments about his presence in that unit in May 1943). Commissioned 18 April 1944. To "Y" Depot, Lachine, 14 May 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flying Officer, 18 November 1944. To No.111 OTU, 5 May 1945. Repatriated 7 June 1945. To No.1 Air Command, 15 June 1945. To No.13 EFTS, 20 June 1945. To No.1 SFTS, 15 September 1945. To No.2 Release Centre, 18 November 1945. Retired 25 January 1946. NOTE: The AFRO gives his unit as No.145 Squadron - and he was with that outfit on 30 October 1942 when a crew destroyed U-658 - but the citation refers to an incident on 5 May 1943 when U-630 was destroyed; at that time he was with No.5 (BR) Squadron. See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

This NCO, second wireless operator air gunner on convoy patrol duties, by his assistance to the first wireless operator air gunner in the operation of the wireless equipment contributed to the success of the patrol when three enemy submarines were sighted, one of which was destroyed.

CORBETT, F/L Phillips Arnold Augustin (J45202) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946.

On October 30th, 1942, Sergeant (now Flight Lieutenant) Corbett was a wireless air gunner on a Hudson aircraft engaged on convoy escort from Torbay, Newfoundland, which participated in an attack on a German submarine. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine. The skill and determination of this non-commissioned officer was a contributing factor in the success of this attack.

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CORBETT, S/L Vaughan Bowerman (C299) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 31 January 1942 as per **London Gazette** dated 13 February 1942 and AFRO 358/44 dated 18 February 1944. Born in Toronto, 24 March 1911. Educated in Ontario and at McGill University. Attended Royal Military College, Kingston, 1928-1932. P/P/O and Royal Military College Cadet, 24 June 1929; received wings, 19 August 1931. Graduated 1932 and placed on Reserve of Officers, 5 October 1932. Pilot Officer with No.15 Squadron (Auxiliary), 30 December 1935; Flying Officer, 30 December 1937. Struck off strength of No.115 (F) Squadron on posting to Halifax, 1 November 1939. Returned to No.115 Squadron at Montreal, 25 November 1939. Promoted Flight Lieutenant, 1 May 1940. To No.1 (F) Squadron, Dartmouth, 10 May 1940 and proceeded overseas with that unit. Flew in Battle of Britain. To No.112 (Army Cooperation) Squadron, 2 September 1940. To No.2 (F) Squadron, Digby, 11 December 1940. This was renumbered No.402 Squadron. Promoted Squadron Leader, 15 May 1941. To RCAF Overseas Headquarters, 14 December 1941. To Canada, 15 December 1941. Employed with AFHQ, Ferry Command and on liaison duties to New York, early 1942. To United Kingdom as second pilot and flight engineer on PBV V9723, February-March 1942. Finally repatriated to Canada, 26 July 1942. To Station Trenton, 5 August 1942. To Eastern Air Command Headquarters, 15 September 1942. Promoted Wing Commander, 8 October 1942. To "Y" Depot, 1 August 1943. To Station Gander, 25 August 1943. To Station Moncton, 22 January 1944. To No.1 OTU, Bagotville, 17 February 1944. Appointed Acting Group Captain, 19 February 1944. Awarded Air Efficiency Award, 9 December 1944. Killed in flying accident at

Bagotville, 20 February 1945 (Bolingbroke 7179). Credited with one Do.215 damaged (26 August 1940) and one Bf.109 destroyed (27 September 1941, shared with another pilot). Invested with award by King George 14 July 1942. RCAF Photo PL-4341 (ex UK-58) shows A/V/M R.E. Saul , DFC chatting with W/C G.R. McGregor while waiting for arrival of Vincent Massey; others in group are G/C Merlis Green, G/C A.P. Campbell (RCAF), S/L Vaughan Corbett (RCAF), F/L P. Pitcher (RCAF), S/L H.B. Norris, F/L Ewart Cockram (Squadron Chaplain) and S/L Dean Nesbitt; PL-4342 (ex UK-59) shows Corbett as Vincent Massey arrives for inspection of an RCAF fighter squadron; PL-4345 (ex UK-62) shows S/L Vaughan Corbett explaining Hurricane guns to Vincent Massey. RCAF photo PL-4436 (ex UK-156) shows F/L D.S. Patterson, S/L V.B. Corbett (Belleville), Air Minister C.G. Power, a Mr. Mackenzie, A/C L.F. Stevenson and A/C Harold Edwards "during a visit to an RCAF Fighter Station." RCAF photo PL-4441 (ex UK-161) shows, left to right, F/L D.S. Patterson, S/L D.B. Corbett and a Mr. Mackenzie.

This officer has led his squadron on numerous bomber escorts over enemy occupied territory in France. Throughout he has displayed great skill and leadership which have undoubtedly played a large part in the splendid protection afforded to the bomber formations. During these operations, Squadron Leader Corbett has destroyed at least one enemy aircraft and damaged several others. He has also participated in numerous low flying attacks on enemy territory during which his tactical ability and fine fighting spirit have proved an inspiration. This officer, who fought in the Battle of Britain, has always displayed the greatest keenness.

TRAINING

An undated memo (probably winter of 1928-1929) signed by F/L A. De Niverville described him as smart in appearance and bearing, keen to fly and "Good type and would likely make good as a pilot". De Niverville ranked him eighth in a selection of RMC candidates for flying training.

His 1929 flying course ran from 24 June to 29 August 1929 during which he flew 13 hours 30 minutes (dual) and three hours (solo), all on Moths. He was assessed by F/L B.A. LeBoeuf as follows: "This officer has shown a keen interest in his flying duties. His rate of progress is good. Recommended for further instruction next year. Department good." Although LeBoeuf was his instructor, he was tested on 1 August by F/L F.V. Beamish (RAF on exchange duties with RCAF).

His 1930 flying training lasted from 23 June to 29 August 1930. He was considered a slow but satisfactory pupil, logging 19 hours 40 minutes (dual) and 22 hours 55 minutes (solo), all on Moths. F/O B.A. LeBoeuf described him as "Very keen and promises to become a good, dependable pilot."

The amount of flying he experienced was remarkably low in the 1930s. Between 9 July and 28 November 1936 ten hours and 30 minutes. In 1937 he logged 39 hours, and in 1938 he logged 72 hours 20 minutes. Throughout 1939 this increased to 92 hours 35 minutes.

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CORBETT, P/O William David (J88248) - **Distinguished Flying Cross** - No.425 Squadron (missing) - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. Born in Ganges, British Columbia, 4 April 1924. Brother of Edward Salter Corbett, AFM (also killed). Worked as a clerk for family business. Enlisted Vancouver, 7 April 1942 and immediately posted to No.3 Manning Depot, Edmonton. Initial trade was WETP but soon remustered to aircrew. To No.10 Repair Depot, Calgary, 23 May 1942. To No.4 ITS, Edmonton, 5 July 1942; graduated 25 September 1942 and promoted LAC. To No.5 EFTS, High River, 25 October 1942; to No.7 SFTS, Macleod, 29 December 1942. Graduated 16 April 1943 when promoted Sergeant. To "Y" Depot, Halifax, 1 May 1943. To RAF Trainee Pool, 22 June 1943. Disembarked in Britain, 1 July 1943. To No.3 PRC, Bournemouth, 2 July 1943. To No.20 (P) AFU, 13 July 1943. Attached to No.1515 Beam Approach Training Flight, 17-24 August 1943. Promoted Flight Sergeant, 16 October 1943. To No.4 Radio School, 19 October 1943. Promoted WO2, 16 April 1944. To No.24 OTU, 2 May 1944. Commissioned 11 July 1944 (Orders dated 2 October 1944). To No.61 Base, 9 August 1944. Attached to No.1664 Conversion Unit, 15 August to 15 September 1944 (attending No.6 Group Battle School for much of this time). To No.425 Squadron, 15 September 1944. Promoted Flying Officer, 11 January 1945. Killed in action 7/8 March 1945 (Halifax MZ815); name on Runnymede Memorial. Award sent by registered mail to his widow (living in Edward, Alberta), 5 September 1951.

One night in February 1945, Pilot Officer Corbett piloted an aircraft detailed to attack Mainz. On the outward journey the port outer engine became unserviceable. Undeterred, Pilot Officer Corbett continued to the target and executed a successful attack. On the return flight the starboard inner engine showed signs of overheating. Nevertheless, skilfully using the defective engine, Pilot Officer Corbett flew the aircraft safely to an airfield in England. This officer has proved himself to be an excellent captain and has set a fine example to all.

DHH file 181.009 (D.1510), in National Archives of Canada RG.24 Volume 20600 has recommendation drafted 11 February 1945 when he had flown 23 sorties (129 hours 45 minutes):

On the night of 1st February 1945, Pilot Officer Corbett was detailed to attack Mainz in Germany. On the way to the target, as they were crossing the French coast, the port inner engine became unserviceable and had to be feathered.

Undeterred, this pilot decided to proceed on the three remaining engines although the maximum height he could obtain was 14,000 feet. His speed being considerably reduced, he instructed his navigator to give him a course direct to the target which they attacked successfully.

On the return trip, the starboard inner engine started overheating but reduction of power and careful nursing kept it going until a safe landing was made at a diversion base in the south of England.

Pilot Officer Corbett has completed 23 sorties on his first tour and has successfully attacked such major and highly defended targets as Essen, Wilhelmshaven, Duisburg and Saarbrücken. On all his operations this officer has shown a high degree of skill and outstanding determination.

Pilot Officer Corbett proved himself to be an excellent captain of aircraft and his cheerfulness and cool courage in the face of difficulties, as well as his dogged determination to always press on the attack, have encouraged his crew and have been a constant example to the squadron as a whole. It is therefore recommended that his good service be recognised by the Immediate award of the Distinguished Flying Cross.

Considered an average student during most of his training, he was reported as being badly shaken while at EFTS by the death of his brother.

On 4 October 1944, taking off from Boulmer aerodrome on a non-operational flight (return to base from Diversion Base) in Halifax LW590, 1510 hours, aircraft was making a normal straight-ahead takeoff when one of the starboard engines began to falter and a swing to starboard developed. He pulled back two port throttles. Aircraft struck an obstruction (woodshed) with its wheels as he tried to pull over it, suffering Category "E" damage. The accident considered due to technical problems, not pilot error.

Writing a final assessment (26 March 1945), W/C H.C. Ledoux recorded that he had flown 787 hours 45 minutes (171 hours 45 minutes in previous six months) and described him as "A very keen captain, well liked and a definite leader in his crew."

Circumstances of death: The website "Lost Bombers" provides the following. Halifax MZ815 of No.425 Squadron (KW-C), target Hemmingstedt, 7/8 March 1945. Aircraft was initially issued to No.433 Squadron. Airborne at 1819 hours, 7 March 1945 from Tholthorpe. Lost without trace. All are commemorated on the Runnymede Memorial. Crew consisted of P/O W.D.Corbett, DFC, RCAF, Sergeant J.G.Forsyth, P/O J.W.Hickson, RCAF, F/O V.P. McAllister, RCAF, P/O

G.N.Ware, RCAF, Flight Sergeant J.R.Morin, RCAF and Flight Sergeant L.J.Parent, RCAF. At eighteen years of age, Flight Sergeant Parent was amongst the youngest Air Gunners killed on operations.

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CORBETT, F/O William Grenville (J20958) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 July 1922. Home in Swift Current, Saskatchewan; enlisted Regina, 5 November 1941 and posted to No.3 Manning Depot. To No.7 SFTS (guard), 20 December 1941. To No.7 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.19 EFTS until 6 June 1942; ceased training 29 June 1942 and posted elsewhere; to No.4 AOS, 1 August 1942; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942; to RAF Trainee Pool, 29 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 2 August 1945. To No.2 Air Command, 13 August 1945. To United Kingdom again, 31 October 1945. Repatriated 13 June 1946. Retired 1 August 1946. Died in California, 4 February 2011. RCAF photo PL-45283 (ex UK-22722 dated 19 July 1945 taken outside Buckingham Palace after investiture of F/L R.S. Watt (Raymore, Saskatchewan) lighting cigarette of F/L W.G. Corbett (Swift Current, Saskatchewan). 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 13 July 1944 when he had flown 32 sorties (177 hours), 27 July 1943 to 7 July 1944.

27 July 1943 - Sea Search (7.05)
28 July 1943 - Sea Search (6.20)
29 July 1943 - Sea Search (6.15)
17 August 1943 - Peenemunde (8.15)
22 August 1943 - Leverkusen (5.20)
30 August 1943 - Gladbach (5.15)
5 September 1943 - Mannheim (7.40)
22 September 1943 - Hanover (6.20)
4 October 1943 - Frankfurt (7.10)
22 October 1943 - Kassel (6.35)
22 November 1943 - Berlin (6.40)
26 November 1943 - Frankfurt (7.55)
20 December 1943 - Frankfurt (6.05)
28 January 1944 - Berlin (3.50, early return)
24 February 1944 - GARDENING, Kiel Bay (6.25)

22 March 1944 - GARDENING, Kiel Bay (6.10)
25 March 1944 - Aulnoye (5.30)
26 March 1944 - Courtrai (4.20)
28 March 1944 - Vaires (5.30)
1 April 1944 - GARDENING, Texel(3.10)
9 April 1944 - Lille (4.30)
11 April 1944 - GARDENING, Samsos Island (5.30)
18 April 1944 - GARDENING, Copenhagen Bay (6.05)
22 April 1944 - Laon (5.00)
26 April 1944 - Villeneuve St.George(5.30)
28 April 1944 - Aulnoye (4.00)
1 May 1944 - Mourai (4.30)
5 May 1944 - GARDENING, Brest(4.45)
10 May 1944 - Le Havre (3.45)
27 May 1944 - Bourg Leopold (4.05)
19 June 1944 - Dom Leger (3.50)
7 July 1944 - Caen

Flying Officer Corbett has recently completed a tour of 32 operations as navigator in Bomber Command aircraft.

His sorties have included attacks against a large number of strongly defended targets in Germany including Berlin, Hanover, Kassel, and Ruhr towns. In addition he has operated against a number of targets in enemy occupied territory and has been engaged in mine-laying. Throughout his tour, Flying Officer Corbett has shown great skill as a navigator, and the successful completion of a number of difficult attacks and mine-laying sorties have been due largely to the fact that he has made excellent use of the navigation aids available to him.

His ability has been utilized to improve the operational efficiency of the Bomber Group with which he has been operating and he has acted as Squadron Navigational Training Officer for some considerable time.

It is considered that the devotion to duty which Flying Officer Corbett has displayed, combined with his courage and skill, fully merits the award of the Distinguished Flying Cross.

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CORBIELL, AC1 Joseph Clement Aloysius (R121428) - **Mention in Despatches** - No.409 Squadron

- Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 5 February 1920. Home in Cluny, Alberta; enlisted Calgary, 19 August 1941 as Aero Engine Mechanic and posted to No.5A Manning Depot. To Technical Training school, 28 September 1941. Promoted AC1, 31 January 1942. To No.8 BGS, 4 February 1942. To "Y" Depot, 12 March 1942. To RAF overseas, 30 April 1942 (promoted LAC the same date). Remustered to Flight Engineer, 19 July 1943. Commissioned 30 April 1944 (C86006). Repatriated 28 December 1944; released 24 March 1945. Died in Fonthill, Ontario, 11 September 2011. Unit not given in AFRO but inferred from **The RCAF Overseas: The First Four Years**, p.127 (linking him to BEM action of LAC H.R. Carter). DHist file 181.009 D.3512 (RG.24 Vol.20640) has letter from CO, No.409 Squadron to CO, Station Digby, 23 September 1943 which describes the incident (see below); another letter dated 24 September stated that after consultation with AOC No.12 Group it had been decided to recommend Carter for George Medal and Corbiell for BEM. Carter received BEM. RCAF photo PL-34752 shows him on repatriation.

In connection with the crash of Beaufighter X8106 at Colby Grange on the night of 19.9.42, it is desired to draw attention to the exceptional work performed by the above airmen in rescuing Observer Sgt. Leahy.

Carter and Corbiell, who were working nearby when the machine struck the stores hut, immediately ran over to the crash and found that the perspex of the Observer's astrodome was broken. In spite of the fact that the front of the aircraft was burning fiercely and the remaining petrol tanks were likely to explode at any moment, Carter, being the smallest, climbed through the hole in the perspex and found the Observer in the middle of the aircraft lying across the ammunition tanks. He had some difficulty in raising him as the cord of his R/T helmet was wound round his face and had caught on some projection in the aircraft, but finally succeeded in getting him under the astrodome. Corbiell, who was outside, broke away pieces of the perspex with his hands to enlarge the hole and assisted Carter, who was still inside, to lift out the Observer; the latter was then carried away by some other airmen. Carter and Corbiell then left the aircraft as the ammunition began to explode.

Both Carter and Corbiell displayed great courage and a complete disregard for their personal safety. The Observer, Sergeant Leahy, owes his life to their prompt and courageous action and it is recommended that these airmen receive suitable recognition for their fine work.

CORBIELL, AC1 Joseph Clement Aloysius (R121428) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943.

RCAF Press Release No. 785 dated 22 September 1942 from " F/O MacGillivray" reads -

Two young Western Canada farm lads serving as ground-crew in the Royal Canadian Air Force have distinguished themselves by an act of valour comparable to the deeds of almost any "winged hero", and have been highly praised by their Commanding Officer, Wing Commander Paul Davoud of Kingston, Ontario.

They are LAC Howard Roy Carter, aged 23, of Kelfield, Saskatchewan, and LAC Joseph Clement Corbiell, 22, of Cluny, Alberta.

Risking death from fire and exploding cannon-shells, the two "irks", as ground-crew are called in Service vernacular, dragged an unconscious air-crew-member from the flaming wreckage of an RCAF night-fighter which had crashed on their aerodrome, and undoubtedly saved him from a horrible death. Both rescuers escaped with slight injuries.

Carter, wiry and slightly-built, by a feat of amazing agility and courage, managed to enter the blazing aircraft through a small hole torn in the hatch by the crash, a hole which he enlarged with his bare hands at the cost of severe lacerations.

Corbiell, burly and muscular, straddled the flaming fuselage in horse-back fashion, and after further enlarging the aperture, dragged the inert weight of the insensible victim through to safety.

Afterward, in traditional hero fashion, each praised the other, and made light of his own feat.

Both were on night duty when the aircraft crashed into a brick building nearby, and burst into flames. Carter had his bicycle, and so arrived first on the scene. The nose of the night-fighter was already in flames which were spreading fast, when Carter peered through the hole in the hatch and in the dim and flickering light saw the unconscious form of the occupant.

"Things sort of went blank for a few minutes", Carter related later. "The next thing I knew, I had somehow managed to wriggle through that hole, because, there I was, struggling to release the poor chap from his crash-harness. His intercom (speaking tube) line had got tangled around his face, too, and it had to

be torn loose. Then I sort of doubled him up, and pushed him toward the hatch, where I could see Corbiell's arms sticking through the hole, waiting.

"If it hadn't been for Corbiell, he wouldn't have been got out at all. Corbiell's as strong as a horse, and he just hoisted him through like a sack of oats. Then I struggled out the hole, and five minutes later, I noticed my hands bleeding, so went and got some adhesive tape on them. I guess I must have used them to rip away the Perspex (transparent) plastic hatch-cover), but I don't remember."

Corbiell told of dashing up to the wreck, and of looking inside and seeing little Carter struggling to release the victim.

"How Carter ever got through that little gash in the hatch-cover nobody will ever know", said Corbiell. "He must have squirmed through like a rabbit. I managed to make the hole a bit bigger with my hands, and by this time, Carter had shoved the injured chap within my reach, and I lugged him through. He was pretty heavy, and it took a couple of healthy hoists to do it, but Carter was underneath helping, and between us we managed it.

"The worst moment", Corbiell added, "was when I looked down underneath where I was straddling, and saw the flames licking at a couple of ammunition cases containing quite a few hundred rounds of explosive cannon-shells. Near them were the oxygen bottles, which are also highly explosive. After one look, I kept my eyes away from that spot, and used all my energy hurrying with the job."

"Carter took an awful risk in going inside, because if an explosion had occurred, I would have been blown clear, but he would have been trapped like a rat."

At the hospital, the injured aircrew member was found to be very seriously injured, but was conceded a good chance of recovery.

The two rescuers are the sons, respectively, of Percy Reginald Carter of Kelfield, Saskatchewan, and John Baptiste Corbiell of Cluny, Alberta.

* * * * *

CORCORAN, F/O Edward Lambert (J40290) - **Distinguished Flying Cross** - No.10 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 20 January 1945. Born 20 August 1916 in Nanaimo, British Columbia (birth

date published when he died). Home in Victoria. Enlisted in Vancouver, 15 July 1941 and posted to No.2 Manning Depot. To No.1 Personnel Holding Unit, 10 October 1941. To No.2 ITS, 3 January 1942; graduated and promoted LAC, 28 February 1942 when posted to No.3 AOS; to No.2 AOS, 2 March 1942; to No.8 BGS, 6 June 1942; to No.1 CNS, 25 July 1942; graduated and promoted Sergeant, 5 September 1942. To No.2 SFTS, 19 September 1942. To Eastern Air Command, 25 October 1942. To No.11 (BR) Squadron, 27 October 1942. Promoted Flight Sergeant, 5 March 1943. To No.10 (BR) Squadron, 19 May 1943. Promoted WO2, 5 September 1943. Commissioned 12 November 1943. Promoted Flying Officer, 12 May 1944. To No.3 OTU, 25 January 1945. To No.8 Release Centre, 25 July 1945. Retired 27 July 1945. Had flown 1,390 hours to date, 980 operational hours (120 sorties). Home in Victoria. Postwar insurance agent (1950-1990) and a three-time Canadian Lawn Bowling Champion Gold Medalist (1963, 1974 and 1977). Died in Nanaimo, 30 January 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. Award presented at Sea Island, 22 October 1949.

This navigator, throughout his period of duty on coastal operations, has flown with cheerfulness and devotion to duty frequently under extremely hazardous weather conditions. His outstanding efficiency has been largely responsible for the successful completion of many operational sorties. His exceptional ability and devotion to duty have been an outstanding example and have contributed greatly to the high standard of efficiency amongst the aircrew of his squadron.

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CORKE, Corporal Edward Albert (R139106) - **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. Born 28 September 1920. Home in Brantford. Enlisted as "Tradesman" in Hamilton, 3 November 1941 and posted to No.1 Manning Depot. Classified as Armourer (Guns), 19 December 1941 and posted to Air Armament School. Promoted AC1, 9 January 1942. To No.1 BGS, 10 February 1942. To Torbay, 18 May 1942. To No.145 (BR) Squadron, 31 May 1942. To Torbay, 30 June 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 January 1943. To "Y" Deppt, 12 March 1943; to RAF overseas, 15 May 1943. Repatriated 7 June 1945. To Yarmouth, 4 July 1945. To No.4 Release Centre, 29 August 1945. Retired 4 September 1945. Died in Brantford, Ontario, 20 March 2013; obituary identified him with No.434 Squadron RCAF Photo PL-22439 was captioned as follows: "WO/2 N. Venber, a keen bomb aimer, chats with one of the squadron armament N.C.O.s at the station bomb dump about loads, fuzings, time intervals, terminal velocities and all the technicalities of bombing. They are resting on a pile of 1,000 pounders. The bomber's advisor is armoroeer Cpl. Ed. A. Corke, 27 Webling St., Brantford, Ont." Identified in AFRO as "Overseas". 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) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit and states he had spent six months in Canada, three years overseas.

Corporal Corke for many months has been servicing aircraft turrets and guns. When a difficult task has to be done in a very short time it has always been this Corporal who could be relied upon to get the job done. Many times he has worked for hours on aircraft in the cold and darkness, never stopping in order to get aircraft serviceable. This characteristic of dogged determination and devotion to duty beyond what could be expected has made him deserving of the highest praise.

* * * * *

CORMAN, Sergeant John Edward (R52653) - **Mention in Despatches** - No.1659 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 22 April 1917. Home in Moncton; enlisted Niagara Falls, Ontario, 10 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 31 May 1940. Promoted AC1, 10 August 1940. To No.1 BGS, 2 October 1940. Promoted LAC, 1 December 1940. To No.8 SFTS, date uncertain. Promoted Corporal, 1 July 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Sergeant, 6 July 1943. Repatriated 15 April 1945. Released 5 June 1945. Rejoined RCAF, 3 July 1947 as Aero Engine Mechanic in rank of LAC (26208) and posted to Greenwood. Promoted Corporal, 1 October 1950. Promoted Sergeant, 1 October 1952. Service at Greenwood with No.103 Search and Rescue Flight and No.2 (Maritime) OTU until 5 August 1956 when posted to St.Hubert. Retired 2 July 1957 to live in St.Catharines, Ontario. DHist file 181.009 D.2992 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 27 July 1944 which confirmed he had enlisted 10 May 1940, serving 19 months in Canada and 29 months overseas; Fitter IIE.

This Non-Commissioned Officer has, in his long time on No.1659 Conversion Unit, set an example as an efficient organiser with sustained drive for keeping his men working. He has a devotion to [a] sometimes monotonous job beyond the normal call of duty.

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CORMIER, F/O Percival Joseph (J29080) - **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 19 May 1920. Home in Mazenod, Saskatchewan; enlisted Regina, 27 August 1940 as Wireless Operator. To No.2 WS, 16 September 1940. Promoted LAC, 25 November

1940; to RAF overseas that date. Promoted Corporal, 15 August 1941. Promoted Sergeant, 1 April 1942. Remustered to aircrew and repatriated via No.31 Personnel Depot, 29 January 1943. To No.19 EFTS, 19 February 1943; graduated 16 April 1943 and posted next day to No.12 SFTS; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 6 February 1944. Repatriated 8 June 1945. To No.2 Air Command, 30 June 1945. To Communication Flight, 28 July 1945. To No.2 Flying Training School, 27 October 1945. To No.1 Flying Training School, 21 January 1946. To No.1 Composite Training School, 15 February 1946. To Release Centre, 1 April 1946. Retired 3 April 1946. Award sent by registered mail 11 March 1950. RCAF photo PL-4628 (ex UK-366) identifies four Wireless Electrical Mechanics "now on active service overseas with an RCAF Catalina flying boat squadron now operating under Coastal Command" -LAC G.B. Lundy (Niagara Falls), LAC JA Whetherley (Regina), LAC F. Theberge (St. Bridux, Saskatchewan), LAC P.J. Cormier (Mazdnod, Saskatchewan). "These lads are all cashing in on their hobby as amateur radio technicians and have received training with the Air Force which will be of inestimable value to them when they return to their peacetime vocation." 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 40 sorties (192 hours), 31 July 1944 to 14 February 1945.

31 July 1944 - Coqueraux (4.15)
1 August 1944 - L'Hey (3.40)
7 August 1944 - L'Hoque (4.55)
8 August 1944 - Chantilly (5.15)
9 August 1944 - Prouville (4.10)
12 August 1944 - La Brettque (4.40)
14 August 1944 - Aisy (4.45)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.00)
31 August 1944 - Cezember (4.55)
6 September 1944 - Emden (4.35)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Kiel Bay (5.30)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.50)
16 October 1944 - Duisburg (4.05)
23 October 1944 - Essen (4.10)
28 October 1944 - Walcheren (2.05)
30 October 1944 - Cologne (4.40)
2 November 1944 - Dusseldorf (4.10)

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

Flying Officer Cormier is an outstanding pilot and captain of aircraft who has achieved many operational successes. Although of a quiet, unperturbed nature, he possesses an insatiable zeal for operations and a thorough knowledge of his work, which makes him stand out amongst his comrades. His fine offensive spirit and determination even in the face of extreme personal danger is most commendable.

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CORNELL, P/O William Robert (J90498) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 27 April 1923. Home in Kitchener, Ontario; enlisted London, Ontario, 30 October 1942. To No.3 Manning Depot, 15 November 1942. To No.4 ITS, 16 January 1943; posted to No.3 SFTS, 7 April 1943 (purpose not clear); to No.4 ITS again, 1 May 1943; promoted LAC, 9 July 1943; to No.6 EFTS, 10 July 1943; ceased training and posted to No.2 Manning Depot, 13 August 1943; to No.2 Air Gunner Ground Training School, 20 August 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, 13 December 1943. Commissioned 24 September 1944. Promoted Flying Officer, 24 March 1945. Repatriated 13 June 1945 for Tiger

Force training. Retired 3 November 1945. Died in Vancouver, 25 May 2001. Award presented in Hamilton, 27 July 1949.

Throughout many operational sorties this officer has displayed a fine fighting spirit and outstanding enthusiasm to engage the enemy wherever possible. His cool, determined manner has done much to inspire the confidence in his crew. In December 1944, when returning from an attack against Osnabruck, his aircraft was engaged by a Junkers 88. Pilot Officer Cornell opened fire on the attacker and by the fine handling of his guns drove it off after inflicting considerable damage. His work has at all times set a sterling example to the rest of the squadron.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation, date uncertain but drafted by W/C R.F. Davenport when he had flown 30 sorties (156 hours ten minutes). Submission and sortie list as follows:

5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutances (5.25)
7 June 1944 - Paris (4.30)
9 June 1944 - Le Mans (5.35)
15 June 1944 - St.Pol (4.20)
24 June 1944 - Bamieres (4.05)
27 June 1944 - Foret d'Eawy (4.45)
4 July 1944 - Villeneuve St. George (6.15)
6 July 1944 - Siracourt (5.20)
7 July 1944 - Caen (4.40)
18 July 1944 - Caen (4.25)
20 July 1944 - L'Hey (4.00)
25 July 1944 - Stuttgart (9.45)
28 July 1944 - Hamburg (5.55)
3 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.25)
7 August 1944 - South Caen (4.50)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Acquet (4.35)
14 August 1944 - Falaise (4.05)
18 August 1944 - Bremen (5.50)
25 August 1944 - Brest (4.35)
26 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.55)

14 October 1944 - Duisburg (5.35)
16 November 1944 - Julich (5.35)
30 November 1944 - Duisburg (7.00)
6 December 1944 - Osnabruck (6.55)
24 December 1944 - Dusseldorf (6.15)
5 January 1945 - Hanover (6.10)

Pilot Officer Cornell has flown thirty operational sorties as a Mid-Upper Gunner. His cool, determined manner has done much to enhance the morale of his crew.

On the 6th December 1944, his aircraft was attacked by a Ju.88 while returning from Osnabruck. Acting immediately on the Rear Gunner's commentary and cooperating perfectly in the defensive team, he fired on the enemy aircraft, damaging it. This officer's fine offensive spirit and courageous handling of his guns has been a shining example to the rest of the squadron.

In view of Pilot Officer Cornell's splendid record, I strongly recommend that he be awarded the Distinguished Flying Cross.

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CORNISH, Sergeant Donald Mervin (R102446, later J86022) - **Distinguished Flying Medal** - No.179 Squadron [incorrectly given in AFRO as No.619] - Award effective 17 November 1943 as per **London Gazette** dated 23 November 1943 and AFRO 113/43 dated 21 January 1944. Born 2 May 1923. Home in Scout Lake, Saskatchewan; enlisted Regina, 23 May 1941 and posted to No.2 Manning Depot. To No.4 ITS, 19 July 1941; graduated and promoted LAC, 30 August 1941 when posted to, No.5 EFTS; graduated 24 October 1941 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 10 February 1942. To RAF overseas, 8 March 1942. On 24 October 1943 he sank **U-566**. Commissioned 14 April 1944 (J86022). Repatriated 10 August 1944. Promoted Flying Officer, 14 October 1944. Posted overseas again, date uncertain. Repatriated 21 August 1945. Retired 3 October 1945 to live in Cardross, Saskatchewan. Award sent by registered mail. Cited with Flight Sergeant L.H. Gould (RAF). Photo PL-25534 (left) shows him.

As wireless operator/air gunner and pilot, respectively, Flight Sergeant Gould and Sergeant Cornish have undertaken many anti-submarine patrols. On one occasion they sighted a U-Boat and in the face of heavy anti-aircraft fire Sergeant Cornish pressed home his attack with great accuracy. The U-Boat was extensively damaged and was unable to submerge. These gallant airmen displayed great skill and determination, setting an excellent example.

NOTE: Public Record Office Air 2/5020 has recommendation drafted 26 October 1943 by Commanding Officer, No.179 Squadron. He has then flown 36 sorties (967 hours 25 minutes).

As captain of a searchlight-fitted Wellington, Sergeant Cornish has located and attacked two enemy submarines on two consecutive patrols.

His first attack was carried out in the Mediterranean on the night of October 22nd, and was pressed home with gallantry and determination in the face of enemy fire, his aircraft being hit in both wings, tail and one engine. Despite this, his attack was accurately delivered and the enemy submarine was observed to be stopped as a result.

On his next patrol of the night of October 25th, Sergeant Cornish located another enemy submarine and again pressed home his attack in the face of heavy enemy fire. His aircraft was hit in the tail-plane. The precision and accuracy with which Sergeant Cornish delivered his attack damaged the enemy submarine to such an extent that it was unable to submerge.

Later intelligence proved that the submarine had been destroyed, and that survivors from the U-boat had been landed at a Spanish port after being picked up by a Spanish trawler.

In recognition of this, and the gallantry and determination with which this Non-Commissioned Officer has carried out his attacks, it is recommended that he be given an immediate award.

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CORRIGAN, F/L Graham Harley (J8403) - **Distinguished Flying Cross** - No.2 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Ottawa, 8 June 1922. Home in Rouyen, Quebec where he was a mechanical helper on Noranda Mines; enlisted Toronto, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To Technical Training School, St. Thomas, apparently as guard, 19 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.19 EFTS; graduated 8 August 1941 when posted to No.10 SFTS; graduated and commissioned 24 October 1941. To Trenton, 25 October 1941. To Rockcliffe, 4 January 1942. To No.3 BGS, 19 January 1942. Promoted Flying Officer, 1 October 1942. To No.1 OTU, Bagotville, 29 October 1942. To RAF overseas, 8 March 1943; disembarked in Britain 17 March 1943. To No.41 OTU, 13 April 1943. Attached to School of

Artillery, Larkhill, 8-15 June 1943. To No.2 Squadron, 14 July 1943. Promoted Flight Lieutenant, 24 October 1943. To No.84 Group Support Unit, 25 July 1944. To Air Defence Great Britain, 18 August 1944 and back to No.41 OTU. Repatriated 31 March 1945. To No.16 SFTS, 14 May 1945. Retired 6 June 1945, Award presented 9 April 1948. Died in Orange County, California, 7 September 1984.

This officer has participated in many reconnaissance sorties during which his leadership has been an invaluable factor in the success of these missions. He has photographed accurately all types of heavily defended targets and has displayed exceptional skill and courage.

Notes: Application for Operational Wing dated 13 November 1944 stated he had flown 58 sorties (101 hours 25 minutes), 15 July 1943 to 25 July 1944.

On Repatriation Form dated 14 March 1945 he stated he had flown 60 sorties (101 hours 20 minutes), the last on 25 July 1944. He had also flown 221 hours 20 minutes non-operational. Last job was Staff Instructor, No.41 OTU. Types flown overseas were Mustang (237.40). Hurricane (60.00), Harvard (20.00), Master (2.00) and Anson (3.00). On an earlier form (14 July 1944) he claimed to have destroyed eight trains and twelve barges.

Accident, 1 December 1942, No.1 OTU, Bagotville, Hurricane 5626. "I was carrying out a Search Formation Exercise at 2,500 feet when an aircraft collided with me from the rear, cutting my tail assembly off. I immediately abandoned the aircraft and in doing so a piece of debris hit my right temple. I slightly bruised my left shin when landing in a clear field," The other pilot was J9141 P/O D.R. Lorimer (killed in Hurricane 5433 - apparently tried to force land but may have been overcome by glycol fumes).

Training: Interviewed in Toronto, 9 December 1940 - "Clean cut chap, keen and intelligent, alert, good appearance, will develop under training into good aircrew material."

Course at No.1 ITS was 3 May to 6 June 1941. Courses in Mathematics (84/100), Law/Discipline (75/100), Armament, practical and oral (84/100), Drill (75/100) and Signals (95/100), and Hygiene and Sanitation (34/40). Placed 84th in a class of 177. "Bright, keen young airman who shows considerable enthusiasm and has applied himself on his ITS course. This lad instills confidence and it is felt that he will give a good account of himself." |

Course at No.19 EFTS was 6 June to 8 August 1941. Tiger Moth aircraft (32.20 dual, 45.00 solo, of which 8.30 on instruments. Logged ten hours in Link. "Above average pilot, Sincere. Deportment and punctuality good. Keen and interested. A little rough on controls/" (W.J. McFee, Chief Flying Instructor).

Ground courses in Airmanship (165/200), Airframes (51/100), Aero Engines (74/100), Armament, oral (128/200), Signals, practical (100/100), Theory of Flight (58/100), Air Navigation (150/200). Graded 155/200 in Qualities as an Officer. Placed 47th in a class of 74. "Very good students, good appearance, good personal equasion [sic], good deportment."

Course at No.10 SFTS was 8 August to 21 October 1941. Harvard aircraft - 43.05 day dual, 39.25 day solo, 4.30 night dual. 5.50 night solo. Flew 17 hours on instruments; logged 20 hours in Link. "Average student who shows very marked aptitude in instrument and night flying." Courses in Airmanship and Maintenance (166/200), Armament, written (83/100), Armament, practical (86/100), Navigation and Meteorology (168/200), Signals, written (93/100) and Signals, practical (37/50). Placed ninth in a class of 59. Recommended for night fighters. "Set a high example for the rest of the class."

Course at No.41 OTU was 14 April to 8 June 1943. Flew Harvard (35 minutes dual to first solo, total 1.10 dual, 4.40 solo), Mustang (43.50 solo, five hours in formation, and Hurricane (6.35 solo, three hours in formation). Also logged 3.30 in Link. Flying Test Grades in General Flying (270/400), Applied Flying (150/200), Link (50/100). Rated in Flying Exercises as follows: Reconnaissance (80/100), Navigation (65/100). Ground courses in Airmanship and Tactical Recce (148/200), Military Subjects (120/200), Armament (76/100), Photography (91/100), Maintenance and Engines (76/100), Signals (84/100) and Navigation (82/100). "A sound and keen pilot who carried out all practices well. Average plus." (W/C A.D. Annand).

Selected Assessments: Memo dated 22 December 1941 noted he was unsuitable to be an instuctor as he had a high-pitched voice, lacked natutal volume. Suggested three months of staff pilot duty before a squadron or overseas posting.

"He has an excellent record for conduct while attached to this station; his ability as a staff pilot has been satisfactory." (S/L E.L. Beach, No.3 BGS, Macdonald, 9 May 1942).

"An above average pilot and a capable instructor who has worked with keenness and possesses marked ability. He is a sound enough officer who will improve with experience. At the moment he is a little over-exuberant although by no means unreliable." (W/C E. Plumtree, No.41 OTU, 18 March 1945; had flown 926 hours 30 minutes to date, 73 hours in previous six months).

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CORRIGAN, F/L John Francis (J23909) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Home in Billings Bridge, Ontario; educated at Ottawa Technical School;

enlisted Ottawa, 20 April 1942. Trained at No.6 ITS (graduated 10 October 1942) and No.4 AOS (graduated 19 February 1943). Served back-to-back sorties with Nos.7 and No.582 Squadrons overseas. Served in postwar RCAF and CAF, 1946 to 1 August 1973 (as a Staff Officer, navigation instructor and CF-100 crewman; service number 20206). From 1967 to 1969 he was at NORAD Headquarters and received a Certificate of Achievement for "outstanding competence as Chief of the Battle Staff Support Centre" (detailed citation in DHist file). Retired as a Lieutenant-Colonel. Died in Kelowna, British Columbia, 14 March 2014. DFC and Bar presented in Edmonton, 27 May 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 2/8882 has recommendation dated 15 September 1944 when he had flown 40 sorties (172 hours 43 minutes), 10 April to 15 September 1944.

10 April 1944 - Laon (3.45)
18 April 1944 - Tergnier (3.30)
20 April 1944 - Cologne (3.45)
22 April 1944 - Dusseldorf (3.54)
26 April 1944 - Essen (4.04)
11 May 1944 - Louvain (2.50)
19 May 1944 - Pas de Calais (2.20)
21 May 1944 - Duisburg (3.40)
22 May 1944 - Dortmund (4.10)
24 May 1944 - Aachen (3.25)
27 May 1944 - Reenes (4.30)
28 May 1944 - Anger (6.35)
7 June 1944 - Foret de Cerisy (3.50)
8 June 1944 - Fogeres (4.20)
9 June 1944 - Reenes (4.40)
14 June 1944 - Le Havre (2.40)
15 June 1944 - Valenciennes (2.55)
16 June 1944 - Renescure (2.05)
2 July 1944 - Oisemont (2.45)
5 July 1944 - Wizernes (2.10)
7 July 1944 - Caen (3.20)
10 July 1944 - Nucourt (3.20)
12 July 1944 - Vares (3.15)
15 July 1944 - Chalons-sur-Marne(6.10)
18 July 1944 - Cagny (3.00)
18 July 1944 - Aulnoye (3.40)
20 July 1944 - Courtrai (2.30)
23 July 1944 - Kiel (5.00)

24 July 1944 - Stuttgart (7.20)
25 July 1944 - Stuttgart (7.45)
3 August 1944 - Paris (3.20)
4 August 1944 - Bordeaux (7.40)
5 August 1944 - Bordeaux (7.40)
7 August 1944 - Caen (2.50)
9 August 1944 - Lille (2.35)
12 August 1944 - Bordeaux (6.05)
24 August 1944 - Brest (5.30)
29 August 1944 - Stettin (8.35)
12 September 1944 - Frankfurt (5.55)
15 September 1944 - Kiel (5.20)

This officer has completed 40 operational sorties, all of them with this squadron and sixteen as Air Bomber in a Marker crew. Under a calm and quiet manner, Flight Lieutenant Corrigan has a fine offensive spirit in action which inspires the utmost confidence of his crew. This officer has proved himself to be an outstanding member of a very fine crew and his splendid record and dogged determination has set a high example to the squadron.

CORRIGAN, F/L John Francis, DFC (J23909) - **Bar to Distinguished Flying Cross** - No.7 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Since the award of the Distinguished Flying Cross Flight Lieutenant Corrigan has participated in many further operational sorties which have included attacks against heavily defended German targets. He is now engaged on his third operational tour and continues to show undiminished zeal and determination at all times. His courage, initiative and devotion to duty have been of a very high standard.

NOTE: Public Records Office Air 2/9069 (Part 1) has recommendation dated 20 February 1945 when he had flown 68 sorties (309 hours) including 31 sorties (156 hours 40 minutes) since previous award. However the sortie list itself gives only 28 missions. For the record, the new sorties and the text of the recommendation are as follows:

25 September 1944 - Calais (1.50)
26 September 1944 - Calais (2.05)
19 October 1944 - Stuttgart (5.10)
21 October 1944 - Hanover (1.35), DNCO

23 October 1944 - Essen (4.15)
25 October 1944 - Essen (3.45)
30 October 1944 - Cologne (4.30)
31 October 1944 - Cologne (4.20)
18 November 1944 - Munster (3.50)
20 November 1944 - Coblenz (4.20)
21 November 1944 - Aschaffenburg (5.30)
4 December 1944 - Karlsruhe (5.00)
5 December 1944 - Soest (5.00)
12 December 1944 - Essen (4.30)
17 December 1944 - Ulm (6.00)
24 December 1944 - Essen (4.30)
29 December 1944 - Coblenz (4.30)
30 December 1944 - Cologne (4.20)
5 January 1945 - Hanover (5.10)
6 January 1945 - Hanau (5.30)
14 January 1945 - Leuna (8.00)
16 January 1945 - Zeitz (6.45)
1 February 1945 - Ludwigshaven (5.30)
4 February 1945 - Gelsenkirchen (4.00)
7 February 1945 - Cleve (4.30)
8 February 1945 - Politz (8.05)
13 February 1945 - Bohlen (7.30)
14 February 1945 - Chemnitz (6.45)

This officer is on his third operational tour, having so far completed 68 sorties, all in the Pathfinder Force. He has on 48 occasions acted with a Marker crew.

Flight Lieutenant Corrigan is an exceptionally good Air Bomber. His keenness and coolness in action against the enemy has set a fine standard of morale in the Flight Commander's crew with which he operates. Never at a loss to overcome difficulties, his steadfastness and determination to give of his best at all times is highly commendable. He possesses courage of a high degree and cheerfulness under all circumstances. He has proved himself by showing a high degree of fearlessness, skill and initiative to be an outstanding member of a gallant crew.

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CORSBIE, F/O Joseph Hardcastle (J29983) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO

1704/45 dated 9 November 1945. Born 28 September 1913 in Kamloops. Educated in Brooks, Saskatchewan, 1920-1928; night school courses in book keeping, typing and short hand, 1937-1938. Home in Doe River, British Columbia (clerk and book keeper). Ran unsuccessfully for the Alberta Legislature in 1941 (CCF); enlisted Edmonton, 6 May 1942 and posted to No.3 Manning Depot. To No.11 SFTS (guard), 22 June 1942. To No.7 ITS, 15 August 1942; graduated and promoted LAC, 30 December 1942; to Mountain View, 20 February 1943; to No.8 AOS, 19 April 1943; graduated and commissioned, 3 September 1943; to No.1 GRS, 17 September 1943. To "Y" Depot, 13 November 1943. Embarked from, Canada, 24 November 1943. Disembarked in Britain, 1 December 1943. To A COS (whatever that is), 21 February 1944. Promoted Flying Officer, 3 March 1944. To No.3 (Observer) AFU, 14 March 1943. To No.83 OTU, Peplow, 25 April 1944. To No.11 Base, 29 July 1944. To No.626 Squadron, 3 October 1944. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. To No.5 OTU, 3 July 1945. To No.9 Release Centre, 5 September 1945. Retired 8 September 1945. Award presented 5 March 1949. Member of the Alberta Legislature, 1945-1949 (CCF); defeated 1949. He then became manager of CUC Health Services, British Columbia, president of the BC Credit Union League, president, BC Co-Op Association and served for two years as president of the provincial CCF. Elected to Burnaby Municipal Council, 1964. Ran unsuccessfully for the provincial riding of Vancouver-Little Mountain, 1966. Died in White Rock, British Columbia, 14 September 1992.

Flying Officer Corsbie has flown as navigator against such targets as Essen, Cologne, Stuttgart and Dresden. In December 1944, as his aircraft was leaving the target after an attack on Osterfeld, it was severely damaged by an enemy fighter. The captain had difficulty in controlling the aircraft and both flight engineer and rear gunner were injured. Displaying great coolness, Flying Officer Corsbie gave the pilot instructions which enabled him to fly safely to base. The aircraft was forced to crash land on the landing ground but much credit for the crew's safety was due to this officer's presence of mind. His unconquerable spirit has done much to inspire the rest of the crew.

NOTE: Public Records Office Air 2/8751 has detailed recommendation dated 6 April 1945 when he had flown 28 sorties (168 hours 45 minutes).

15 October 1944 - Wilhelmshaven
23 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
27 November 1944 - Freiburg

14 December 1944 - GARDENING, Kattogat
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
28 December 1944 - Bonn
31 December 1944 - Osterfeld
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
13 February 1945 - Dresden
18 February 1945 - GARDENING, Heligoland
23 February 1945 - Pforzeim
16 March 1945 - Nuremburg
18 March 1945 - Hanau
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg

Flying Officer Corsbie, a Canadian navigator, has completed 28 sorties against such enemy targets as Essen, Cologne, Stuttgart and Dresden. He has at all times shown a high standard of work and has ably supported his captain.

On the night of 31st December 1944 he was navigator of an aircraft detailed to attack Osterfeld, which was severely damaged by an enemy fighter when leaving the target area. The captain has great difficulty in controlling the aircraft and both the Flight Engineer and the Rear Gunner were injured. However, Flying Officer Corsbie, displaying the highest qualities of coolness and devotion to duty, gave the pilot the necessary instructions to reach this country. The aircraft was eventually crash landed at an emergency landing ground, and much of the credit for the crew's safety was due to this officer's coolness and presence of mind.

Since this incident, Flying Officer Corsbie has navigated with great skill and determination, showing an unconquerable spirit which has done much to inspire the rest of the crew. For his work generally, and especially his cool determination in the face of adversity, I strongly recommend that this officer be awarded the Distinguished Flying Cross.

Notes: Repatriation form dated 7 May 1945 stated he had flown 33 sorties (209 hours 30

minutes) plus 166 hours 15 minutes non-operational. Last sortie was 10 April 1945. Types experienced were Anson (31.45), Wellington (67.40), Halifax (37.15) and Lancaster (239.05)

Training: Course at No.7 ITS was 25 October to 30 December 1942. Courses in Mathematics (139/150), Armament (97/100), Signals (150/150), Navigation (145/150), Visual Link (42/50), Airmanship, Theory of Flight, Engines (98/100), Drill (84/100), Law and Discipline (99/100), Meteorology (46/50), Aircraft Recognition (100/100) and Anti-Gas (44/50). Placed first in a class of 117. "Big, homely, awkward exterior. Very pleasant, affable and is listened to with respect by his fellows. Makes for good team work. After talking to him for a few minutes one suddenly realizes that nature has endowed him with more than his share of brains."

Course at No.6 BGS was 22 February to 16 April 1943. Anson aircraft for bombing (21.20 day, 5.45 night) and Bolingbroke for gunnery (13.40 by day). Dropped 66 bombs high level and 28 low level. Scored four percent hits in Beam Test (200 rounds), 2.9 percent hits in Beam Relative Speed Test (925 rounds) and 4.7 percent hits in Over Tail Test (800 rounds). Also spent ten hours ten minutes in Turret Manipulation. Ground marks in Bombing, Written (129/1500), Bombing, Practical (128/300), Graded 138/150 in "Proficiency as Bomb Aimer", Gunnery, Written (89/100), Gunnery, Practical (81/200), Graded 68/100 in "Proficiency as Air Gunner", Aircraft Recognition (40/50), Signals (40/50). Placed twelfth in a class of 69. "He is reliable, quite keen and hard working."

Course at No.8 AOS was 19 April to 3 September 1943. Anson aircraft (31.50 as first navigator by day, 39.55 as second navigator by day, 18.55 as first navigator by night, 23.15 as second navigator by night, 6.30 photography). Dropped nine bombs, high level by day and six high level by night. Graded in air work as follows: Air Navigation, Day (224/300), Air Navigation, Night (149/200), Log Keeping (107/150), Reconnaissance (74/100), Photography (79/100), Bombing (76/100), Meteorological Observations (37/50). Ground courses and marks - Air Navigation Elements (135/200), Air Navigation, Theory (187/200), Air Navigation Exercises (162/200), Meteorology (57/100), Signals, Practical (85/100), Aircraft Recognition (48/50), Reconnaissance (38/50), Photography (48/50), Armament (42/50). Placed 7th in a class of 20. "An above average navigator; sound and competent. Suitable for Bomber or Coastal Command. Recommended for immediate commission."

Course at No.1 GRS was 20 September to 22 October 1943. Anson aircraft (25.15 by day). Navigation course marks as follows: DR Navigation (183/200), DR Navigation Air Work (178/200), Reconnaissance (169/200), Reconnaissance Air Work (74/100), Coding (67/100), Ship Recognition (168/200), Visual Signals (pass). Places second in a class of 22. "A sound, practical navigator who is completely competent in his work. He will prove valuable with experience."

Course at No.3 (Observer) AFU was 14 March to 25 April 1944. Flew 12.15 as first navigator by

day, 9.00 as second navigator by day, 10.30 as first navigator by night. Air work graded as follows: Air Navigation, day (260/350), Air Navigation, night (276/350). Ground work graded as follows: Air Navigation Exercises (266/350), Air Navigation Test (270/300), Armament (166/200), Signals (141/150). "Ground work excellent, air work very good. Keen with a high sense of responsibility. Capable navigator."

Course at No.83 OTU was 25 April to 17 July 1944. Spent three weeks in Ground School. Carried out five DR Instructor exercises and three Gee exercises; attended 12 Gee lectures and 18 manipulation exercises. Flew 15.40 as first navigator by day and 22.05 as first navigation by night. Other flying was 27.10 by day and 40.30 by night. One Bullseye exercise.

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COSBURN, P/O Stanley Cyril (J15709) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 6 December 1942 as per **London Gazette** dated 15 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Calgary, 19 August 1914. Attended King Edward School, Calgary, 1928-1929 (Diploma), Institute of Technology and Art (1930-1934 (Auto mobile Engineering and Machine Shop), and Commercial High School (1935-1936, business course). Home in West Calgary; enlisted Calgary, 29 July 1939 as Aero Engine Mechanic. To No.10 (BR) Squadron, 23 September 1939. Promoted LAC, 19 April 1940. Promoted Corporal, 1 November 1940. Remustered to aircrew, reverted to AC2 and posted to No.1 ITS, 12 February 1941; graduated and regained LAC rank, 16 March 1941 when posted to No.7 EFTS; may have graduated 4 May 1941 but not posted to No.1 SFTS until 16 May 1941; graduated and promoted Sergeant, 30 July 1941 Posted next day to Embarkation Depot. To RAF overseas, 23 August 1941. To No.53 OTU, 16 September 1941. To No.401 Squadron, 25 November 1941. Commissioned 11 July 1942. To Station Kenley, 8 January 1943 (Staff Pilot). Promoted Flying Officer, 11 January 1943. Repatriated on medical grounds (duodenal ulcers), 12 May 1943. Graded fit for flying in Canada only. Noted that he had flown 425 hours on Spitfires. Originally he was to tour Canadian training units, but as of 13 July 1943 he was excused this as arrangements have been made for another decorated Fighter Pilot to proceed." To No.1 OTU, Bagotville, 17 July 1943. To Western Air Command, 26 May 1944. To No.135 (Fighter) Squadron, 5 June 1944. Promoted Flight Lieutenant, 1 August 1944. Early in September 1945 he applied unsuccessfully to be commissioned in the postwar RCAF, To Patricia Bay, 11 September 1945. To No.8 Release Centre, 9 December 1945. Retired 12 May 1946. Died in San Diego, California, 23 February 1987. Invested with award by King George 6 April 1943. Credited with the following victories: **3 June 1942**, one Me.108 destroyed (shared with another pilot); **5 June 1942**, one FW.190 damaged; **19 August 1942**, two Do.217s damaged; **2 October 1942**, one FW.190 damaged; **11 December 1942**, one FW.190 destroyed; **12 December 1942**, one FW.190 damaged.

During the past year Pilot Officer Cosburn has participated in numerous operational sorties. He has proved himself to be a courageous and skilful fighter and has destroyed one enemy aircraft, shared in the destruction of another and damaged others. He has at all times set an inspiring example of enthusiasm and determination.

Application for Operational Wing: Submitted 2 February 1944 with the following sortie list:

13 December 1941 - Convoy Patrol, Thames Estuary (1.30)
28 December 1941 - Convoy Patrol, Thames Estuary (1.25)
2 January 1942- Convoy Patrol, Thames Estuary (1.40)
9 January 1942 - Convoy Patrol, Thames Estuary (1.45)
13 January 1942- Convoy Patrol, Thames Estuary (1.30)
30 January 1942- Convoy Patrol, Thames Estuary (1.00)
8 February 1942 - Convoy Patrol, Thames Estuary (1.20)
10 February 1942 - Convoy Patrol, Thames Estuary (1.05)
12 February 1942 - Bomber Escort, **Gneisenau** and **Scharnhorst** - English Channel (2.10)
13 February 1942 - Scramble over Canterbury (1.35)
13 February 1942 - Fighter Sweep, France (45 minutes)
24 February 1942 - - Fighter Sweep, France (1.20)
1 March 1942 - Convoy patrol, Thames Estuary (1.40)
3 March 1942 - Fighter Sweep, France (1.15)
9 March 1942 - Bomber Escort, Lens (1.30)
13 March 1942 - Bomber Escort, Lille (1.45)
23 March 1942 - Fighter Sweep, France (1.30)
24 March 1942 - Bomber Escort, Abbeville (1.20)
27 March 1942 - Ramrod, Ostend (1.30)
29 March 1942 - Fighter Sweep, France (1.25)
4 April 1942 - Bomber Escort, St. Omer, (1.50)
8 April 1942 - Fighter Sweep, France (1.15)
10 April 1942 - Air/Sea Rescue, English Channel (1.25)
12 April 1942 - Convoy Patrol, Thames Estuary (1.30)
12 April 1942 - Air/Sea Rescue, English Channel (2.00)
12 April 1942 - Air/Sea Rescue, English Channel (1.35)
13 April 1942 - Fighter Sweep, France (1.20)
19 April 1942 - Convoy Patrol, Thames Estuary (1.50)
19 April 1942 - Fighter Sweep, France (1.10)
24 April 1942 - Escort for Hurricane Bombers, France (1.30)
25 April 1942 - Escort for Bostons, France (1.40)
28 April 1942 - Escort for Hurricane Bombers, France (1.20)

28 April 1942 - Fighter Sweep, France (1.40)
29 April 1942 - Fighter Sweep, Le Havre (1.40)
30 April 1942 - Bomber Escort, Le Havre (1.50)
1 May 1942 - Bomber Escort (45 minutes)
1 May 1942 - Fighter Sweep, France (1.45)
3 May 1942 - Fighter Sweep, France (1.25)
3 May 1942 - Fighter Sweep, France (1.30)
4 May 1942 - Bomber Escort, France (1.55)
6 May 1942 - Bomber Escort, Le Havre (1.55)
6 May 1942 - Bomber Escort, Boulogne (1.45)
9 May 1942 - Fighter Sweep, France (1.25)
9 May 1942 - Convoy Patrol, English Channel (1.15)
16 May 1942 - Convoy Patrol, English Channel (1.15)
17 May 1942 - Fighter Sweep, France (1.30)
17 May 1942 - Air/Sea Rescue, English Channel (1.45)
17 May 1942 - Air/Sea Rescue, English Channel (1.35)
18 May 1942 - Fighter Sweep, Dieppe (1.20)
19 May 1942 - Fighter Sweep, Le Havre (1.25)
19 May 1942 - Air/Sea Rescue, English Channel (1.05)
23 May 1942 - Fighter Sweep, France (1.20)
24 May 1942 - Fighter Sweep, France (50 minutes)
25 May 1942 - Patrol, Hastings (1.00)
25 May 1942 - Patrol (1.25)
27 May 1942 - Fighter Sweep, Dieppe and Fecamp (1.25)
29 May 1942 - Fighter Sweep, Ostend and St, Omer (1.10)
29 May 1942 - Patrol (1.20)
29 May 1942 - Patrol (30 minutes)
30 May 1942 - Fighter Sweep, Fecamp (1.25)
2 June 1942 - Fighter Sweep, Le Touquet and Abbeville (1.15)
2 June 1942 - Fighter Sweep, France (1.35)
3 June 1942 - Bomber Escort, Le Treport (1.20)
5 June 1942 - Fighter Sweep, Abbeville (1.30)
14 June 1942 - Convoy Patrol (1.20)
14 June 1942 - Convoy Patrol (1.30)
14 June 1942 - Convoy Patrol (1.30)
17 June 1942 - Fighter Sweep, Abbeville and Le Toquet (1.20)
20 June 1942 - Fighter Sweep, St, Omer (1.30)
21 June 1942 - Convoy Patrol (1.40)
26 June 1942 - Sweep, Abbeville (1.35)
26 June 1942 - Patrol (1.30)

12 July 1942 - Bomber Escort, Abbeville (1.20)
15 July 1942 - Rhubarb Cover, Dieppe (1.25)
19 July 1942 - Cover for Bostons, Le Touquet (1.20)
20 July 1942 - Rhubarb, Le Touquet (1.15)
21 July 1942 - Rhubarb Escort, Ostende (1.20)
21 July 1942 - Patrol (1.20)
22 July 1942 - Convoy Patrol (1.30)
22 July 1942 - Convoy Patrol (1.30)
26 July 1942 - Sweep, St. Omer (1.25)
11 August 1942 - Patrol (1.30)
17 August 1942 - Fortress Escort, Rouen (1.25)
19 August 1942 - Fortress Escort, Abbeville, Dieppe (1.50)
19 August 1942 - Top Cover, Convoy, Dieppe (1.15)
20 August 1942 - Fortress Escort, Amiens (1.30)
21 August 1942 - Fortress Escort, Rotterdam (1.40)
24 August 1942 - Fortress Escort, Le Havre (1.45)
26 August 1942 - Patrol (1.10)
27 August 1942 - Patrol (1.10)
27 August 1942 - Fortress Escort, Rotterdam (1.45)
2 September 1942 - Patrol (1.10)
3 September 1942 - Air Sea Rescue (1.10)
5 September 1942 - Fortress Escort, Rouen (1.35)
6 September 1942 - Fortress Escort, Meaulte (1.35)
7 September 1942 - Fortress Escort, Rotterdam (1.45)
16 September 1942 - Sweep with Lightnings (1.30)
17 September 1942 - Patrol (1.10)
19 September 1942 - Scamble (50 minutes)
19 September 1942 - Scramble (35 minutes)
1 October 1942 - Patrol (1.15)
2 October 1942 - Patrol (1.30)
2 October 1942 - Fortress Escort, Meaulte (1.50)
6 October 1942 - Patrol (1.40)
9 October 1942 - Fortress Escort, Lille (1.15)
10 October 1942 - Patrol (1.30)
11 October 1942 - Sweep (1.25)
18 October 1942 - Patrol (1.45)
18 October 1942 - Patrol (1.35)
19 October 1942 - Patrol (1.20)
21 October 1942 - Fortress Escort (35 minutes)
25 October 1942 - Sweep, Gravelines (1.05)

27 October 1942 - Patrol (1.30)
27 October 1942 - Sweep, Hardlot to Fecamp (1.20)
30 October 1942 - Patrol (1.30)
31 October 1942 - Scramble (1.00)
2 November 1942 - Sweep, Somme Estuary (1.30)
6 November 1942 - Sweep, Caen (1.30)
8 November 1942 - Fortress Escort, Lille (1.40)
9 November 1942 - Patrol off Dover (1.25)
9 November 1942 - Sweep, Ambleteuse (1.20)
10 November 1942 - Sweep, Le Havre (1.30)
4 December 1942 - Rodeo, Lille (1.00)
4 December 1942 - Sweep, France (1.25)
4 December 1942 - Patrol (45 minutes)
5 December 1942 - Patrol (1.35)
6 December 1942 - Patrol (40 minutes)
7 December 1942 - Circus, Lille (1.40)
11 December 1942 - Patrol (45 minutes)
12 December 1942 - Rodeo, Rouen (1.55)
13 December 1942 - Patrol (1.15)
14 December 1942 - Sweep, Beauvais (1.25)
14 December 1942 - Sweep, Cap Gris Nez (1.05)
15 December 1942 - Patrol (1.15)
17 December 1942 - Patrol (1.30)
20 December 1942 - Escort, Beauvais (1.45)
23 December 1942 - Sweep, Cherbourg (1.30)
25 December 1942 - Patrol (1.35)
31 December 1942 - Sweep, Dunkirk-St, Omer (1.20)
2 January 1943 - Bomber Escort, Cherbourg (1.35)

Training: As of 31 December 1940, when remustering to aircrew, he stated he had Private Pilots License No..3821 issued 15 November 1940, having flown 10.05 dual and 10.15 solo on DH.60 Moths. With No.10 (BR) Squadron, as passenger, he had flown 100 hours in Digby aircraft and 20 hours in Wapiti. "Apparently suitable for training as a pilot; has been strongly recommended by his former Officer Commanding." (W/C W.W. Brown, No.8 SFTS).

Course at No.1 ITS was 1 February to 14 March 1941. Courses in Mathematics (58/100), Armament, practical and oral (91/100), Signals (98/100), Hygiene and Sanitation (36/40), Drill (80/100), and Law and Discipline (50/60). Placed 140th in a class of 208. "Average material. Originally enlisted as aero-engine mechanic. One year eight months in service; six years with Royal Canadian Engineers; ten hours solo flying time. Needs prodding occasionally,"

Course at No.7 EFTS was 17 March to 4 May 1941. Fleet Finch (27.55 dual, 33.00 solo; spent 5.30 on instruments; logged ten hours in Link. Rated average with no outstanding faults. Ground courses in Airmanship (110/200), Airframes (72/100), Aero Engines (63/100), Signal, practical (89/100), Theory of Flight (71/100), Air Navigation (149/200), and Armament, oral (141/200). Graded 158/200 in Qualities as NCO. Placed 15th in a class of 26. "Conduct satisfactory. Ability average."

Course at No.1 SFTS was 16 May to 30 July 1941. Flew Yale and Harvard 36.45 day dual, 41.05 day solo, 3.15 night dual, 6.45 night solo. Logged 18.10 on instruments and 19 hours on Link. "Has made satisfactory progress to finish an average pilot." Ground courses in Airmanship and Airframes (160/200), Armament, written (54/100). Armament, practical (70/100), Navigation and Meteorology (140/200), Signals, written (46/100, then 78/100 on supplemental) and Signals, practical (42/50). Placed 54th in a class of 57.

Course at No.53 Operational Training Unit was 16 September to 18 November 1941. Flew 3.55 dual, 47.45 solo including 4.30 on instruments and 15.20 in formation. Also logged three hours in Link. Fired 800 rounds air-to-ground. Graded "Average" in all categories - Natural Aptitude, Skill in Landing, Airmanship, Aerobatics, Cockpit Drill, Instrument Flying, Formation Flying and Map Reading. The following points were noted under "Distinctive Qualities":

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

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

Dash: Is he quick and decisive in action ? (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: (Average)

Attended No.1528 Beam Approach Training Flight, 12-16 October 1942. Flew 10.05 plus 2.15 in Link. "His beam procedure was quite fair throughout the course, but his height wandered a fair amount. His approaches were quite good but his height was erratic and he does not correct enough."

Assessments: On 12 February 1941, at No.8 SFTS, as Aero Engine Mechanic, his work was described as "Overhaul of air-cooled aero engines". Noted that he had an excellent knowledge of these. "Has the ability to direct maintenance work or any work he is put in charge of doing."

"This officer has been second in command of a Flight since his arrival here and has shown himself to be an above the average organizer, worker and pilot. He is highly recommended for promotion immediately." (S/L F.B. Foster, No.1 OTU, Bagotville, 21 December 1943).

"This officer has been a Flight commander overseas and at No.1 OTU for wight months. His experience and knowledge of operations, etc is invaluable to this unit. His past record is excellent and is highly regarded by all. He is conscientious and a hard worker and his present responsibilities demand this promotion." (F/L A.E. Harley, No.135 Squadron, 6 July 1944).

RCAF Press Release No.1130 dated December 1942, transcribed by Huguette Oates, reads:

Pilot Officer Stanley C. "Slim" Cosburn of Calgary, veteran of more than eighty Spitfire sweeps over enemy territory, marked New Year's Day of 1943 – his second new year in Britain – by putting up the purple and white ribbon of the Distinguished Flying Cross under his pilot's wings.

A former aero engine mechanic who became an air-gunner and later remustered to pilot, Cosburn flies with a Canadian Spitfire squadron commanded by Squadron Leader Keith Hodson, DFC, of London, Ontario. Another DFC winner in the same unit is Flight Lieutenant G.B. "Scotty" Murray of Halifax. Cosburn has taken part in a number of notable operations since he joined his present squadron, the only one he has flown with since leaving his operational Training Unit.

His first "do" came on the day the German warships Scharnhorst and Gneisneau ran the English Channel. The squadron had gone out to look for enemy fighter planes protecting the fleeing warships but, in the fog and cloud, they failed to spot any German aircraft. They did see some enemy warships, however, which threw a lot of flak at them as they flew over. Later, he was with the Squadron when it made the first escort trips over enemy territory with United States Flying Fortresses, Bostons and Fightnings. The squadron also was the first to fly as far as Rotterdam protecting the Fortresses and Cosburn took part in this show. He also took part in the squadron's operations at Dieppe last August.

Inside France near Calias, they spotted the transport, an Me108 and dived down on it, firing as they went. Both pilots observed their fire hit home and watched the machine dive straight into the ground a moment. Afterwards, it was learned that the machine had carried Hahn, who held the Knight's Insignia of the Iron Cross, an award given only to pilots who have destroyed twenty aircraft, or sunk 100,000 tons of shipping or five destroyers.

Cosburn enlisted in the RCAF in July 1939 as an aero engine mechanic, at Calgary and was later transferred to Halifax where he took an air gunner's course, training in Wapitis. In his dual capacity, he took part in coastal patrols in Digbys along the eastern seaboard. In his spare time, he took flying lessons at the Halifax Aero Club, flying Gipsy Moths, and in the summer of 1940, gained his private license.

He remustered in February of 1941 and went to Initial Training School at Toronto, then Elementary Flying School at Windsor, Ontario, and Service Flying at Camp Borden where he graduated July 30, 1941. The following month, he went overseas to O.T.U before joining his present squadron where he received his commission in July, 1942. Since joining the squadron, he has served under three commanding officers.

During his total of almost 200 hours of operational flying, he has accounted for an official score of 1½ enemy machines destroyed and five damaged. He was credited with half an aircraft destroyed when he and F/L Neal knocked down the transport bearing Hahn, and with one destroyed when he recently shot down an FW190 off the English coast. On that occasion, Cosburn surprised the FW pilot completely as he dived on him, firing his entire supply of ammunition. Smoke was pouring from the German machine as it dived into the channel.

Cosburn was born in Calgary 28 years ago and attended school there before

taking up automotive engineering and welding, which occupied him prior to his enlistment in the RCAF.

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COSCO, S/L John Eugene (C5581) - **Air Force Cross** - No.166 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26th January 1945. Born 20 March 1913. Enlisted at Camp Borden, 1 November 1939 with rank of Sergeant. To Trenton, 20 January 1940. To No.1 BGS, 17 August 1940. To No.2 BGS, 10 April 1941. Commissioned 14 May 1941. Promoted Flying Officer, 15 May 1941. To No.122 (Communications) Squadron, 13 March 1942. Promoted Flight Lieutenant, 1 August 1942. To No.166 Squadron, 15 September 1943. Promoted Squadron Leader, 1 April 1944. To Pennfield Ridge, 26 June 1944. To No.5 Release Centre, 10 October 1945. Retired 12 October 1945. Postwar employee of TCA/Air Canada. Died in Kelowna, 2 December 2004. Had completed 1,854 flying hours to date. Award sent by registered mail 18 October 1950.

This officer's flying record as a communications pilot and squadron commander has been outstanding. By his able leadership and fine personal example of skill and efficiency, he has raised the standard of flying within his squadron and has improved the conduct and efficiency of its flying operations to a marked degree. He has successfully completed many difficult flights under adverse conditions. He has rendered outstanding meritorious service.

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COSMAN, F/O William Nathan (J23397) - **Distinguished Flying Cross** - No.248 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 25 January 1918 at Yarmouth, Nova Scotia. Home there. Road worker for one year, clerk in family store for two years, and then for two years a machine operator at La Tuque, Quebec (St. Lawrence Power Corporation). Enlisted Halifax, 24 August 1940, originally as an air gunner; posted to No.1 BGS, 30 September 1940 and then to No.4 (BR) Squadron, 28 October 1940; promoted Sergeant, 26 November 1940 and Flight Sergeant, 1 December 1941. Remustered for pilot training, 7 May 1942 at which point he reverted to Sergeant. To No.4 ITS, 7 May 1942; graduated 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. Posted on 20 February 1943 to No.1 General Reconnaissance School; to "Y" Depot, Halifax, 9 May 1943. Embarked from Canada, 27 May 1943. Disembarked in Britain, 4 June 1943. To No.20 (P) AFU, 6 July 1943. Promoted Flying Officer, 5 August 1943. Attached to No.1519 Beam Approach Training Flight, 17-24 August 1943. Posted to No.547 Squadron, 21 September 1943. Posted to No.281 Squadron, 22 November 1943. Temporary Duty to Station

Newcastle, 10-15 December 1943. Temporary Duty at Daindoter (?) Moor, 16 February to 14 March 1944. To No.9 OTU, 14 March 1944. To No.132 OTU, 17 May 1944. To No.248 Squadron, 4 June 1944. Killed in action 7 December 1944 (Mosquito NR225); name on Runnymede Memorial. Award sent by registered mail to next-of-kin.

This officer, now on his second operational tour, has unfailingly pressed home his attacks with outstanding courage and determination. He has taken part in attacks on submarines, a destroyer and minesweepers. Flying Officer Cosman has displayed great skill and his devotion to duty has been of a high order.

Circumstances of death: Mosquito NT225 "O" (F/O Cosman and 152972 F/O L.M. Freedman) and PZ346 "Z"(J23429 F/O K.C. Wing and Aus 428055 Flight Sergeant V.R. Shield) were in a formation detailed to attack shipping in Aelesund Harbour on the afternoon of 7 December 1944. The formation overshot the harbour and were turning over Gossen airfield to go back for an attack when 15 to 20 Bf.109s intercepted and attacked. There were no further details available.

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COSTELLO, G/C Martin (C112) - **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 Alexandria, Ontario, 12 December 1904 as per RCAF Press Release reporting award; taken on RCAF as Gentleman Cadet, RMC, and Provisional Pilot Officer, 29 May 1925 to 29 August 1925. Appointed Provisional Pilot Officer again, 28 June 1926 to 31 August 1926. To Camp Borden again as Provisional Pilot Officer, 27 June 1927, Completed pilot tests and awarded wings, 31 August 1927. Appointed to Permanent Force commission, RCAF as Pilot Officer, 4 September 1928, on graduation from RMC. Promoted Flying Officer, 4 September 1929. From Winnipeg Air Station to No.5 Photo Detachment, 1 April 1931. From No.5 Photo Detachment to Station Winnipeg, 31 March 1932. To Station Vancouver, 17 May 1932. Promoted Flight Lieutenant, 1 July 1933. Served with No.4 (Flying Boat) Squadron until 22 September 1934 when posted to Camp Borden. Service included RCMP patrols in Fairchild aircraft. To Courses Abroad, 22 March 1935 on exchange to Air Ministry, in flying boat squadrons, Gibraltar and Singapore. Ceased to be on exchange to RAF, 27 March 1937 and returned to Canada. To No.5 (Flying Boat) Squadron, 31 March 1937. To Courses Abroad, 8 January 1938 to attend RAF Staff College. Promoted Squadron Leader, 1 April 1938. Ceased to be on Courses Abroad, 30 December 1938 and returned to Canada. Interwar duties included aerial photography, forestry patrols, and RCAF patrols out of Vancouver, 1932. Early in war he served in Eastern Air Command, attaining rank of Group Captain on 15 October 1941; as a Wing Commander, ferried PBY W8407 from Bermuda to Britain, March 1941 and then returned to Canada. To "Y" Depot, Halifax, 17 April 1943; to United Kingdom, 25 August 1943. He worked largely in Coastal Command and

commanded a station (Castle Archdale). Promoted Air Commodore, 16 April 1945. Returned to Canada, 18 April 1945 to become Assistant Chief of Air Staff. Remained in postwar RCAF; Officer of the American Legion of Merit (12 March 1949, while at Winnipeg). To be Air Member, Canadian Joint Staff, London, 24 May 1951; awarded Queen's Coronation Medal (23 October 1953, while at CJS London). To Maritime Air Command Headquarters, 21 August 1954. Photo PL-62150 is portrait, 1952. Retired 9 March 1959. No citation in AFRO.

COSTELLO, G/C Martin (C112) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 14 June 1945 as per Canada Gazette of that date and AFRO 1127/45 dated 6 July 1945. Award presented by Governor General, 28 February 1946.

Throughout a lengthy period this officer has given distinguished service to the Royal Canadian Air Force. As Senior Air Staff Officer at Eastern Air Command and Director of Operations at Air Force Headquarters, he carried out his duties in a highly capable manner. As Director of Air Staff at Royal Canadian Air Force Headquarters, Overseas, he has continued to display a very high standard of efficiency. In the many difficult assignments he has been given he has demonstrated that he is an energetic officer of great initiative. This officer's devotion to duty has been outstanding and he has made a very valuable contribution to the activities of the Royal Canadian Air Force.

COSTELLO, A/C Martin, OBE (C112) - **Commander, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Award presented 2 May 1948. Governor General's Record (RG.7 Group 26, Volume 60, file 190-1, dossier 9) has citation.

Air Commodore Costello has served with distinction both in Canada and overseas and throughout his entire career with the Royal Canadian Air Force has set a high example by initiative and devotion in the performance of his service duties and especially while occupying such positions as Assistant Chief of the Air Staff, Senior Air Staff Officer, Eastern Air Command, Deputy Air Member Air Staff (Operations) and Director of Air Staff at RCAF Headquarters.

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COSULICH, WO2 Norman Robert (R128850) - **Mention in Despatches** - Western Air Command Marine Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 July 1919. Home in Vancouver; enlisted there 8 September 1941 as Seaman. To Western Air Command Headquarters, 15 March 1942. To Patricia Bay, 30 April 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 August 1942. To

Western Air Command Headquarters, 10 November 1942. Promoted Sergeant, 1 March 1943. To Western Air Command Marine Squadron, 31 August 1943. Promoted WO2, 1 March 1944. To No.8 Release Centre, 20 November 1945. Retired 22 November 1945. Partner with his brother in Rivtow Company. Died 9 July 2005 in Vancouver.

During the year 1944 and part of 1945, while Master of the M535 "Nimpkish", a small 60-foot Supply Vessel, this Warrant Officer was wholly responsible for running supplies, equipment, and moving personnel to and from a radio detachment on Langara Island. During this time Warrant Officer Cosulich was required to navigate his vessel between Langara Island and Masset, through Hecate Straits, a particularly treacherous piece of water, and land supplies and personnel by work-boat to Langara Island where no docking facilities exist. This Warrant Officer's devotion to duty, cheerfulness and high ability as a seaman is responsible for a high state of morale at the detachment on Langara Island and that of his crew. The example of courage and determination shown by him was a fine example for others to follow.

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COTE, F/L Joseph Yvon Alcide (J85354) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 4 January 1918. Home in Quebec City; enlisted there 27 November 1941 and posted to No.4 Manning Depot. To No.3 ITS, 27 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.11 EFTS until 4 July 1942; may have graduated 4 September 1942 but not posted to No.13 SFTS until 26 September 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF Trainee Pool, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 10 March 1944. Injured 10 March 1944 while piloting Halifax II BB303, No.1659 Heavy Conversion Unit. Aircraft took off for practice in three-engine flying. With inner starboard engine feathered, the Halifax overshot at 1,800 feet, after which he decided to restart the motor. While attempting to do so a wing dropped and the bomber crash-landed in a field, 400 yards west of Hunter's Hill farm and one mile west of Danby Wiske. A fire broke out soon afterwards and the aircraft was destroyed. Promoted Flying Officer, 1 June 1944. Repatriated 22 January 1945. To No.9 BGS, 5 March 1945. To No.124 Squadron, 31 May 1945. Retained rank of Flying Officer in postwar RCAF (20433). Posted about 1947 to RCAF School of Administration. Unclear as to whether his medals were mailed or presented, 12 April 1948. Promoted Flight Lieutenant, 1 January 1953. In 1954 he was with No.405 Squadron (Lancasters) engaged in ice reconnaissance in support of vessels resupplying Resolute. Retired 17 July 1964. RCAF photo PL-32817 (ex UK-14853 dated 18 September 1944) shows him with his English flight engineer, P/O Don James (right, St. Albans, Herfordshire); caption says "They have flown together on numerous sorties, including a trip to

Leipzig when F/L Cote, despite extensive damage to his aircraft by flak, bombed the target and then made his base on three engines.” RCAF photo PL-32137 (ex UK-14445 dated 30 August 1944) shows WO2 Aime Hogue (bomb aimer, Montreal) below a bomb; standing in cockpit is F/L Yvon Cote (Quebec). RCAF photo PL-32144 (ex UK-14452 dated 30 August 1944) shows (in foreground) F/L Yvon Cote (Quebec), Sergeant Roger Tomassin (Quebec, different crew), and F/O Jean-Yves Demers (Ottawa). Squadron fitters in background. RCAF photo PL-32818 (ex UK-14854 dated 18 September 1944) shows F/L Yvon Cote, DFC (pilot) with his Flight Engineer, P/O Don James, RAF (St. Albans, Hertfordshire). RCAF photo P-32819 (ex UK-14855 dated 18 September 1944) shows the following standing under bombs of a Halifax aircraft - P/O Don James, RAF (St. Albans), LAC Roger Poirier (Vaudreuil, Quebec), LAC Ovide C. Langevin (Estevan, Saskatchewan), LAC Roland Gauvin (St. Hyacinthe, Qubec), and F/L Yvon Cote, DFC (Quebec City). PL-32820 (ex UK-14856 dated 18 September 1944) is captioned as follows: “Sergeant Moire Drown, London, Ontario, a clerk at RCAF Bomber Group Headquarters, gets the low-down on a huge four-engined Halifax bomber from F/L Yvon Cote, DFC of Quebec, one of the top pilots of the Alouette Squadron.”

This officer has an excellent operational record. He is a highly skilled and courageous pilot who has completed many successful sorties over enemy territory. On one occasion this officer piloted an aircraft detailed to attack Leipzig. Shortly before reaching the target the aircraft was struck by anti-aircraft fire and sustained extensive damage. Despite this, Flight Lieutenant Cote went on to attack the target with his usual determination. Just after the bombs had been released an engine became unserviceable, but Flight Lieutenant Cote flew his aircraft safely to base.

COTE, F/L Joseph Yvon Alcide, DFC (J85354) - **Bar to Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

This officer has completed numerous sorties since being awarded the Distinguished Flying Cross. He continues to display a high degree of courage and determination and his example has been worthy of the highest praise. In September 1944 this officer piloted an aircraft in an attack on Osnabruck. When over the target the bomber was subjected to fire from the ground defences. A shell burst very close to one of the wings. Fragments of shell tore a large hole in the fuselage which was also pierced in many other places. Despite this, Flight Lieutenant Cote pressed home his attack with great coolness and determination.

DHH file 181.009 D.1730 (Library and Archives RG.24 Vol 20607) has recommendation drafted 13 October 1944 by W/C H.C. Ledoux when he had flown 38 sorties (204 hours 45 minutes) and held the appointment of Deputy Flight Commander. Submission as follows:

Since being awarded the Distinguished Flying Cross, Flight Lieutenant Cote has taken part in a further number of operational sorties. His outstanding devotion to duty coupled with his cheerful readiness to undertake whatever task assigned him, no matter how hazardous the assignment, have set a splendid example to the other members of the squadron.

On September 13th, 1944, Flight Lieutenant Cote captained a crew detailed to bomb a target on Osnabruck, Germany. On the run in to the target, an enemy shell passed through the wing of his aircraft and exploded about fifteen feet above. A large hole was torn in the fuselage near the Mid-Upper Gunner and many other flak pieces pierced through all over the aircraft. Displaying indomitable courage and determination, he drove home a very successful attack.

His activity in the air has been an outstanding example of gallantry and is worthy of highest praise. In recognition of this officer's superb airmanship and exceptional efficiency, I recommend that he be awarded the "Immediate" Bar to his Distinguished Flying Cross.

The complete sortie list was as follows:

28 January 1944 - Berlin (7.10)
19 February 1944 - Leipzig (6.55)
1 March 1944 - Stuttgart (8.00)
6 March 1944 - Trappes (4.35)
7 March 1944 - Le Mans (5.10)
15 March 1944 - Stuttgart (8.45)
18 March 1944 - Frankfurt (6.35)
22 March 1944 - Frankfurt (6.45)
24 March 1944 - Berlin (7.30)
26 March 1944 - Essen (5.40)
30 March 1944 - Nuremberg (8.15)
9 April 1944 - Villeneuve St. George (6.00)
10 April 1944 - Ghent (4.20)
18 April 1944 - Noisy-le-Sec (5.20)
30 April 1944 - Somain (5.05)
1 May 1944 - St. Ghislain (4.40)
8 May 1944 - St. Pierre (4.00)
10 May 1944 - Ghent (4.00)
12 May 1944 - Louvain (4.30)

19 May 1944 - Moulrier (4.10)
31 May 1944 - Au Fevre (4.20)
2 June 1944 - Neufchatel (3.55)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Coutances (4.30)
21 June 1944 - St. Martin (4.55)
24 June 1944 - Bemieres (4.00)
1 July 1944 - Biennais (3.55)
6 July 1944 - Coquereaux (5.30)
17 July 1944 - Caen A.1 (4.40)
20 July 1944 - Ferme au Forestel (4.05)
28 July 1944 - Hamburg (4.00, duty not carried out)
30 July 1944 - Amaye-sur-Seulles (5.05)
14 August 1944 - Bons Tassily (4.25)
15 August 1944 - Brussels (4.15)
18 August 1944 - Connantre (6.45)
25 August 1944 - Brest Cornouailles (5.05)
9 September 1944 - Le Havre (5.00)
10 September 1944 - Le Havre (4.40)
13 September 1944 - Osnabruck (5.05)

RCAF Press Release No. 8475 dated 18 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- In 38 bombing attacks on Germany, F/O J.A.Y. Cote, Quebec City, twice attacked Berlin, but the two exploits which won him the DFC and Bar, and which were the worst experiences of his life were not raids on "the big city".

Coned by searchlights while on the way to attack Leipzig, the heavy bomber Cote was piloting for the Allouette Squadron was blasted with over 20 holes from heavy flak. "The lights held us for 12 minutes while the flak guns pounded away at us. When we finally got clear, the kite would still fly but the most serious damage was loss of fuel when one of our tanks was pierced," Cote declared. He determined to carry on and bomb the target in spite of the danger of fuel shortage. A few minutes after leaving the target, one of the engines cut out as a result of damage from flak and Cote's machine lost 10,000 feet of altitude crossing Germany on its way home. For that night's work, F/O Cote earned the DFC

Now, at an RCAF Repatriation Depot on his way home, he revealed that the Bar to the DFC was awarded for his last mission, an attack on Osnabruck in the Ruhr,

in daylight. That day, Cote's bomber was forced to fly below the rest of the bombing force. Despite the increased danger of his low altitude, he went on to the target where two heavy flak shells got direct hits on the bomber. "But they must have had time fuses to explode a bit above us because they went right through our wings before bursting above us," Cote revealed. Fragments of shrapnel splattered through the aircraft, wounding the mid-upper gunner. With two gaping holes in the wing, the bomber's aileron controls were almost useless. "It was all right at cruising speed, but when we slowed down, coming in to land, that was fun," said Cote. "I couldn't hold her level with the stick so I had to play with the throttles. It was very tricky, but okay, I'm still alive."

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COTE, F/O Joseph Yvon Jacques (J19722) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 2 December 1922. Home in Joliette, Quebec; enlisted in Montreal, 27 April 1942 and posted to No.5 Manning Depot. To No.3 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.11 EFTS until 24 October 1942; may have graduated 11 December 1942 but not posted to No.8 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1942. To "Y" Depot, 14 May 1943. To RAF Trainee Pool, 26 May 1943. Commissioned 19 January 1944. Promoted Flying Officer, 19 July 1944. Repatriated 30 January 1945. To No.12 Squadron, 19 February 1945. To No.2 Release Centre, 7 September 1945. Retired 3 October 1945. Died at Rouville, Quebec, 1 August 2002.

In September 1944 Flying Officer Cote captained an aircraft detailed to attack Calais. Whilst over the target the port inner engine was hit by anti-aircraft fire. The propeller had to be feathered. In spite of this Flying Officer Cote pressed home his attack. When nearing base on the homeward flight the starboard outer engine suddenly burst into flames and became unserviceable. Coolly and skilfully, however, this officer effected a masterly landing. Flying Officer Cote has completed very many sorties and has demonstrated his determination and devotion to duty on all occasions.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol.20607) has original recommendation by W/C Hugh Ledoux, drafted 8 October 1944 when he had flown 35 sorties (166 hours 40 minutes).

4 December 1943 - Sea Search (5.45)
19 April 1944 - Sea Search (4.30)
30 April 1944 - Somain (4.45)

8 May 1944 - St. Pierre (4.20)
9 May 1944 - Calais (3.45)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (4.55)
27 June 1944 - Foret d'Eary (4.40)
1 July 1944 - Biennais (4.10)
3 July 1944 - Biennais (4.25)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (4.15)
24 July 1944 - Ferfay (4.00)
25 July 1944 - Stuttgart (8.00)
28 July 1944 - Hamburg (5.50)
30 July 1944 - Amaye-sur-Seulles (4.45)
31 July 1944 - Oeuf-en-Ternois (5.10)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (5.05)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.20)
14 August 1944 - two sea searches, time not recorded.
14 August 1944 - Bons Tassily (4.20)
15 August 1944 - Brussels (4.20)
18 August 1944 - Connantre (6.10)
25 August 1944 - Brest Cornouailles (4.25)
28 August 1944 - Ferfay (3.25)
31 August 1944 - Ile de Cezembre (4.55)
13 September 1944 - Osnabruck (4.50)
15 September 1944 - Kiel (5.15)
17 September 1944 - Boulogne (3.55)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (3.45)

In air operations, this officer has always shown great skill and achieved many successes against the enemy's most heavily defended objectives.

On September 25th, 1944, as pilot, he captained an aircraft detailed to attack Calais, France. Whilst over the target, the port inner engine was hit by flak and had to be feathered, but in spite of this, Flying Officer Cote orbited and pressed

home a vigorous attack.

When on the return flight, on nearing base, the starboard outer engine suddenly caught fire. Here again he displayed great skill and coolness in the face of a most trying situation when he effected a masterly landing with two engines unserviceable.

His outstanding determination and courage has set a fine example of fortitude and devotion to duty. His exceptional gallantry is worthy of high praise and warrants my recommendation for the immediate award of the Distinguished Flying Cross.

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COTE, F/O Louis Phillipe Marius Robert (J24917) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 13 December 1921. Home in Quebec City; enlisted there 18 June 1942. To No.5 Manning Depot, 28 June 1942. To No.1 Manning Depot, 7 July 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.9 AOS; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 17 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 2 February 1945. Promoted Flight Lieutenant, 2 April 1945. Retired 12 April 1945. Award presented at Sea Island, 25 November 1949 where he was apparently in the RCAF Auxiliary (722179). 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 (PAC RG.24 Vol.20607) has recommendation dated 18 December 1944, crediting him with 30 sorties (155 hours 55 minutes operational flying):

As navigator of a crew detailed to attack Wanne Eickel on September 12th 1944, this officer displayed great coolness and determination when he assisted in removing and administering first aid to both the WOP/AG and rear gunner who had been wounded by the fierce anti-aircraft fire. While on the bombing run he continued the WOP/AG's duty of "windowing" and the aircraft delivered a telling attack. He was of great assistance to his pilot in bringing the flak-damaged aircraft to the nearest English aerodrome.

Throughout the numerous operational sorties in which this officer has participated, he has been consistently sound in his navigational duties. His accuracy and efficiency have been of unfailing assistance to his captain and even under the most adverse circumstances he has shown cheerful confidence and courage of the highest order. Flying Officer Cote has operated successfully

against heavily defended targets such as Dortmund, Essen, Cologne and Dusseldorf. He also has completed a first tour of operations with a total of thirty sorties over enemy territory.

By his offensive spirit and keenness on operations, Flying Officer Cote has proven himself to be an outstanding member of this squadron.

The sortie list was as follows:

4 August 1944 - Bois de Cassan (5.00)
5 August 1944 - St. Leu d'Esserent (4.50)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (5.05)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Foret de Montrichard (5.40)
27 August 1944 - Marquis Mimeyecques (3.30)
31 August 1944 - Ile de Cezembre (4.45)
3 September 1944 - Volkel (4.05)
10 September 1944 - Le Havre (4.35)
11 September 1944 - Castrop Rauxel (4.55)
12 September 1944 - Wanne Eickel (3.40)
16 September 1944 - sea search (5.00)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (5.55)
27 September 1944 - Bottrop (5.50)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (4.55)
23 October 1944 - Essen (5.20)
28 October 1944 - Cologne (5.20)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (5.50)
6 November 1944 - Gelsenkirchen (5.15)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neusse (5.20)

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COTTERILL, F/L Stanley Herbert Ross (J4874) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born in Beamsville, Ontario, 30 October 1919 or 6 September 1920 (pay card). Home in Toronto; enlisted there 25 September 1940 and posted to No.2 Manning Depot. To No.2 ITS, Regina, 14 October 1940; graduated and promoted to LAC 4 November 1940 when posted to No.6 EFTS, Prince Albert; to No.4 SFTS, 4 January 1941; awarded wings 17 March 1941 and promoted to Sergeant. To Central Flying School Trenton, 25 March 1941; commissioned 21 April 1941; to No.6 SFTS, Dunnville, 24 June 1941 as instructor. Posted to No.36 OTU, Greenwood, 29 October 1943; posted to No.1 "Y" Depot, Halifax, 15 January 1944; arrived in UK, 31 January 1944; posted to No.60 OTU, 29 February 1944; to No.418 Squadron, 2 May 1944; killed in action, 18 October 1944 with F/L C.G. Finlayson. Award presented to next-of-kin, 2 December 1946. All aerial victories gained with Sergeant E.H. McKenna (RAF) as navigator. These were: **6 June 1944**, three Ju.52s destroyed plus one Ju.188 destroyed; **22/23 June 1944**, two V-ls destroyed; **27/28 June 1944**, one V-1 destroyed; **7/8 July 1944**, one V-1 destroyed; **3 September 1944**, one Bf.109 destroyed. Photos PL-29467 (in flying gear) and PL-29468 (with McKenna). Photo PL-32830 (ex UK-15089 dated 20 September 1944) is captioned as follows: "F/L Stan Cotterill of Toronto was about to take off in one of the City of Edmonton's Mosquitos when F/L D.E. Forsythe of Brooklyn, New York intercepted him to give him his parcel from the citizens of the western city. The gift was sponsored by the City Council and Lions Club of Edmonton." PL-33655 (ex UK-15538 dated 5 October 1944) has the following caption: "Here is shown a modern day Damon and Pythias team that the RCAF can be proud of. F/L Stan Cotterill DFC and Beamsville and Toronto suffered severe damage to his aircraft on a recent sortie and his friend F/L Dave Forsyth of Brooklyn, New York stood by the crippled aircraft and protected it from enemy fighters before a successful crash landing on English soil. It was F/L Forsyth's last tour trip."

This officer has completed numerous sorties and has set a fine example of skill, courage and resolution. One night in June 1944 Flight Lieutenant Cotterill shot down four enemy aircraft over an area in northern France, a feat which testifies to his exceptional keenness and determination. On other occasions, Flight Lieutenant Cotterill has operated against enemy airfields and railway installations with success.

RCAF Press Release No.6896 dated 6 October 1944 transcribed by Huguette Oates reads:

WITH RCAF NIGHT INTRUDERS OVERSEAS: -- The friendship of Flight Lieutenant Stan Cotterill, DFC of Beamsville, Ontario, and Toronto, Ontario, and Flight Lieutenant Dave Forsyth of Brooklyn, N.Y., is equally strong on the ground and in

the air. The two met at the operational training school at Greenwood, N.S., a couple of years ago and have stuck together ever since, going through a highly specialized and exciting tour of operations with the City of Edmonton night intruder squadron.

F/L Cotterill is blond and compact, contrasting with F/L Forsyth who is tall, dark and so handsome the other fellows on the squadron call him "The Profile". When the two are together on the ground they spend much of their time ribbing each other about their abilities as pilots. In the air, they usually fly in the same section.

The intruders are the only branch of the air force in which the pilots are permitted to plan their own trips. Recently, Cotterill and Forsyth went on a daylight intruder mission together.

Cotterill with his English navigator led the way and Forsyth with his navigator formatted on him. They chatted back and forth over the intercom but they approached the coast of Europe, things looked ominous. The weather was clearing and visibility was almost perfect. For the type of work they were attempting, it wasn't good. To them, surprise is essential and the clear weather wouldn't permit it.

As they were preparing to turn back, Cotterill noticed what he thought was one enemy aircraft ahead. Just as he called to Forsyth, they both noticed it was not one, but three, two FW190's and one Me109. But let Cotterill tell the story.

"They were above us, at about 1,500 feet and I figured there was going to be a real battle. I warned my navigator to look out because we could see they had noticed us. We braced ourselves but instead of attacking they streaked away from us as fast as they could go."

"How do you like that," said Dave over the intercom. "Let's go". "We started after them and they wheeled around in a turn. Dave shouted that he would take the first one but darned if they weren't trying to land. We shot over them, and as the last one was going in to land, Dave let fly with one of the most beautiful shots I have ever seen. He hit the fellow square and he just burst into flame and dived in."

From there in, things got exciting. As they swept over the field, the Jerries sent up streams of flak and Cotterill saw his port engine burst aflame. They seemed to pick on his aircraft and scored hits on his tail-plane, fuselage and main-spar,

completely wrecking his wiring system. Further communication with his fellow aircraft was impossible and it was also impossible to feather the propeller of the damaged engine. It was a tough spot, and the odds on getting the crippled aircraft back to base were all against them.

It would have been an easy touch for the Huns because the damaged aircraft had little fight left. It couldn't manoeuvre successfully on the one remaining engine. It was a case of trying to stay aloft as long as possible and there was a two hour journey ahead.

"If Dave Forsyth had had any sense at all, he would have known that I couldn't get back," continued Cotterill, "but do you know what the crazy lug did? He stayed on my tail just in case the Hun did decide to fight and he nursed me all the way home. To see him weaving back of us was the most comforting sight I have ever seen and even though we figured we would have to ditch at almost any moment, it was nice to know he was there."

Instead of ditching they reached the coast of England and Stan Cotterill made a crash landing that was in itself a nice job. Neither the navigator nor himself were even slightly hurt. Not only was the trip an exciting one for the two buddies but it marked the end of his tour for Forsyth. Now he is going back to Canada. He decided to stick around for a few days though because Cotterill had but two or three trips to make before he too is finished, and they are going home together. And all the way over on the boat, each will probably be telling the other just what a lousy flier the other is and arguing about the Dodgers.

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COTTON, G/C Charles Henry (C1149) - **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 5 November 1904. Enlisted in CAF, 1923 as Draughtsman and attained rank of Sergeant; left in 1936 to join Department of Transport; home in Overbrook, Ontario; enlisted Ottawa, 6 October 1939. As of 18 October 1939 he was at RCAF Headquarters. Promoted Squadron Leader, 1 May 1941. Promoted Wing Commander, 1 March 1943. During the war served at No.8 Repair Depot (posted there 12 April 1942) and No.1 GRS, Summerside (posted there 15 June 1943). Posted to Eastern Air Command Headquarters, 15 June 1944. Promoted Group Captain, 1 December 1944. Retired 24 August 1945 but rejoined postwar RCAF, 12 June 1946 and granted rank of Wing Commander, 1 October 1946. Promoted Group Captain, 1 November 1948; awarded Queen's Coronation Medal, 21 October 1953 (Group Captain, AFHQ, staff of Air Member for Technical Services). Died in Ottawa, 5 December 1976.

This officer has carried out his duties as Staff Officer Aeronautical Engineering in Eastern Air Command with the utmost vigour and despatch. He has held appointments as Chief Engineering Officer prior to his appointment at this headquarters, at training and operational stations. His general knowledge of engineering, coupled with his energetic and determined attitude towards his duties, has contributed largely to the efficient operation of technical sections in this Command.

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COUCH, Sergeant William Stanley (R54520) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Montreal, 18 July 1911. Home in Verdun, Quebec; enlisted in Montreal, 31 May 1940 as Aero Engine Mechanic. To St. Thomas, 5 July 1940. Promoted AC1, 31 August 1940. To No.119 (BR) Squadron, 6 November 1940 but this appears to have been changed to No.10 (BR) Squadron about that date. . Promoted LAC, 1 April 1941. Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 February 1943. To "Y" Depot, 5 December 1943. To St. Hubert, 24 February 1944. To "H", 3 April 1944. To Release Centre, 16 August 1945. Released 18 August 1945. Died in Montreal, 24 October 1960.

This non-commissioned officer has, by his attitude and high devotion to duty, been an outstanding example to all the men in the maintenance Squadron. He has shown good leadership and has been most efficient in performing all his duties. His enthusiasm and deep interest in his work have done much to foster a fine esprit de corps on this unit.

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COUGLER, F/L Harold Dwight (C13159) - **Mention in Despatches** - Odiham - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. See **Field of Honour** (Bank of Montreal, c.1950). Born 18 September 1909. Home in London, Ontario; enlisted there 7 August 1942 (Administrative Branch) and posted that date to No.5 Manning Depot; commission dated from 7 August 1942. To Technical Training School, 21 August 1942. To Composite Training School, Trenton, 2 October 1942. To No.1 Training Command, 14 November 1942; to No.5 ITS, 16 November 1942. Promoted Flying Officer, 24 January 1943. To No.6 ITS, 9 October 1943. To "Y" Depot, Lachine, 19 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Served as Adjutant to No.414 Squadron, then with No.39 Wing and finally in charge of traffic despatch at Odiham. Promoted Flight Lieutenant, 7 August 1944. Repatriated 15 February 1946. Retired 29 March 1946. Died in Cambridge, Ontario, 1998.

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COULOMBE, WO (now P/O) Joseph Albert Roger (R96703/J19380) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 25 January 1944 as per **London Gazette** dated 8 February 1944 and AFRO 644/44 dated 24 March 1944. Born 12 September 1920; home in Montmagny, Quebec; enlisted Quebec, 21 July 1941 and posted to No.12 Equipment Depot. To No.4A Manning Depot, 24 July 1941. To No.3 ITS, 1 September 1941; to No.4 Manning Depot, 9 October 1941; to No.4 Personnel Holding Unit, 23 November 1941; to No.3 ITS again, 20 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.11 EFTS until 14 March 1942; graduated 6 June 1942 when posted to No.13 SFTS; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942; promoted Flight Sergeant, 25 March 1943; promoted WO2, 25 September 1943. Commissioned 21 November 1943; promoted Flying Officer, 21 May 1944. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood, 31 July 1945. Released 6 September 1945. Served in RCAF Primary Reserve, 10 September 1954 to 15 November 1956 (232690) as Flying Instructor with Montreal Flying Club. Award presented 25 February 1949.

Warrant Officer Coulombe has completed many sorties including eight against Berlin. One night in December 1943 he took part in an attack on the German capital and whilst over the target his aircraft was intercepted by a fighter. The enemy aircraft made several attacks but Warrant Officer Coulombe skilfully evaded them without sustaining damage until the final attack when one of the bomber's engines was hit. Later the aircraft was hit by shrapnel. The hydraulic system was damaged and one of the petrol tanks was pierced. Nevertheless Warrant Officer Coulombe flew the damaged bomber back to this country. This Warrant Officer has invariably displayed great skill, courage and resolution.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation drafted by W/C W.H. Swetman, date not shown. It was noted he had flown sixteen sorties (105 hours 45 minutes).

Warrant Officer Coulombe, as pilot of a Lancaster aircraft, has completed 16 operational sorties, eight of which have been against the German capital, Berlin. On the night of December 2nd, 1943, his aircraft was coned for 4 ½ minutes by searchlights over Berlin and attacked by a Ju.88. Five successive attacks were made, but Warrant Officer Coulombe skilfully outmaneuvered the enemy aircraft, damage being sustained to the port inner engine on the final attack. Heavy flak damaged the hydraulic system, punctured the port inner tank, and blew the port tire, but by superb airmanship, the airman flew his crippled aircraft

back to this country, and made a successful crash landing. On the night of December 16th, when again attacking Berlin, his aircraft was engaged by [an] enemy fighter and damaged by cannon shell.

NOTE: DHist file 181.009 D.4431 (RG.24 Vol.20649) has interesting correspondence on another "unofficial" award. On 31 March 1944, S/L C.L. Tufts, on behalf of Base Commander, No.62 Base, reported that the Secretary to British Legation, Panama, had forwarded to Bomber Command twelve watches, the gift of Senor Adalbert Fastlich, who asked they be given to the bomber crew that had dropped the largest weight of bombs on Berlin. The watches were anti-magnetic, water-proof and shock-proof. Bomber Command allotted two watches to certain Groups to distribute. HQ No.6 Group had concluded that two squadrons - No.426 and 408 - had dropped the largest loads on Berlin. The CO of Station Linton was asked to choose an officer from one and an NCO from the other "who not only made the most trips to Berlin but dropped the heaviest loads." On 6 April 1944, CO of No.426 Squadron nominated Pilot Officer Coulombe, who had flown 12 trips to Berlin with the following loads:

| <u>Date</u> | <u>H.E.</u> | <u>INCENDIARIES</u> |
|-------------|-------------|---|
| 23.8.43 | 1 x 4,000 | 2 x 90 four-lb, 2 x 8 30-lb. |
| 3.9.43 | 1 x 4,000 | 3 x 90 four-lb, 3 x 8 30-lb. |
| 18.11.43 | 1 x 4,000 | 3 x 90 four-lb, 1 x 8 30-lb. |
| 23.11.43 | 1 x 4,000 | 6 x 90 four-lb, 2 x 8 30-lb. |
| 26.11.43 | 1 x 4,000 | 3 x 90 four-lb, 1 x 8 30-lb. |
| 2.12.43 | 1 x 4,000 | 6 x 90 four-lb, 2 x 8 30-lb. |
| 16.12.43 | 1 x 8,000 | 2 x 90 four-lb. |
| 29.12.43 | 1 x 4,000 | 7 x 90 four-lb, 2 x 8 30-lb. |
| 20.1.44 | 1 x 4,000 | 3 x 90 four-lb, 3 x 150 four-lb, 2 x 8 30-lb. |
| 27.1.44 | 1 x 4,000 | 2 x 150 four-lb. |
| 30.1.44 | 1 x 4,000 | 4 x 90 four-lb., 2 x 150 four-lb., 3 x 8 30-lb. |
| 24.3.44 | 1 x 1,000 | 6 x 90 four lb, 9 x 8 30-lb. |

"On two occasions this officer's aircraft was attacked and badly damaged by fighters over the target, and for one of these sorties he was awarded an immediate DFC. He is a very keen and reliable pilot and it is highly recommended that he be presented one of the watches."

RCAF Press Release No. 2678 dated 5 January 1944 by F/O V.G. Baker (transcribed by Huguette Oates) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Despite being coned by searchlights and simultaneously attacked by three night-fighters over Berlin, Flight Sergeant J.A.R. Coulombe and his crew carried on with their bombing run, dropped a blockbuster right on the aiming point, and then brought their Lancaster safely back to base.

The 23-year-old French-Canadian pilot from Montmagny, Quebec, flying with the Thunderbird squadron was on his 12th operational flight – sixth against the German capital. Everything went according to plan until the heavy four-engined bomber reached the target.

“We were very late in arriving and it looked as though we were the last kite to bomb,” said Coulombe. “The Pathfinder squadron ground markers had died out, only a few searchlights were on, the defences were quiet and Berlin was quietly blazing away.”

Suddenly, a master searchlight caught their aircraft and soon it was coned by the concentrated belt of lights surrounding the target. Flak started to come up the beams. “As if that wasn’t enough for one night,” said the rear-gunner, Flight Sergeant Joe Jankus, of 215 Rochester Street, Ottawa, Ontario, “three night-fighters closed in on us and commenced attacking”.

The crew were able to identify an FW,190, a Ju.88 and an ME.109 but the JU.88 did all the damage. The 23-year-old rear-gunner and the R.A.F. mid-upper were completely blinded by the searchlight cone, but the pilot, air-bomber and navigator managed to keep the kite on its bombing run while the gunners watched for the attacking fighters.

“Flying straight and level towards the target, I saw an FW190 flash by our port wing. He overshot in an attack on our engines, but came so close I could see the pilot silhouetted in his cockpit. I saw the big, black swastika on the rudder and the two black crosses on the upper surfaces of the wings,” said the skipper.

“The Ju,88 made three quick attacks and scored several hits on our fuselage,” said the French-Canadian navigator, F/S J.A.G. Tremblay, Quebec City (109 Eighth Avenue, Limoilou). “The Ju88 seemed so successful that the other two German night-fighters broke off their attack and left the kill to the Ju88, I guess.”

“The fighter made two more attacks before we got our bomber away, but the fifth and last attack was the shakiest,” Jankus, the rear-gunner, continued. “Not

only was he blinded by searchlights but a previous attack had rendered his turret and guns useless. On that attack, he came to within 60 feet of the kite and let go his whole charge of cannon-shells and machine-gun tracer in one blinding flash of red. Fortunately, however, the shells and machine-gun bullets riddled the wings only without injuring any member of the crew and only holing tanks in the port wing."

It was a queer feeling lying above a huge blockbuster while these attacks were going on," said the air-bomber, P/O George V. Daymond, of 10733-123rd Street, Edmonton, Alberta. "I was praying none of the cannon-shells or bullets fired by the fighter would hit our 'cookie' as it lay on the bomb-carrier with our bomb doors open and ready for release." Bombs away, they dove out of the target area, away from the searchlight concentrations and managed to shake the night-fighter thus cheating him of his almost-certain victim.

"We were down to under 16,000 feet when we finally started on our homeward journey," said Coulombe. Though the wings were riddled, the hydraulics unserviceable, turrets, flaps, undercarriage and air-brakes gone, the bomber's four engines were still ticking over and the crew was able to bring the heavy plane back to a coastal aerodrome.

"Inspection after landing showed how lucky we had been," said the pilot. The cowling on the port-outer engine had been holed and the motors' vital cylinders just missed by inches. The oil tank feeding the port inner engine was holed, the engine just about dried out and ready to quit when they touched down. The port side of the fuselage looked like a sieve with everything including the bomb doors holed. The fairings which cover the wheels of the undercarriage when in withdrawn position were shot away completely and one tire had been burst by a bullet. Despite all this damage, the skipper brought the plane in safely and no one suffered the slightest injury.

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COULTER, F/L John Lorne (J36272) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 11 March 1914, Home in Rosetown, Saskatchewan; enlisted Winnipeg, 22 August 1942. To No.2 Manning Depot, 10 November 1942. To No.4 SFTS (guard), 8 January 1943. To No.7 ITS, 6 March 1943; graduated and promoted LAC, 19 May 1943; posted next day to No.2 BGS; graduated 21 August 1943 when posted to No.7 AOS; 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. Repatriated 8 August 1945. Retired 7 September 1945. Award presented 15 April 1948. Died in Penticton, British Columbia, 6 February 1989. 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 16 April 1945 when he had flown 38 sorties (205 hours), 1 September 1944 to 31 March 1945.

1 September 1944 - Lumbres (3.35)
3 September 1944 - Soesterburg (3.30)
10 September 1944 - Le Havre (3.55)
12 September 1944 - Gelsenkirchen (4.35)
23 September 1944 - Neuss (5.00)
25 September 1944 - Calais (3.15)
26 September 1944 - Cap Gris Nez (3.45)
6 October 1944 - Gelsenkirchen (4.10)
7 October 1944 - Cleve (4.20)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Kattegat (5.45)
23 October 1944 - Essen (5.25)
12 December 1944 - Essen (5.35)
15 December 1944 - Ludwigshaven (6.00)
27 December 1944 - Dusseldorf (3.30)
28 December 1944 - Munchen Gladbach (5.25)
29 December 1944 - Troisdorf (5.05)
1 January 1945 - Dortmund (4.00)
2 January 1945 - Nuremburg (7.00)
22 January 1945 - Gelsenkirchen (4.30)
1 February 1945 - Mainz (7.20)
4 February 1945 - Osterfeld (4.25)
7 February 1945 - Cleve (7.20)
8 February 1945 - Politz (7.55)
13 February 1945 - Bohlen (7.30)
14 February 1945 - Chemnitz (7.45)
5 March 1945 - Chemnitz (8.20)
7 March 1945 - Dessau (8.35)
8 March 1945 - Kassel (6.40)
11 March 1945 - Essen (4.45)
12 March 1945 - Dortmund (4.45)

13 March 1945 - Wuppertal (4.20)
14 March 1945 - Zweibrucken (5.25)
15 March 1945 - Hagen (6.00)
16 March 1945 - Nuremburg (7.35)
21 March 1945 - Bremen (4.05)
31 March 1945 - Hamburg

This officer has completed 38 operational sorties against the enemy and has attacked many heavily defended targets such as Nuremburg and Hamburg. Throughout, his outstanding ability and strong sense of duty have been an inspiration to his crew, and a magnificent example to other set operators in the squadron.

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COULTER, F/L Lionel Elwood (J27630) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 24 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 17 March 1917 in Prairie Grove, Manitoba; educated in Abbey, Saskatchewan. Farm labourer in Headingly, Manitoba, 1935-1936; bee keeper in Oak Bank, Manitoba, 1939-1940; pipe fitter, 1940-41, cordite press operator, 1941-1942. Enlisted Winnipeg, 27 June 1942 and posted to No.3 Manning Depot. To No.11 SFTS (guard), 14 August 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 10 December 1942 but not posted to No.19 EFTS until 9 January 1943; graduated 5 March 1943 and posted next day to No.11 SFTS; graduated and commissioned 25 June 1943. To No.1 GRS, 9 July 1943. To "Y" Depot, 2 October 1943. Embarked from Canada, 1 November 1943; disembarked in Britain, 9 November 1943 and posted to No.3 PRC. Promoted Flying Officer, 25 December 1943. To No.20(Pilots) AFU, 1 February 1944. Attached to No.1519 Beam Approach Training Flight, 21-28 March 1944. To No.22 OTU, 2 May 1944. To No.61 Base, 16 July 1944. Attached to No.1664 Conversion Unit, 16 July to 15 August 1944. To No.434 Squadron, 15 August 1944. Repatriated 28 February 1945. To Western Air Command, 13 March 1945. To No.5 OTU, 17 April 1945. To No.9 Release Centre, 20 September 1945. Retired 24 September 1945. Award presented 27 May 1950. Died 26 February 1991 in Vernon, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1991.

This officer has participated in very many sorties and has proved himself to be a cool, confident and skilful pilot and captain. He has invariably pressed home his attacks and his determination has won much praise. One night in February 1945 he piloted an aircraft detailed to attack Mannheim. On the outward flight an engine failed. In spite of this, Flight Lieutenant Coulter continued to the target. Whilst over the sea, a fault in the electrical circuit caused a small fire in the

bomb aimer's compartment. The fire was quickly extinguished, however, and the target was then successfully attacked. During the return flight, Flight Lieutenant Coulter skilfully evaded a fighter which attempted to close in. This officer displayed outstanding devotion to duty throughout a trying sortie.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has further recommendation by W/C A.P Blackburn dated 28 February 1945 when he had flown 31 sorties (185 hours 20 minutes); disagreement as to his rank:

On the night of February 2nd, 1945 Pilot Officer Coulter captained an aircraft detailed for a sortie on Mannheim. One engine failed 175 miles short of the target. Despite these circumstances he pressed home the attack bombing at relatively low altitude. On reaching the target a full load hang up necessitated an orbit in the target area. During this orbit a short in the electrical circuit caused a fire in the bomb aimer's compartment. This fire was extinguished and the mission successfully completed. On leaving the target area his aircraft was engaged by an enemy fighter. Despite all these harassing circumstances, Flying Officer Coulter brought his aircraft safely back to base, displaying courage and coolness, devotion to duty, and an offensive spirit worthy of emulation by all. I recommend the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

18 August 1944 - Bremen (5.25, second pilot)
28 August 1944 - Forfay (3.45)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.50)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Dortmund (5.15)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (3.55)
26 September 1944 - Sterkrade (5.15)
28 September 1944 - Cap Gris Nez (4.25)
4 October 1944 - Bergen (7.00)
6 October 1944 - Dortmund (6.15)
10 October 1944 - Bochum (6.55)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (6.05)
15 October 1944 - Wilhelmshaven (5.050)
28 October 1944 - Cologne (6.00)

30 October 1944 - Cologne (6.05)
1 November 1944 - Oberhausen (6.30)
2 November 1944 - Dusseldorf (6.15, bags of fighters)
4 November 1944 - Bochum (5.15, Lots of searchlights and fighters)
16 November 1944 - Julich (5.50)
27 November 1944 - Neuss (5.55, three engines 100 miles from target on way in; bombed at 12,000 feet; landed Methwald)
24 December 1944 - Dusseldorf airfield (6.00, lots of flak)
28 December 1944 - Opladen (6.20)
2 January 1945 - Nuremburg (9.40)
5 January 1945 - Hanover (5.50)
7 January 1945 - Munich (9.10)
28 January 1945 - near Stuttgart (8.10, runaway prop 175 miles from target on way in)/
1 February 1945 - Mannheim (7.45, orbited target due to full load hangup and on orbit fire in nose shorting out circuit and bombs dropped on doors. Fighter attack).
2 February 1945 - Wiesbaden (7.00)

Notes: Repatriation form dated 17 February 1945 states he had flown 31 sorties (194 hours 25 minutes), the last on 2 February 1945. Had also flown 300 hours 30 minutes non-operational. Types flown overseas were Oxford (114.05), Wellington (90.15), Halifax II and V (52.10) and Lancaster I and X (175.20).

Incident, 18 March 1944, No.20 (Pilots) AFU, Oxford V3594. Practising precautionary landings, undershot the field and hit high tension wires which were 40 feet above the ground, 220 yards from Northeast boundary of Barton Abbey airfield. Impact on lower portion of nose and undercarriage. Logbook endorsed for "Carelessness".

Incident, 28/29 January 1945, Lancaster KB824, operations. One engine began over-speeding and had to be shut down with difficulty - feathering took two minutes.

Incident, 11 May 1945, Liberator VM110, 1615 hours. After making a good landing, aircraft started to swing to starboard and ran off runway through an excavation along the side of the runway and nose wheel collapsed. Aircraft slid to a stop on nose. Six persons aboard, no injuries,

Application for Operational Wing dated 27 February 1945 states he had flown 31 sorties (194 hours 25 minutes), 16 August 1944 to 16 February 1945.

Training: Course at No.7 ITS was 12 October to 18 December 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written), and Meteorology. Scored 899 points out of possible 1,000. Visual Link

mark was 68 percent. Placed 21st in a class of 124. "This airman is of a very quiet nature, but is also confident. Married, has one daughter and is keen about aircrew. Good deportment and attitude generally."

Course at No.19 EFTS was 11 January to 5 March 1943. Tiger Moth aircraft - 31.30 day dual (8.35 to first solo), 41.30 day solo, 2.35 night dual, 1.35 night solo. Of these times, 8.15 on instruments. Logged ten hours in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Meteorology. Scored 606 out of possible 700 points. Placed ninth in a class of 32. "Eager to fly and a hard worker. Learns quickly. Smooth and a capable pilot. Instrument flying sound and consistent. Exceptionally capable in ground school. One of the most outstanding pupils of this course. Deportment very good."

Course at No.11 SFTS was 8 March to 25 June 1943. Crane aircraft - 8.35 day dual to first solo, total 788.35 day dual, 60.05 day solo, 9.50 night dual, 10.10 night solo. Spent 17.50 in formation, 30.00 on instruments; logged 25 hours in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 605 points of possible 700. Placed 18th in a class of 52. "Clear hood and instrument flying high average. Keen, energetic and pleasant manner. Recommended for a commission."

Course at No.1 GRS was 19 July to 17 September 1943. Anson aircraft (48.35, all by day). Courses and tests in DR Navigation Intermediate (82/100), DR Navigation Final (216/300), DR Navigation Air Work (209/300), Reconnaissance (152/200), Reconnaissance Air Work (72/100), Astro Navigation (51/100), Compasses and Instruments (104/200), Meteorology (130/200), Signals (76/100), Coding (89/100), Ship Recognition (175/200), Photography (77/100) and Visual Signals (Pass). Placed last in a class of 23. "Good average type whose examination results do not show his knowledge of the subject. Should be quite capable."

Course at No.20 (Pilots) AFU was 1 February to 2 May 1944. Oxford aircraft - 7.30 day dual to first day solo, 24.25 total day dual, 57.55 day solo, 3.05 night dual to first night solo, 8.00 total night dual, 10.05 night solo, 7.05 on instruments, plus 19.05 in Link. One accident (see above). Flying tests in General Flying (250/400), Applied Flying (121/200), Instrument Flying (160/250), Night Flying (72/100), Link (3625/50). "Average. Has been keen, hard working and has made satisfactory progress. Had an accident during early stages of the course but his final standard does not reveal any particular flying weakness."

Course at No.1519 Beam Approach Training Flight was 22-27 March 1944. Oxford aircraft (eleven hours, all instrument and beam flying, plus five hours in Link. Graded on Beam Approach Procedure and "Q" Codes, Link (130/200), Receiver Operation (65/100), Instrument Flying (150/250, Cloud and Night Flying (150/250) and General Application of Beam Approach

Procedure, flying (120/200). "Settled down rather slowly to beam work. Must try and think more clearly. Procedure and instrument flying average. Could use SBA in emergency. Average."

Course at No.22 OTU was 3 May to 8 July 1944. Wellington III and X aircraft - seven hours day dual to first day solo (total dual), 7.25 at controls with a captain, 37.35 at controls alone, 3.30 night dual to first night solo, 4.35 total night dual, 4.35 night at controls with a captain, 29.05 night at controls alone. Flying included 28 hours on instruments. Logged 13.20 in Link. Did six day and five night cross-country flights plus four fighter affiliation exercises, one night interception exercise and four Flashlight exercises. Flying tests in General Flying (240/400), Applied Flying (120/200), Instrument Flying (150/250), Night Flying (65/100), Link (25/50). Ground courses in Airmanship (2375/300), Armament (282/300), Meteorology (62/100), Navigation (160/200), and Signals (79/100). "An ex AFU pilot who converted to Wellingtons without trouble. He is keen, and a pilot of good average ability with plenty of confidence. Captaincy and control of crew good."

Course at No.1664 Conversion Unit was 17 July to 14 August 1944. Crew consisted of J27630 F/O L.E. Coulter (captain, awarded DFC), J36380 P/O P.A. Davis (navigator), J35735 P/O P.H. Gifford (bomb aimer), R205243 Sergeant D.B. Allan (WOP), R82718 Sergeant W. Lynch (flight engineer), R251637 Sergeant A.W. MacGregor (mid-upper gunner) and R215814 Sergeant G.M. Symes (rear gunner). Generally described as "A good average crew." He was assessed under the following headings - Flying (average), Captaincy (average) and Crew Cooperative (very good). "A reliable pilot and captain. No difficulty in converting." (S/L R. Knight).

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COULTER, WO2 (now P/O) Robert Allen (R97641/J23806) - **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 in Vancouver, 6 March 1919; home there; enlisted there 15 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 16 May 1941. To No.2 WS, 19 July 1941; promoted LAC, 18 August 1941; graduated 3 January 1942 when posted to No.8 BGS; 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. Subsequently commissioned with effect from 9 December 1942. Promoted Flying Officer, 9 June 1943. To Western Air Command, 13 June 1943. To No.9 (BR) Squadron, 22 June 1943. To No.1 Group Headquarters, 16 June 1944. Promoted Flight Lieutenant, 1 October 1944. To Western Air Command Headquarters, 8 March 1945. To No.1 Composite Training School, 9 October 1945. To Western Air Command Headquarters, 14 November 1945. Reverted to Flying Officer in postwar RCAF, 1 October 1946 (20203). Promoted Flight Lieutenant, 1 June 1950. To AFHQ, 30 October 1950. To No.435 Squadron, 25 March 1953. To No.406 (Auxiliary) Squadron, 15

October 1955. Promoted Squadron Leader, 1 January 1959. Retired to live in Vancouver 23 September 1966. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation for this earlier award.

This Warrant Officer has flown 456 hours of which 328 were completed as a Wireless Air Gunner on operational flights over a period of five months. He has shown outstanding ability in his trade and has proven to be dependable under all conditions. Warrant Officer Coulter has participated in two attacks on enemy submarines and by his keenness and aptitude assisted materially in the execution of these attacks.

COULTER, P/O (now F/L) Robert Allan (J23806) - **Mention in Despatches** - No.113 Squadron - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. NOTE: The facts of the citation should be checked, as a letter dated 6 April 1946 (S/L D.L. Ramsay, CO, WAC HQ Administration Unit to the Department of National Defence for Air) says that Coulter and Rogers (below) were actually with S/L N.E. Small on 31 July 1942, operating from Yarmouth.

On October 30th, 1942, Sergeant (now Flight Lieutenant) Coulter was first wireless air gunner on a Hudson aircraft from Torbay, Newfoundland, engaged on convoy escort, which participated in an attack on an enemy submarine. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine. During the attack he displayed coolness and efficiency and his quick thinking and skill contributed in a large measure to the success of the attack.

For description of attack of 31 July 1942 see entry for N.E. Small. AFRO 531/46 dated 23 May 1946 officially corrects the date to 31 July 1942 and amends "Torbay" to read "Yarmouth".

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COUMANS, W/C Oswald Blanchard (C5272) - **Member, Order of the British Empire** - 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 in Binbrook, Ontario, 29 October 1903. Educated at North Cobalt Public School (1910-1917), Humberstone Collegiate, Toronto (1917-1921), Collingwood Collegiate Institute (1921-1922) and McMaster University (1923-1927). High school teacher from 1928 onwards (Chesley, 1928-1929, York Township, 1929-1941). Home in Locust Hill, Ontario; enlisted in Toronto, 16 May 1941 in Administration Branch; commissioned as Flying Officer that date and posted to Trenton for course in Air Force Administration. To No.3 EFTS, 15 June 1941. To No.1 SFTS, 30 June 1942. Promoted Flight Lieutenant, 1 August 1942.

To No.1 Flying Instructor School, Trenton, 7 September 1943. To No.1 Air Command, 20 April 1944. Promoted Squadron Leader, 1 June 1944. To No.1 Instrument Flying School, Deseronto, 8 January 1945. To No.1 Air Command Headquarters, Trenton, 19 January 1945. Promoted Wing Commander, 1 June 1945. To No.2 Release Centre, 1 August 1946. Retired 2 August 1946. Award presented 22 November 1948. Taken on strength of RCAF Auxiliary, 1 September 1951 (152754) with No.15 Technical Training Wing. Awarded Queen's Coronation Medal, 23 October 1953, when he was on strength of No.2 Group, RCAF Auxiliary). Promoted Group Captain, 13 July 1953. Served to 15 September 1957. Died in Locust Hill, Ontario, 29 October 1983 as per **Airforce Magazine** of June 1984.

Wing Commander Coumans has had a wide and varied career in the Royal Canadian Air Force and has served with distinction throughout. He has been recommended repeatedly for accelerated promotion due to his outstanding ability and service. He is the type of officer who subordinates his personal desires to the requirements of the service and has always worked beyond the normal call of duty. He is presently continuing to serve although it is to his own personal disadvantage. He well merits recognition of his unstinted efforts in behalf of the service.

Notes: Interviewed 20 February 1941 by F/O J.O. Plummer. "Keen, intelligent, genial manner. It would take a lot to upset him or throw him off his stride. Would make a good Instructor for Link Trainers, otherwise might be fitted for Educational Officer."

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COURT, F/L George Lachlan (J5304) - **Mention in Despatches** - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 18 February 1914 in Toronto. Educated at Weston High School and University of Toronto (Commerce). Clerk and accountant. Enlisted Toronto, 16 October 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.1 AOS; to No.1 BGS, 2 March 1941; graduated and promoted Sergeant, 12 April 1941 when posted to No.1 ANS. May have graduated 12 May 1941; commissioned 13 May 1941; posted to Embarkation Depot on 25 May 1941; to RAF overseas, 9 June 1941. To No.10 OTU, 21 July 1941. To No.51 Squadron, 23 September 1941. Attached to Station Andover, 5 February 1942. To No.297 Squadron, 5 May 1942. Promoted Flying Officer, 13 May 1942. To St. Eval, 26 May 1942. Promoted Flight Lieutenant, August 1942. To No.405 Squadron, 23 September 1943. Attached to Night Training Unit, 23-30 September 1943. Shot down and taken prisoner, 2/3 June 1944. Safe in United Kingdom, 10 May 1945. Repatriated 1 June 1945. To No.1 Composite Training School, 12 June 1945. To No.4 Release Centre, 15 August 1945. Retired 17 August 1945. Died in Toronto, September 1998.

COURT, F/L George Lachlan (J5304) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. 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 22 November 1948. Public Records Office Air 2/8780 has recommendation dated 23 March 1944 when he had flown 32 sorties (230 hours 15 minutes).

First Tour

22 October 1941 - Mannheim (8.40)
24 October 1941 - Frankfurt (8.15)
31 October 1941 - Hamburg (7.35)
7 November 1941 - Berlin (9.40)
7 December 1941 - Dunkirk (4.50)
17 December 1941 - Brest (7.10)
23 December 1941 - Cologne (8.15)
15 January 1942 - Emden (7.00)
17 January 1942 - Emden (.20; exactor u/s, early return)
21 January 1942 - Emden (5.20)
27 February 1942 - Bruneval (4.15, dropped paratroops)
8 March 1942 - St.Nazaire (7.20)
6 April 1942 - Le Havre (6.10)
23 April 1942 - Rostock (8.35)

Second Tour

22 November 1943 - Berlin (6.30)
23 November 1943 - Berlin (6.25)
26 November 1943 - Berlin (6.55)
3 December 1943 - Leipzig (6.30)
2 January 1944 - Berlin (6.55)
6 January 1944 - Stettin (7.55)
14 January 1944 - Brunswick (5.00)
20 January 1944 - Berlin (6.50)
21 January 1944 - Magdeburg (6.20)
27 January 1944 - Berlin (6.50)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (5.55)
15 February 1944 - Berlin (6.35)

19 February 1944 - Leipzig (6.25)
20 February 1944 - Stuttgart (6.05)
25 February 1944 - Augsburg (6.45)
1 March 1944 - Stuttgart (7.05)
18 March 1944 - Frankfurt (4.30)

This officer is an experienced navigator who has completed 33 sorties against such heavily defended enemy targets as Berlin, Stuttgart and Leipzig. Flight Lieutenant Court is a cool, efficient worker with an excellent background of instructional experience. His fine example of devotion to duty has been an inspiration to his crew. Strongly recommended for award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has a Combat Report for an action at which he was present, 1-2 January 1944 (Lancaster J/405, JB699, target Berlin). Crew consisted of J4820 F/L G.R. Coldrey (captain), J5304 F/L G.L. Court (navigator/plots), 144430 P/O J.H. O'Neil (navigator, set operator), R74682 Flight Sergeant W. Johnston (WOP/AG), R135079 Flight Sergeant J.G.M. Renaud (mid-upper gunner, trained at No.9 BGS), R79435 Sergeant R.H. Daoust (rear gunner), 1566848 Sergeant H. Piercy (air bomber or flight engineer) and 1819034 Sergeant R.I. York (air bomber or flight engineer).

Whilst on operations on the night of 1-2 January 1944 on Berlin, Lancaster J (JB699) of 405 Squadron was attacked by two enemy aircraft which were identified as a Ju.88 and a Focke Wulfe 190, at a position 51.15 N 12.37 E at 0112 hours, heading 235 degrees magnetic, indicated air speed 140 knots, at a height of 19,000 feet. Visibility very poor, 10/10 cloud 18,500 feet.

The first indication of attack pilot [Coldrey] saw tracer going by port wing; he immediately did a diving turn to port. The Ju.88 made an attack from dead astern below and broke off port quarter down. Mid-upper gunner [Renaud] fired approximately 50 rounds each gun. He opened fire at a range of 250 yards.

The FW.190 made his attack from dead astern, same level. Rear gunner first sighted FW.190 at 300 yards and gave evasive action corkscrew to starboard. Rear gunner fired a short burst of 15 rounds per gun. FW.190 did not open fire. FW.190 broke away port quarter above.

There was no searchlight activity prior to attack. It appears as if Ju.88 and FW.190 were working together. Wireless operator was not using Fishpond at the time. There is extensive damage to our aircraft. Ju.88 is claimed as probably damaged. No damage claimed to FW.190.

The website "Lost Bombers" has the following on his being shot down and captured. Lancaster ND507 of No.405 Squadron (LQ-C), target Trapped, 2/3 June 1944. This aircraft was delivered to No.405 Squadron from No.83 Squadron on 27 February 1944. It had no operations with No.83 Squadron but the following with No.405 Squadron: Stuttgart, 15/16 March 1944; Nuremburg, 30/31 March 1944; Aachen, 24/25 May 1944; Trappes, 2/3 June 1944 (lost). When lost this aircraft had a total of 187 hours. Airborne at 2304 hours, 2 June 1944 from Gransden Lodge to bomb rail yards. Crashed near la Boissiere-Ecole (Yvelines) about 14 km WSW of Rambouillet. Crew consisted of S/L G.E.Coldrey, RCAF (pilot, killed), Sergeant D.A.Kelley, RCAF (flight engineer, killed), F/L G.L.Court, RCAF (POW), F/L J.H.O'Neill (POW), P/O N. Johnston, RCAF (WAG, killed), Flight Sergeant J.G.M.Renaud, RCAF (Air Gunner, killed), WO2 L.A.McCrea, RCAF (Air Gunner, killed). F/L G.L.Court was interned in Camp L3, PoW No.80826. F/L J.H.O'Neill was confined in hospital due injuries. No POW number.

Directorate of History and Heritage file 181.001 D.24 has his report of being shot down, based on interview of 13 May 1945. He stated he had flown 36 sorties.

Everything was normal until the fighter attack which took place without any warning from the port side about five minutes after we had left the target. We were then doing close to 200 K in a shallow dive, a few seconds later the captain gave the order to bale out. I put on my chute and started to follow the bomb aimer forward. The last I remember is being almost up to the pilot's seat. Then I remember nothing until I felt myself free in the air and thought I must pull the chute but I don't remember actually pulling it. I woke up 1 ½ hours later on the ground with sprained ankle and thumb and superficial injuries and damage to clothing from presumed explosion.

Training: Course at No.1 ITS was 11 November to 8 December 1940. Courses in Mathematics (95/100), Armament, practical and oral (82/100), Drill (96/100), Law and Discipline (96/100). Placed third in a class of 40. "Should make good Observer material. Serious, industrious and brilliant. Could not ask for a better type of Observer. Recommend for Commission." (W/C G.S. O'Brian, 14 December 1940).

Course at No1 AOS was 9 December 1940 to 3 March 1941. Flew in Anson aircraft (29.30 as first navigator by day, 19.45 as second navigator by day, 3.10 as first navigator by night, 2.55 as second navigator by night). "Air work was above average. Should do well in difficulties." In the air he was 5th in a class of 40. Ground School was DR Plotting (135/150), DR Written (140/150), Compasses and Instruments (60/150), DF/WT (97/100), Signals (30/50), Maps and Charts (82/100), Meteorology (90/100), Photography (86/100), Reconnaissance (87/100). Placed first in class of 40. "Had consistently high standard in ground subjects." Overall he was second in class of 40.

Course at No.1 BGS was 3 March to 13 April 1941. Battle aircraft (18.25 on bombing, 6.55 on gunnery). Scored a remarkable 36.5 percent hits on Beam Test. Placed sixth in a class of 45. "This man is keen and attentive. Exercises plenty of common sense and having considerable previous civil experience. Should make an excellent observer." (G/C G.E. Wait, 12 April 1941).

Course at No.1 ANS was 14 April to 12 May 1941. Flew in Anson aircraft (6.35 as first navigator by day, 8.35 as second navigator by day, 7.10 as first navigator by night, 9.30 as second navigator by night). Placed third in class of 75. "Quiet type, good appearance, strong personality, should make a capable officer." (W/C F.R. Miller, 17 May 1941).

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COURTOIS, P/O Joseph Herve Roger (J88449) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 6 March 1914. Home in Victoriaville, Quebec; enlisted Montreal, 27 August 1941. Granted Leave Without Pay until 10 September 1941 when posted to No.5A Manning Depot. To No.4 Repair Depot, 16 January 1942. To No.1 WS, 25 April 1942; promoted LAC, 27 May 1942; to No.6 BGS, 7 November 1942; graduated and promoted Sergeant, 7 December 1942. To Mountain View, date uncertain. To No.1 AOS, 22 December 1942. Promoted Flight Sergeant, 8 June 1943. To No.31 OTU, 20 August 1943. To "Y" Depot, 9 December 1943. Taken on strength of No.3 PRC, Bournemouth, 25 December 1943. Commissioned 20 September 1944. Promoted Flying Officer, 20 January 1945. Repatriated 2 August 1945. To No.1 Air Command, 13 August 1945. To Mountain View, 13 September 1945. Retired 23 November 1945. Cited with F/O Robert R. Kingsland (RCAF pilot, awarded DFC). Award presented 25 February 1949. RCAF photo PL-33719 (ex UK-15642, 7 October 1944) is captioned as follows: "Adrift in the North Sea for 13 hours before sighted by searchers from their own squadron, P/O J.H.R. Courtois, wireless air gunner from Victoriaville, Quebec, and F/L R.R. Kingsland, pilot from Westmount, Quebec, do a spot of dinghy drill just to keep their hand in at the game. Members of the Bison Squadron of RCAF Bomber Group, little did they think that the hours of dinghy drill in this pool would pay off when their Halifax had two engines shot up by flak and they were forced to ditch." RCAF photo PL-40139 (ex UK-16729 dated 21 November 1944) is captioned as follows: "When a Halifax bomber of the Bison squadron of RCAF Bomber Group in Britain, was laying mines at Oslo, Norway, they were forced to ditch in the North Sea when flak put two motors on one side out of action far from their base. Pilot Officer Roger Courtois, DFC, of Victoriaville, Quebec, wireless air gunner, made contact repeatedly with an Air Sea Rescue station which resulted in the safety of the crew."

This pilot and wireless operator (air) have completed many sorties against the enemy and on all occasions have displayed coolness and devotion to duty. On a

recent mine-laying operation over Oslo heavy anti-aircraft was encountered which damaged the starboard outer and port outer engines. Undeterred, Flying Officer Kingsland completed his run and successfully dropped his mines before taking evasive action. Fire broke out and was eventually extinguished, but at the same time the starboard propeller flew off, damaged the starboard inner propeller, port fin and rudder. Over the sea the starboard inner engine caught fire but the flames were put out. Height was lost and it was evident that the aircraft could not reach land. Pilot Officer Courtois remained at his post, sending out distress signals, until ordered to his forced landing position. The bomber was then brought safely down onto the sea and the crew were subsequently rescued from their dinghy. The courage and initiative displayed by these officers in the face of danger inspired the rest of the crew and are worthy of the highest praise.

DHH file 181.003 D.2611 (Library and Archives RG.24 Volume 20627) has the original recommendation drafted approximately 27 September 1944 when he had flown twelve sorties (54 hours 25 minutes):

This Wireless Operator Air Gunner has taken part in twelve attacks on enemy targets and has at all times shown a keen interest in his work and great efficiency, both in the air and on the ground. On a recent mining operation while over Oslo the aircraft was engaged by predicted heavy flak and badly damaged while on its run into the target. The aircraft was on fire and difficult to control as the starboard outer engine was vibrating violently, since it could not be feathered. Pilot Officer Courtois took immediate distress action, and shortly afterward the starboard inner packed up, rendering the last of the Navigator's equipment unserviceable. Track and estimated ditching position had to be established by wireless aids. Meanwhile the aircraft was losing height and it became evident that it would be necessary to "ditch". The Wireless Operator remained quite calm in the face of danger and sent out his signals in a workmanlike manner until they were picked up by Medium Frequency Section a considerable distance away. He stayed at his key until ordered to ditching position and ended by clamping down his key, collecting all "gen" and eventually eating the secret flimsies so that there would be no danger of them falling into enemy hands.

It is considered that this calm courage and devotion to duty displayed by this Pilot Officer fully merits the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" provides the following information about the above sortie. Halifax MZ864 (AL-B), Gardening Oslo Fiord, was airborne at 1945 hours, 12 September 1944 from

Leeming to lay mines off. Hit by Kriegmarine Flak in the target area which damaged the outer starboard engine, causing the propellor to sheer off. As the airscrew fell away, so it struck the starboard inner engine. With two engines on the same side unserviceable, ditching was inevitable and this was duly accomplished at 0135 hours, the entire crew being able to get into their dinghy. All were rescued at 1327 hours, 13 September 1944 by RAF High Speed Launch 2721, more or less unscathed. Full crew was F/O R.R.Kingsland (RCAF), Sergeant D.R.Russell, F/O R.A.Thorne (RCAF), Sergeant R.J.McCalum (RCAF), P/O J.H.R.Courtois (RCAF), Sergeant J.A.Deney (RCAF), Sergeant P.Nabozniak (RCAF).

Application for Operational Wing dated 21 April 1945 states he had flown 31 sorties (172 hours), 7 August 1944 to 14 February 1945.

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COUSE, WO1 Jackson Murray (R66185) - **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 14 April 1913 in St.Catharines, Ontario. Enlisted at Niagara Falls, Ontario, 3 September 1940 as Flying Instructor and posted to No.1 Training Command. To Central Flying School, Station Trenton, 20 October 1940. Promoted Sergeant, 16 November 1940 and posted that date to No.9 EFTS. Promoted WO2, 1 December 1941. To No.1 Manning Depot, 22 January 1942. To No.10 SFTS, 13 February 1942; promoted WO1, 1 June 1942; may have qualified as Service Pilot on that date or 5 June 1942 but not posted until 20 June 1942 when he goes again to Station Trenton. To No.2 SFTS, 8 August 1942. Commissioned 14 November 1942. Promoted Flying Officer, 14 May 1943. To No.18 SFTS, 25 February 1944. To No.1 GRS, 17 March 1944. To Eastern Air Command, 18 June 1944. To No.11 (BR) Squadron, 26 June 1944. Promoted Flight Lieutenant, 14 November 1944. To Patricia Bay, 16 September 1945. Retained rank of Flight Lieutenant in postwar RCAF as of 1 October 1946 (20335). Posted to Central Flying School, 28 March 1947. To No.1 Flying Training School, 2 September 1947. To Central Air Command, 29 September 1947. To Station Dartmouth, 7 February 1948. To No.102 Maritime Flight, 2 December 1948. To No.10 Group, 2 January 1949. To Summerside, 28 March 1949. To Northwest Air Command, 27 September 1949. To Station Edmonton, 6 April 1950. Retired 29 June 1950. Died in Dade County, Florida, August 1961. Award presented 23 November 1943.

This Warrant Officer has now been instructing for the past eighteen months. He has a total flying time of 1,669 hours, of which 1,310 are instructional. Warrant Officer Couse has always displayed consistent keenness towards flying duties and has been turning out a very high standard of pupils. His devotion to duty has been an inspiration to pupils and instructors alike.

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COUSE, F/O Mervyn Austin (J40407) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 22 January 1923. Home in Hamilton; enlisted there 31 October 1942. To No.1 Manning Depot, 17 January 1943. To No.23 Pre-Aircrew Education Detachment, 21 February 1943. To No.33 ANS, 15 April 1943. To No.1 SFTS, 29 April 1943. To No.1 Manning Depot, 7 May 1943. To No.6 ITS, 29 May 1943; graduated and promoted LAC, 6 August 1943 but not posted to No.1 AOS until 21 August 1943; graduated and commissioned, 14 January 1944. To No.1 Aircrew Graduate Training School, 30 January 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 14 July 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 9 September 1945. Retired 14 September 1945. Re-engaged as Photo Officer, 19 April 1948. Attached to No.22 Photo Wing, 27 April 1948. Discharged 2 September 1948. Appears to have remained on Reserve until 3 July 1956. Graduated from University of Toronto (Civil Engineering); worked for Proctor and Redfern, retiring as Senior Vice President. Died in Toronto, 20 January 2010 as per **Legion Magazine** "Last Post" column, September/October 2010 or 10 January 2010 (newspaper obituary). Award sent by registered mail 5 April 1951. 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 13 May 45 when he had flown 29 sorties (193 hours five minutes) as follows:

15 December 1944 - Ludwigshaven
28 December 1944 - Bonn
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfeld
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
10 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 Couse, a Canadian, has navigated a Lancaster aircraft on 29 successful bombing missions against the enemy. Included amongst the targets are some of the most heavily defended in Germany such as Nuremburg, Munich, Dresden, Chemnitz, Hamburg, Kiel, Bremen and many targets in the Ruhr.

By his skilful navigation coupled with his coolness under fire and unshaken efficiency in most difficult circumstances he has made a considerable contribution to the outstanding success of his crew. He has instilled complete confidence in his captain and crew.

I consider the magnificent work coupled with his excellent fighting spirit merit the award of the Distinguished Flying Cross.

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COUSINS, F/L George Thomas (J10871) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 8 March 1912. Home in Winnipeg; enlisted Regina, 3 June 1941. Granted Leave Without Pay until posted to No.2 Manning Depot, 23 June 1941. To No.15 SFTS (guard), 1 September 1941. To No.2 WS, date uncertain; graduated 28 February 1942 when posted to No.5 BGS; graduated 31 March 1942 when posted to "Y" Depot; to RAF overseas, 30 April 1942. Appears to have been repatriated after first tour and returned overseas, dates uncertain. Final repatriation on 25 September 1945. To Greenwood, 11 October 1945. To No.5 Release Centre, 12 December 1945. Retired 19 December 1945. Award sent by registered mail 16 July 1951. 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." Recommended 17 May 1945 by W/C R.W. Norris who noted that Cousins had flown 602.30 operational hours in two tours. The second tour had lasted from 18 December 1944 to 21 April

1945. (NOTE: the figure of 602.30 hours seems very high and may include training hours).
Recommendation read:

Flight Lieutenant Cousins has completed 16 trips on his second tour of operations with this squadron. A wireless operator of outstanding ability, this officer has always shown determination and courage. On two occasions, while pressing home attacks in the face of difficulties, he has had to transmit emergency messages. His W/T discipline and procedure were of the highest order. On the ground, Flight Lieutenant Cousins has at all times been an asset to his section and has assisted in advising and instructing inexperienced W/T operators. Always ready to fly at any time with any pilot, I consider this officer fully merits the award of the Distinguished Flying Cross.

The sortie list for the second tour was as follows:

18 December 1944 - Duisburg (6.20)
26 December 1944 - St. Vith (6.55)
28 December 1944 - Opladen (6.05)
29 December 1944 - Oberlar (7.00)
30 December 1944 - Cologne (6.55)
2 January 1945 - Ludwigshaven (7.45)
1 February 1945 - Ludwigshaven (7.35)
20 February 1945 - Dortmund (6.35)
27 February 1945 - Mainz (7.10)
1 March 1945 - Mannheim (7.10)
2 March 1945 - Cologne (6.00)
11 March 1945 - Essen (5.55)
12 March 1945 - Dortmund (6.40)
9 April 1945 - Kiel Bay (5.50)
11 April 1945 - Kiel Bay (6.10)
21 April 1945 - Kattegat (6.25)

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COUSINS, F/O (now F/L) Richard Harry (J12091) - **Mention in Despatches** - No.162 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 27 September 1915 in Victoria, British Columbia (RCAF press release 2659 announcing award); enlisted in Vancouver, 13 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 although the previous day he had been posted to Vancouver Flying Club, otherwise known as No.8 EFTS; graduated 20 July 1940 when

posted to No..1 SFTS; graduated and promoted Sergeant, 6 November 1940 when posted to No.13 Operational Training Squadron. To Eastern Air Command, 6 January 1941. To No.5 (BR) Squadron, 16 January 1941. Promoted Flight Sergeant and WO2, 1 December 1941. Commissioned 31 May 1942. To No.162 (BR) Squadron, 23 June 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 September 1943. Repatriated from Iceland, 1 November 1944. To No.3 OTU, 9 December 1944. To Patricia Bay, 4 August 1945. Retired 29 August 1945. Died in Salmon Arm, British Columbia, 11 September 1997.

As captain of aircraft on operational duties this officer has carried out many arduous tasks in a very efficient manner. By his devotion to duty and ability as an operational pilot he has set an excellent example.

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COUTLEE, P/O Charles Martin (J18986) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 2 June 1921. Home in Ottawa; enlisted there 14 July 1941. To No.1 Manning Depot, 15 August 1941. To No.4 BGS (guard), 20 August 1941. To No.6 ITS, 27 October 1941; graduated and promoted LAC, 19 December 1941; posted next day to No.7 EFTS; may have graduated 27 February 1942 but not posted to No.5 SFTS until 14 March 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 14 August 1942. To RAF overseas, 20 August 1942. Promoted Flight Sergeant, 31 January 1943. Commissioned 26 July 1943. Promoted Flying Officer, 26 January 1944. Repatriated 8 December 1944. To Rockcliffe, 20 February 1945. Retired 28 March 1945. Award presented (dated uncertain). President, Independent Fuels and Lumber Company and 50 year member of the Ottawa Hunt and Golf Club. Died in Winchester, Ontario, 21 September 2008 (Ottawa **Citizen**, 23 September 2008).

The targets attacked by this officer have included such heavily defended areas as Berlin, Peenemunde and many of the Ruhr centres. On two occasions his aircraft has been heavily engaged by a night fighter, both of which were destroyed. Pilot Officer Coutlee has obtained many successful photographs of the target area. He has proved a thoroughly dependable, courageous and skilful operational pilot.

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COUTTS, F/O Gordon Lyle (J20167) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 12 December 1917 in Newdale, Manitoba; educated there and gave his home as Newdale. Enlisted Winnipeg, 19 August 1941. To No.2 Manning

Depot, Brandon, 10 September 1941. To No.3 BGS, Macdonald (guard duty), 10 November 1941; to No.7 ITS, Saskatoon, 21 December 1941; graduated and promoted LAC, 13 February 1942; to No.19 EFTS, Virden, 1 March 1942; to No.10 SFTS, Dauphin, 10 May 1942; ceased training and posted to Composite Training School, Trenton, 11 June 1942; to No.7 BGS, Paulson, 19 July 1942; graduated 11 September 1942 and posted as of 13 September 1942 to No.5 AOS, Winnipeg; graduated and commissioned 23 October 1942. To "Y" Depot, Halifax, 7 November 1942. Disembarked in United Kingdom, 30 November 1942. To No.23 OTU, 9 February 1943. Promoted Flying Officer, 23 April 1943. To No.428 Squadron, 14 May 1943. Attached to No.311 FTU, 30 June to 16 July 1943. Embarked from England for "overseas", 19 July 1943 and taken on strength of No.424 Squadron the same date. Disembarked in Britain from Algiers, 6 November 1943. Attached to No.1666 Conversion Unit, 19 December 1943 to 29 January 1944 while still on strength of No.424 Squadron. Attached to No.36 Air Bombing School, and subsequently No.1 Air Armament School for instructor course, 10 June 1944. Posted to No.1666 Conversion Unit, 22 July 1944.. Promoted Flight Lieutenant, 23 October 1944. Repatriated 8 April 1945. To Release Centre, Winnipeg, 17 April 1945. Released 22 May 1945. His stated ambition in 1945 was to purchase his father's farm and equipment with assistance from the Veterans Land Act and possibly take a diploma course in Agriculture. Award presented 9 April 1949. Died in Winnipeg, 21 August 1960 as per **Legionary** of January 1961. 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 29 sorties (180 hours), 27 May 1943 to 22 May 1944.

27 May 1943 - Essen (5.55)
6 June 1943 - GARDENING (3.50)
11 June 1943 - Dusseldorf (5.30)
19 June 1943 - Ferrying to Tunisia (12.40)
11 August 1943 - Messina (5.30)
12 August 1943 - Messina (5.10)
15 August 1943 - Viterbo (6.05)
17 August 1943 - Lamezia (5.20)
20 August 1943 - Villa Literno (5.50)
24 August 1943 - Bagnoli (5.35)
26 August 1943 - Taranto (6.50)
31 August 1943 - Salerno (6.00)
4 September 1943 - Grazzanise (6.00)
17 September 1943 - Cerveteri (5.55)
22 September 1943 - Formia (6.30)
1 October 1943 - Formia (5.55)
3 October 1943 - Civitavecchia (6.45)
4 October 1943 - Formia (5.40)

13 March 1944 - Le Mans (6.00)
30 March 1944 - Nuremburg (9.50)
10 April 1944 - Ghent (4.00)
18 April 1944 - Noisy-le-Sec (6.10)
20 April 1944 - Lens (4.30)
22 April 1944 - St.Nazaire (5.20)
8 May 1944 - St.Valery (4.05)
9 May 1944 - St.Nazaire (5.15)
12 May 1944 - Borchum (3.30)
20 May 1944 - Kattegat (4.55)
22 May 1944 - Le Mans (5.10)

This officer has completed a tour of operations from Middle East and English bases during which time he has done work of a very high order. His ability to accurately locate and bomb targets, even under the most arduous and exacting circumstances resulting in the completion of a highly effective tour of operations. Flying Officer Coutts has at all times shown the utmost determination and keenness in operational flying and by his work both in the air and on the ground has set an excellent example to all members of aircrew.

Training: Interviewed 18 August 1941 by F/O J.H. Firstbrook who noted his sports (softball, curling, swimming), previous military training (30 days) and assessed him as "Good farm type - well recommended by people in his district - should do well."

Course at No.7 ITS was 22 December 1941 to 13 February 1942. Courses and marks were Mathematics (82/150), Armament, practical and oral (40/50), Signals (113/150), Anti-Gas (34/50), Aircraft Recognition (76/100), Drill (65/100), Law and Discipline (56/100), Navigation (133/200) and General Studies (76/100). Also had experience in Link. "A steady, confident type of airman. A hard worker who will make fine aircrew."

Course at No.19 EFTS was 1 March to 24 April 1942 on Tiger Moth aircraft (32.55 day dual, 34.00 day solo, 9.35 on instruments and 10.30 in Link. Described by Chief Flying Instructor (Andrew Madore) as "Average pilot, air work fairly smooth, may have trouble in landing. No bad flying habits. Instrument flying average. Deportment and punctuality good." Ground training courses and marks were as follows: Airmanship (173/200), Airframes (54/100), Aero Engines (77/100), Signals (80/100), Theory of Flight (51/100), Air Navigation (101/200), Armament (115/125) and Aircraft Recognition (65/75). "Average student who is not afraid to

work. His department was very good," (Bjorni Stefansson, Chief Ground Instructor). Placed 53rd in a class of 73.

Discontinued training at No.10 SFTS after 20 hours 30 minutes dual and 14 hours 50 minutes solo. An instructor (looks like P/O J.O. Thorne) wrote, "Very slow to assimilate new procedures; is lacking in air sense. Has a very nervous temperament." Another instructor (a WO Humphrey) wrote, "A smooth pilot but lacks air sense. Seems to have little idea about correct procedure of sequences." A third instructor (P/O Gordon William Mosher) signed him off on 14 June 1942 as "Definitely below average; handles aircraft poorly; airmanship poor." S/L Byron Andrew wrote, "This trainee is unable to relax at the controls, consequently is quite easily disconcerted by any unusual action. Recognizes own inability. Instrument flying exceedingly poor. Training discontinued."

Course at No.7 BGS was 20 July to 11 September 1942, involving Battle aircraft (3.10 day bombing, 14.05 day gunnery) and Ansons (30.25 day bombing and 6.20 night bombing). He also spent four hours in "turret manipulation". Bombing exercises produced an average error of 81 yards by day and 100 yards by night (58 bombs dropped by day and 24 by night) while low level bombing involved 18 bombs dropped by day with an average error of 78 yards. In gunnery in fired 390 rounds in Beam Test (six percent hits), 1,600 round sin Beam Relative Speed Test (seven percent hits) and 800 rounds in Under Tail Test (seven percent hits). Ordinary courses were Bombing, written (174/250), Bombing, oral (130/250), Gunnery, written (67/100), Gunnery, oral (53/100), Aircraft Recognition (38/50) and Signals (38/50). Described as "Average Bomb Aimer. Competent in the air." and under Gunnery "Tried hard in both ground and air work". Placed 18th in a class of 24.

Course at No.5 AOS was 12 September to 23 October 1942 on Anson aircraft (24 hours five minutes by day, six hours 20 minutes by night). Courses and marks as follows: Navigation, air work (66/100), Bombing, air work (78/100), Photography, air work (67/100), Elements of Navigation (40/50), Signals, practical (68/75), Photography (47/50), Reconnaissance (42/50), Aircraft Recognition (56/75) Placed 13th in a class of 22. Described as "A little slow to grasp ideas, but retains them, as far as ground work is concerned. Air work is fair."

Course at No.23 OTU was 9 February to 2 May 1943. Dropped four flares plus 34 bombs by day and 24 bombs by night. He also took part in three air-to-air gunnery exercises (1,100 rounds, 3.5 percent hits) and two air-to-ground gunnery exercises (800 rounds). Ground Training assessments in Bomb Panel, Pyrotechnics, Bombs and Components and Bombsights. Other assessments were in Map Reading (6/10), Confidence (6/10), Coolness (6/10), Initiative (6/10), Determination (6/10) and Assessment as Air Bomber (6/10). Described as "Above average. Very steady and quite keen" and "This man is very keen and conscientious and will do very well both as bomb aimer and a crew man." (S/L R.H. Mortom).

Course at No.1 Air Armament School, Manby, 11 June to 22 July 1944 (see assessments).

Assessments: On 28 July 1944, a report from No.1 Air Armament School, Manby, described him as "Hard working but rather slow to absorb instruction. Fair technical knowledge but requires more practice in lecturing before becoming a good instructor." He was rated as "much too hurried".

On 30 November 1944, at Station Dalton, he was described as "A competent instructor considered suitable for promotion to Temporary Flight Lieutenant." (W/C J.F. Clark, supported by G/C H.H.C. Rutledge).

On 31 March 1945 at No.6 ACS, Dalton, he was described as a bombing instructor with 529 hours 25 minutes flying, although only two hours 50 minutes flown in previous six months. "Very good instructor. Above average all round officer." (F/L D.H. Popplestone).

Note: At Repatriation Depot, 29 March 1945, he noted he had completed one operational tour and one non-operational tour. Operational flying had been 178 hours 40 minutes (29 sorties, last one on 22 May 1944) and non-operational flying had been 174 hours 15 minutes (bombing instructor). He listed his overseas types and hours as follows: Wellington III (76.25), Wellington X (145.30), Halifax II (15.00), Halifax III (106.00), Blenheim (1.30) and Wellington XIII (8.30)..

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COVERT, F/O Frank Manning (J36828) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born at Canning, King's County, Nova Scotia, 13 January 1908 (see **Canadian Who's Who**, 1968 which also lists him as having an OBE). Educated at Canning High School, King's County Academy, and Dalhousie University (BA in 1927; LL.B in 1929). Home in Dartmouth, Nova Scotia; called to the Bar in Nova Scotia, 1930. Practiced law in Nova Scotia, 1929-1940; served as Assistant General Counsel to Department of Munitions and Supply, 1940-1942. Enlisted Ottawa, 29 September 1942. To No.5 ITS, 9 January 1943; graduated and promoted LAC, 15 May 1943 but not posted to No.1 AOS until 5 June 1943; graduated and commissioned, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943 but embarked from Canada only on 1 November 1943. Disembarked in Britain, 9 November 1943. Detached to Filey (ACHU), 15 January to 17 February 1944. To No.10 (Observer) AFU, 22 February 1944. To No.22 OTU, 4 April 1944. Promoted Flying Officer, 15 April 1944. To No.61 Base, 21 June 1944. Attached to No.1654 Conversion Unit, 21 June to 24 July 1944. To No.433 Squadron, 24 July 1944. Repatriated 14 May 1945. Retired 11 July 1945. Award presented 12 November 1948. Postwar he was prominent in law and business in Halifax. Awarded Queen's Coronation Medal, 28 October 1953 (Civilian, Air Cadet League of Canada). In

1982, he was made an Officer of the Order of Canada in recognition of having "shown outstanding ability in the field of industrial relations" and "given generously of his counsel and leadership to universities, hospitals and charitable organizations." Died 1 November 1987. In 2004 the book, **Frank Manning Covert: Fifty Years in the Practice of Law**, based on his diaries and edited by Barry Cahill was published by McGill-Queen's University Press.

Throughout numerous operational sorties this officer has consistently displayed exceptional ability and initiative. In January 1945 he was navigator of an aircraft detailed to attack Grevenbrotch. As he was setting course a leakage caused one engine of the aircraft to become unserviceable and the propeller had to be feathered resulting in considerable loss of height. The aircraft was only able to attain minimum bombing height. Despite this, Flying Officer Covert navigated so skilfully that his aircraft arrived at the target at the correct time and a successful attack was pressed home. At all times Flying Officer Covert has displayed great courage and devotion to duty.

DHH file 181.009 D.2988 (Library and Archives Canada RG.24 Volume 20633) has recommendation drafted by W/C G.A. Tambling, 15 January 1945 when he had flown 27 sorties (149 hours five minutes); sortie list and submission as follows:

5 August 1944 - St.Leu d'Esserent (3.05, duty not carried out)
7 August 1944 - La Hogue (4.50)
9 August 1944 - Foret le Croc (3.55)
12 August 1944 - Falaise (4.00)
15 August 1944 - Soesterburg (4.20)
18 August 1944 - Connaitre (6.10)
25 August 1944 - Ferfay (4.20)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.55)
20 September 1944 - Calais (2.50)
23 September 1944 - Donburg (3.40)
25 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (4.10)
4 October 1944 - Bergen (7.20)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.50)
14 October 1944 - Duisburg (5.05)
23 October 1944 - Essen (6.20)
1 November 1944 - Oberhausen (6.25)

6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (6.00)
30 November 1944 - Duisburg (6.35)
6 December 1944 - Osnabruck (6.00)
26 December 1944 - St. Vith (5.35)
30 December 1944 - Cologne (6.55)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grevenbroich (6.30)

On the night of January 14th, 1945, this officer was navigator of a crew detailed to attack the German target of Grevenbroich. As they were setting course, an oil leak caused their port inner engine to become unserviceable and it was feathered. Despite this setback, they continued to press on, flying at 6,000 feet on most of the outward trip. Although unable to keep up with the main stream due to the engine trouble, and only able to gain absolute minimum bombing height, Flying Officer Covert navigated so skilfully that they were able to make up time and deliberately bomb thirty seconds early, in order to miss the loads falling from the main force.

Throughout his entire twenty-seven operational sorties, this officer has consistently displayed exceptional navigational ability, and he holds an outstanding record on this squadron.

I consider that the cool and courageous manner in which Flying Officer Covert faced these heavy odds set an example of the highest order and fully merits the immediate award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 28 March 1945 stated he had flown 33 sorties (191 hours 45 minutes), 5 August 1944 to 15 March 1945.

Repatriation Form dated 7 May 1945 stated he had flown 34 sorties (191 hours 55 minutes), the last on 15 March 1945. Also 213 hours 50 minutes non-operational. Types experienced were Anson (39.00), Wellington (73.30), Halifax II and V (38.30), Halifax III (203.30) and Lancaster (51.15).

Training: Course at No.5 ITS was 8 March to 15 May 1943. Courses in Mathematics (94/100), Armament (85/100), Signals (145/150), Navigation (100/150), Airmanship, Theory of Flight, Engines (89/100), Drill (82/100), Law and Discipline (92/100), Meteorology (47/50), Aircraft Recognition (100/100) and Anti-Gas (41/50). Placed third in a class of 102. "Splendid appearance and personality, good leadership qualities, cooperative, sincere, popular, pleasant, capable and reliable, motivation excellent. Good student."

Course at No.1 AOS was 7 June to 15 October 1943. Anson aircraft (30.50 as first navigator by day, 33.55 as second navigator by day, 18.25 as first navigator by night, 18.50 as second navigator by night). Assessed in Air Work as follows: Air Navigation, Day (260/350), Air Navigation, Night (141/200), Log Keeping (150/200), Reconnaissance (78/100), Photography (68/100) and Meteorological Observations (39/50). Graded in Ground School as follows: Air Navigation Elements (167/200), Air Navigation, Theory (135/200), Air Navigation Exercises (138/200), Meteorology (80/100), Aircraft Recognition (48/50), Reconnaissance (45/50), Photography (50/50) and Armament (39/50).

Course at No.10 (Observer) AFU was 24 February to 3 April 1944. Anson aircraft (17.15 as first navigator by day, 6.10 as second navigator by day; 10.55 as first navigator by night; 4.40 as second navigator by night. Air Work graded as follows: Air Navigation by Day (74/100), Air Navigation by Night (70/100); Ground Work graded as follows: Air Navigation Exercises (80/100), Air Navigation Test (93/100). "Inclined to be slightly over-confident but otherwise has proven himself a capable navigator."

Course at No.22 OTU was 4 April to 13 June 1944. Flew 37.55 as first navigator by day, 31.40 as first navigator by night and 3.55 as second navigator by night. Spent 46.25 hours on GEE ("competent operator"). Graded in the following fields - DR (6), Log Keeping (6), Qualities of Initiative (7), Confidence (7), Coolness (7), Determination (7). Described as "slightly above average. Slow at first but by great perseverance has made good improvement. Timing and track keeping are good. Has used his time at OTU to acquire the necessary knowledge and develop his speed, Plotting is neat and accurate. Should do well on the squadron."

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COVILLE, WO2 (now P/O) Harold Lloyd (R188530/J94530) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 August 1922. Home in Brockville, Ontario; enlisted Ottawa, 25 August 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 21 January 1943. To No.18 Pre-Aircrew Education Detachment, 11 April 1943. To No.1 SFTS, 7 May 1943. To No.2 Air Gunner Ground Training School, 28 May 1943. To No.1 Manning Depot, 1 July 1943. To No.9 BGS, 15 October 1943. Promoted LAC, 28 November 1943; graduated and promoted Sergeant, 14 January 1944. To No.34 OTU, 28 January 1944. To "Y" Depot, 17 April 1944. Taken on strength of No.3 PRC, 29 April 1944. Promoted WO2, 30 March 1945 but subsequently commissioned from that date. Repatriated 14 May 1945. Retired 26 June 1945. Died in Brockville, 29 July 2012. Award presented 21 May 1949. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 18 April 1945 when he had flown 32 sorties (223 hours 25 minutes), 30 October 1944 to 31 March 1945. Rear

gunner; attack mentioned in citation occurred 17 December 1944.

This Warrant Officer has flown on a large number of operational sorties over some of the most heavily defended targets in Germany. On one occasion during an attack on Duisburg his aircraft was attacked by an enemy fighter while in the target area. Largely owing to his excellent directions and accurate fire, the enemy fighter was driven off. Warrant Officer Coville has displayed praiseworthy courage and devotion to duty.

The original submission (sortie list and text) was as follows:

30 October 1944 - Cologne (6.50)
2 November 1944 - Dusseldorf (7.00)
4 November 1944 - Bochum (5.55)
6 November 1944 - Gelsenkirchen (5.30, day)
16 November 1944 - Julich (5.40, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (7.15)
2 December 1944 - Hagen (6.20)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (7.20)
6 December 1944 - Osnabruck (6.10)
15 December 1944 - Ludwigshaven (6.50)
17 December 1944 - Duisburg (6.35, attacked by Me.10 fighter)
21 December 1944 - Cologne (6.15)
24 December 1944 - Dusseldorf (6.00)
28 December 1944 - Opladen (6.20)
29 December 1944 - Gelsenkirchen (6.35)
30 December 1944 - Cologne (6.50)
2 January 1945 - Nuremberg (9.00)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanau (5.45)
14 January 1945 - Merseburg (9.40)
16 January 1945 - Zeitz (8.35)
23 February 1945 Pforzheim (9.05)
27 February 1945 - Mainz (7.15, day)
5 March 1945 - Chemnitz (9.50)
7 March 1945 - Dessau (9.05)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.25)

14 March 1945 - Zweibrucken (6.45)
15 March 1945 - Hagen (7.30)
21 March 1945 - Hemmingstadt (5.40)
22 March 1945 - Hildesheim (6.15, day)
25 March 1945 - Hanover (6.25)
31 March 1945 - Hamburg (5.50)

Warrant Officer Coville has completed 32 sorties over enemy territory and many of these have been over the most heavily defended areas of Germany, against targets such as Cologne, Duisburg, Dusseldorf, Dortmund, Hamburg and Nuremburg.

On December 18th, 1944, when bombing Duisburg, Warrant Officer Coville's aircraft was attacked by an enemy fighter while in the target area, but due to his timely instructions to the pilot and his accurate firing the fighter was driven off.

Warrant Officer Coville has at all times maintained an efficient watch, and I consider that his consistent devotion to duty and his keenness for operations under all circumstances fully merits the award of the non-immediate Distinguished Flying Cross.

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COWAN, S/L Emerson Weldon (C853) - **Commended for Valuable Services in the Air** - No.3 OTU - Award effective 19 June 1943 as per **Canada Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born 11 September 1914 in Ottawa. Attended University of Ottawa, 1934 to 1937. Enrolled as a Provisional Pilot Officer at Ottawa, 4 July 1938; awarded wings at Trenton, 17 June 1939. To No.11 (BR) Squadron, 3 November 1939. To No.3 Training Command, Montreal, 9 September 1941. Promoted Squadron Leader, 15 September 1941. To No.1 ANS, Rivers, 15 October 1941. To Western Air Command, 12 December 1941. Conducted tours of American bases in Pacific coast area, 8-10 April 1942 and 21 April 1942. Numerous attachments to Sea Island and Patricia Bay in 1942; attached to No.13 (Operational Training) Squadron, 28 September 1942 and appears to have been on strength of that unit when incident of 15 November 1942 occurred. To Ferry Command, 27 May 1943. Departed Montreal, 1 July 1943 in Hudson FK805. Departed Goose Bay, 3 July 1943. Departed Reykjavik, 4 July 1943 Taken on strength of No.3 PRC, Bournemouth, 5 July 1943. To No.20 (P) AFU, 13 July 1943. To Thorney Island, 10 August 1943. To No.1 Torpedo Training Unit, 23 August 1943. To No.415 Squadron, 5 October 1943. Attached to No.841 Squadron, 5 November and again on 15 November 1943, each time returning to No.415 Squadron. Killed in action as a Squadron Leader, 20 January 1944 (No.415 Squadron, Albacore X9280); no known grave; name on Runnymede Memorial.

Listed as a Canadian, but home was Atlantic City, New Jersey.

Shortly after taking off in a flying boat this officer observed a landplane crash into the sea. Although at the time a heavy sea was running and a gale was blowing, he succeeded in alighting and rescuing the landplane crew. His skilful and courageous action carried out under hazardous conditions was undoubtedly responsible for the saving of the lives of the four crew members.

The incident in question occurred on 15 November 1942 and is described in a general unpublished history of Western Air Command (Directorate of History and Heritage, document 74/3, Volume 1 as follows:

At 1135 hours Hampden HBL 5436 [sic], No.32 OTU (RAF) crashed in Saanich Inlet, one mile North by East from Dyer Rock in 70 fathoms of water. This point is roughly three miles Southwest of the station seaplane base. The aircraft was engaged in torpedo dropping when, according to the pilot, the rudder jammed, forcing him to ditch. Sergeant Brown was the Hampden pilot and his crew were Sergeant Smith, WAG and Sergeants Fink and Blood, Air Gunners. When flying above the Hampden at about 1,000 feet, S/L E.W. Cowan, pilot of Stranraer 947, observed the Hampden in difficulties and prepared to give assistance. Immediately the Hampden ditched, the Stranraer let down in tight circles and landed at the point of the crash within 40 seconds. The crew quickly succeeded in pulling two men out of the water into the nose of the aircraft and two onto the wings while the pilot manoeuvred the Stranraer about with considerable skill in the face of a strong wind and five-foot waves. S/L Cowan turned the controls over to the Hampden pilot with instructions to keep the aircraft headed into the wind and sea and applied resuscitation to one of the rescued men, bringing him around, then returned to the controls and flew his aircraft back to base where an ambulance was waiting to take the survivors to the station Hospital. S/L Cowan and his crew and F/O C.P.R. McDonald, Control Tower, a passenger on the Stranraer, acted with commendable promptness and efficiency in effecting the rescue. Every man played a part coolly and smoothly. The four men were aboard the Stranraer in less than five minutes. The Senior Medical Officer stated that, although none of the rescued were seriously hurt, one certainly and possibly two would not have survived more than another five minutes because of dazed condition, the rough sea and the cold water. The crash was observed from the Marine Section and M200 and M12 rushed to the scene. An offer of aid was given but it would have been next to impossible to transfer an injured person from the Stranraer to a crash boat in the heavy seas. The crash boats recovered a parachute and some pieces of wreckage.

NOTES: When medically examined for the RCAF, 7 September 1937, he was described as “a quiet, reserved type. He is considerably underweight for age and height [he was five foot ten and weighed 132 pounds] but has no excess fat apparent. There is no apparent nervousness or apprehension and he cooperates well in all tests.” A report of his flying at Trenton (dated 17 June 1939) stated he had flown eight hours 40 minutes dual in Moths before going solo; his total Moth time was eight hours 25 minutes dual (which contradicts the figure just given) and solo Moth time was 20 hours 45 minutes. On Fleet aircraft he had flown 32 hours 40 minutes dual and 29 hours 40 minutes solo. He was described by S/L W.I. Riddell as “Rough on controls and glides too fast. Acrobatics require additional practice.” His courses at that point had been Air Navigation (144/200), Meteorology (36/40), Airmanship (134/170), Engines, Written (158/200), Engines, Practical (206/300), Rigging, Written (77/100), Rigging, Practical (154/200), Administration (67/100), Organisation (38/50), Law (54/100), History (20/25), Theory of Flight (25/50 - he had passed a supplemental), Armament, Written (50/65), Armament, Practical (135/200), Signals, Written (no numbers), Signals, Practical (99.5/100) and Drill (68/100). He placed 20th in a class of 31. He had completed flying tests on Fleet, Wapiti and Fairchild and was deemed “average”.

Another report, this dated 28 August 1939 and again signed by Riddell, gave his flying times, 15 May to 28 August 1939 as follows: Wapiti (240 minutes day dual, 835 minutes day solo, 55 minutes night dual, 235 minutes night solo), Fairchild (30m minutes day dual, 930 minutes day solo), Norseman (220 minutes day dual, 40 minutes day solo), Oxford (520 minutes day dual, 1,825 minutes day solo), Delta (140 minutes dual, 35 minutes solo) and Harvard (120 minutes dual, ten minutes solo).

DHist file 181.009 D.2699 (National Archives RG.24 Volume 20631) has recommendation for an Air Force Cross raised 26 November 1942 by S/L C.C. Austin. It identified Cowan as a flying boat conversion student. The text was as follows:

On the morning of November 15th, 1942, this officer, having just taken off in a flying boat, saw a landplane crash in the sea nearby. Although a heavy sea was running and the wind was of gale force he succeeded in alighting and rescuing the landplane crew. His prompt and skilful action, carried out under hazardous conditions, was responsible for saving the lives of the crew of four and is considered worthy of recognition. His flying time is 1,306 hours.

His service file shows no Ferry Command service prior to 1943, yet Ferry Command crew cards show him as being attached to Ferry Command, 9 July 1941. Departed Montreal, 20 September 1941 in Hudson AE580; departed Goose Bay, 21 September 1941. Arrived in Britain, 22 September 1941. Returned to Canada in October 1941 on **Highland Princess**. - at which time he

was supposedly at No.1 ANS !

His assessments were very good. On 1 January 1940 he was described as "Keen and intelligent. Marked aptitude for wifeless. Good pilot Hudson aircraft. Deportment, dress and bearing beyond criticism." On 6 December 1940 the praise was equally glowing: "Most conscientious and efficient officer, very keen on flying. Has displayed more than the average interest in the various phases of his work and displays initiative and originality. A perfect gentleman at all times and an excellent example to those junior to him." On 9 June 1941, S/L P.G. Baskerville wrote, "Has been carrying out the duties as Signals Officer as well as a pilot for the last two months. Keen and conscientious and has carried out his duties in a capable manner." On 18 August 1942, G/C A.H. Hull wrote he was qualified to command a Bomber Reconnaissance squadron. On 9 April 1943, G/C W.A. Jones, Western Air Command Headquarters, recommended him for promotion to Wing Commander - "A capable and reliable officer whose desirable qualities are not readily appreciated because of his quiet, unassuming attitude." On 27 December 1943, W/C C.G. Ruttan wrote that he was doing a good job and was qualified to command a squadron. After his death, Ruttan wrote that he was "given a difficult job in running a detachment of this squadron and made a complete success of it."

Circumstances of death: His aircraft carried six 250 pound bombs and his last known position was 00.01 North 40 degrees East. The Circumstantial Report for loss states that he was airborne at 2017 hours, 20 January 1944 with navigator F/O D.T. Wood (129415, RAF) from Manston on an anti-shipping strike in the Calais area. Following an attack on what was reported to be a destroyer (but was likely something less), he advised Swingate he was breaking off. His radar contact disappeared from screen at 2200 hours and no further contact was made.

* * * * *

COWAN, F/O Henry Hugh (J85095) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Born in Ottawa, 18 August 1915. Educated at Glebe Collegiate, Gowling's Business College and Ottawa Technical School (all in Ottawa). Brokerage Clerk, 1933-1935; licenced stock broker, 1935-1938; steel salesman, 1938; Eastern Ontario Sales Manager, Metal Fabricators and Standard Tube, 1939-1942. Also in RCMP Special Reserve, 1941-42 (appears to have been taking night courses but performed no duties). Home in Toronto; enlisted in Ottawa, 29 June 1942. To No.5 Manning Depot, 26 July 1942. To No.6 ITS, 12 September 1942; promoted LAC, 6 November 1942; to No.20 EFTS, 5 December 1942; graduated 5 March 1943 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 10 July 1943. Embarked from Canada, 16 July 1943; disembarked in United Kingdom, 22 July 1943 and assigned to No.3 PRC, Bournemouth. To No.20 (P) AFU, 24 August 1943. Attached from No.20 (P) AFU to No.1519 Beam Approach Training Flight, 28 September to 5

October 1943. To No.82 OTU, 23 November 1943. From there he carried out a least one operational sea search in November 1943 (mentioned in application for 1939-1945 Star). Attached to No.1659 Conversion Unit, 17 April to 1 June 1944.. Commissioned 9 February 1944. Posted to No.424 Squadron, 1 June 1944. To No.63 Base, 5 May 1945. To RCAF Overseas Headquarters, 10 May 1945 for Intelligence duties. Repatriated 7 July 1945. Released 12 December 1945. Recalled to service, 10 April 1946. To No.124 Squadron, 11 June 1946. Killed in crash of a Dakota at Estevan, Saskatchewan, 15 September 1946. Award presented to next of kin, 10 December 1947. RCAF photo PL-41617 (ex UK-18217 dated 12 January 1945) is captioned as follows - "After a raid on railway marshalling yards east of Frankfurt, F/L L.T. White (Winnipeg), left, interrogates two Tiger Squadron men of the Canadian Bomber Group in Britain, F/O H.H. Cowan, Toronto, pilot, and Warrant Officer W. McAloney, Vancouver, bomb aimer."

This officer has participated in numerous sorties against the enemy and has on all occasions pressed home his attacks. In March 1945 he was detailed to attack Dortmund. On the outward journey one engine became unserviceable but he continued to the target and made a successful attack in the face of intense anti-aircraft fire. He afterwards flew safely to base. This officer has set a fine example of devotion to duty and his determination to make every sortie a success has won great praise.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C C.C.W. Marshall dated 21 March 1945 when he had flown 27 sorties (172 hours 40 minutes).

5 June 1944 - Houlgate (5.25)
8 June 1944 - Mayenne (5.00)
27 September 1944 - Sterkrade (4.50)
28 September 1944 - Cap Gris Nez (4.25)
6 October 1944 - Dortmund (5.20, new aircraft, seven guns unserviceable)
9 October 1944 - Bochum (5.40)
14 October 1944 - Duisburg (5.25)
25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (2.25, engine trouble)
30 October 1944 - Cologne (5.45)
1 November 1944 - Oberhausen (6.40)
2 November 1944 - Dusseldorf (5.55)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.15)
16 November 1944 - Julich (4.45)

5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (5.35)
28 December 1944 - Opladen (5.50)
29 December 1944 - Oberlar (6.40)
30 December 1944 - Cologne (6.50)
2 January 1945 - Ludwigshaven (7.30)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.50)
5 March 1945 - Chemnitz (9.40)
7 March 1945 - Dessau (8.20)
11 March 1945 - Essen (5.45)
12 March 1945 - Dortmund (5.45, three engines from takeoff to landing)
14 March 1945 - Zweibrucken (6.35)
15 March 1945 - Hagen (6.50)

On the morning of March 12th, 1945, this officer was detailed to attack Dortmund. Shortly after take-off he lost the services of the port outer motor. In spite of this, Flying Officer Cowan continued on with the remaining three engines and bombed the target from 14,000 feet despite intense anti-aircraft fire at this altitude. He flew the aircraft back to base on three engines, where he effected a safe landing.

This officer has participated in numerous sorties against the enemy and has on all occasions pressed home his attacks. Flying Officer Cowan has always shown the utmost courage as a pilot. I highly recommend this officer for the immediate award of the Distinguished Flying Cross.

NOTES: At No.20 (P) AFU course lasted 23 August to 23 November 1943. He flew Oxford aircraft (18.05 day dual, 12.25 day solo with two hours 25 minutes day dual to first solo; 10.40 night dual, 10.45 night solo with two hours 50 minutes night dual to first night solo). Also logged 16.35 in Link. Assessed as "Average pilot. He has worked hard and well throughout the course. Map reading seems to be his weak point." Assessed in flying tests as follows: General Flying (220/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (70/100), Link (38/50).

Course at No.1659 Conversion Unit described on form as 4 May to 29 May 1944. Others in crew were R169033 Sergeant D. MacLeod (navigator, described as "only average...slow in his work, lacks stamina and air sense; needs checking and watching in work. Tends to overlook E.T.A's. Work is neat and crew is keen. Needs more cross countries and blind bombing"); R180931 Sergeant K.E. Rupert (WOP), J25652 P/O. M.G. Gutham (air gunner, later awarded

DFC), R166900 Sergeant W. Maloney (bomb aimer, assessed as “only average”), 1867123 Sergeant J. Martyn (flight engineer) and R204943 Sergeant S. Stringer (mid-upper gunner).

When applying for Operational Wings (13 April 1945) he stated he had flown 32 sorties (201 operational hours), 5 June 1944 to 31 March 1945.

However, form dated 2 July 1945 (on repatriation) stated he flown 34 sorties (220 operational hours), the last being on 31 March 1945. He had also flown 340 non-operational hours overseas, making his total flying time (Canada and overseas) 785 hours. Types flown had included Oxford (107 hours), Wellington III, X and XVI (105 hours), Halifax I, II and V (50 hours), Halifax III and VIII (218 hours), Lancaster I and III (80 hours) and Anson (ten hours). He had been medically examined on 27 June 1945 and classified as ATBT (suitable for service in Western hemisphere only).

In application for Interim Air Force (20 September 1945) he stated he had flown 36 operational sorties. “After taking an Intelligence Officers’ Course, acted as Intelligence Officer for five months before being ,medically repatriated.” Assessing his application, F/L M.K. Dibble wrote:

During his operational tour, he instructed on engine handling, as well as making all acceptance air tests on his squadron aircraft.

Prior to his enlistment, he designed a number of aircraft ground handling devices, and was liaison officer between the RCAF and ground handling equipment companies.

F/L Cowan created a favourable impression with the board, being neat in appearance, and an intelligent conversationalist. It is recommended that his application be approved.

Tried and convicted at Rockcliffe, 28 August 1946 for improperly removing gasoline from an RCAF bowser and using it in his private car (19 July 1946). He explained that there had been difficulties in moving aircrew and groundcrews about using service transport and that he had volunteered his car for such transport. This was accepted as mitigating circumstances and he was accorded only a reprimand. Three other officers were tried and convicted, being similarly cautioned. One of these, F/O S. Pond, was killed in the same crash that took Cowan’s life.

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COWAN, F/O Irving Clark (J9495) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated

30 April 1943. Born 7 June 1920 at Lower Montague, Prince Edward Island. Home in Montague, Prince Edward Island where he was farming. Enlisted in Charlottetown, 30 December 1940. Posted to No.1 Manning Depot, Toronto, 19 March 1941; promoted LAC and posted to No.4 WS, Guelph, 8 July 1941; to No.3 BGS, Macdonald, Manitoba, 22 November 1941 (graded as Wireless Operator/Air Gunner, 22 December 1941 and commissioned. Posted to No.31 OTU, Debert, 15 January 1942; emplaned for United Kingdom, 21 April 1942 in Hudson FH371, departing Goose Bay on 24 April 1942 for United Kingdom; to No.70 OTU, 11 May 1942; to No.1446 FT Flight, 11 August 1942; to Portwreath, 30 August 1942; to No.69 Squadron, Malta, 5 September 1942; to United Kingdom, 19 March 1943. Repatriated to Canada, 11 July 1943. Remustered for pilot training and posted to No.4 ITS, 4 September 1943; to No.5 EFTS, 28 November 1943; to No.34 SFTS, 11 March 1944; subsequently awarded wings, 6 October 1944 and served as a staff pilot, No.10 BGS and No.5 RS until release, 7 August 1946. Died 10 April 1987 in London, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1987. Award presented 31 May 1944. Cited with F/O R.E. Cline (see above).

NOTE, Public Record Office Air 2/8940 has recommendation forwarded from Headquarters, RAF Middle East to Air Ministry, 19 January 1943. Text provided courtesy of Seas Morrison.

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Pilot Officer Irving Clark Cowan (CAN/J.9495) of No.69 Squadron is forwarded.

This officer arrived in Malta on 5th September 1942 and since that date has been has carried out his duties as Wireless Operator on Wellington aircraft with special equipment in an outstanding manner. He has consistent shown initiative in getting his messages through in spite of adverse conditions.

On one night in December 1942 [2/3 December], the aircraft in which he acts as First Wireless Operator was employed in co-operation with our naval forces. He had great difficulty in getting messages through to our naval force, but he finally succeeded in conveying messages the Captain of the aircraft had give him. This brilliant work was largely responsible for the naval success in sinking practically the whole of the enemy convoy.

Pilot Officer Cowan has proved to be an outstanding Wireless Operator who carroided on and gets results in spite of what appears to be insuperable difficulties.

In applying for Operational Wings (17 November 1944) he listed the following sorties, with Wellington trips with No.69 Squadron.

| | |
|-------------------|--|
| 19 September 1942 | Shipping strike, merchant vessel (7.15): |
| 3 October 1942 | Shipping strike, merchant vessel (8.00) |
| 4 October 1942 | Shipping strike, merchant vessel (4.00) |
| 12 October 1942 | Shipping strike, merchant vessel (7.35) |
| 14 October 1942 | Shipping strike, merchant vessel (5.05) |
| 16 October 1942 | Shipping strike, merchant vessel (7.35) |
| 18 October 1942 | Shipping strike, tanker (4.50) |
| 19 October 1942 | Shipping strike, merchant vessel (5.05) |
| 26 October 1942 | Shipping strike, merchant vessel 7.25) |
| 28 October 1942 | Shipping strike, tanker (6.25) |
| 29 October 1942 | Shipping strike, merchant vessel (7.50) |
| 5 November 1942 | Search, shipping (8.15) |
| 6 November 1942 | Search, shipping (7.05) |
| 7 November 1942 | Search, shipping (7.05) |
| 9 November 1942 | Shipping strike, merchant vessel (8.45) |
| 10 November 1942 | Shipping strike, merchant vessel (7.00) |
| 12 November 1942 | Shipping strike, merchant vessel (7.20) |
| 17 November 1942 | Search, shipping (9.50) |
| 22 November 1942 | Strike, shipping (8.15) |
| 24 November 1942 | Search, shipping (5.10) |
| 26 November 1942 | Strike, shipping (4.30) |
| 30 November 1942 | Strike, shipping (7.15) |
| 2 December 1942 | Search, shipping (9.50) |
| 6 December 1942 | Search, shipping (11.05) |
| 18 December 1942 | Search, shipping (10.10) |
| 21 December 1942 | Search, shipping (8.50) |
| 28 December 1942 | Search, shipping (12.35) |
| 9 January 1943 | Search, shipping (11.10) |
| 12 January 1943 | Search, shipping (6.50) |
| 15 January 1943 | Search, shipping (10.20) |
| 17 January 1943 | Search, shipping (10.30) |

TOTAL OPERATIONS HOURS: 242 hours 55 minutes.

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COWAN, FS (now P/O) Jack Arnold (R160574/J92202) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 625/45 dated 13 April 1945. Born 11 May 1910. Home in Calgary; enlisted there 17

August 1942. To No.3 Manning Depot, 9 September 1942. To No.4 SFTS (guard), 23 November 1942. To No.7 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943;; posted next day to No.2 AOS; graduated 17 September 1943 when acting rank of Sergeant confirmed. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 8 December 1944. Repatriated 14 December 1944. Retired 28 February 1945. May have died in Edmonton, 1983. Award presented 14 June 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 2/8831 has recommendation which bears no date but was drafted between 6 November and 12 November 1944; he had flown 30 sorties (154 hours 20 minutes), 6 July to 5 November 1944.

6 July 1944 - Foret Ducroc
17 July 1944 - Caen
20 July 1944 - Courtrai
23 July 1944 - Kiel
24 July 1944 - Stuttgart
28 July 1944 - Stuttgart
3 August 1944 - Trossy St.Maximum
5 August 1944 - Blaye
7 August 1944 - Fontenay le Marmion
12 August 1944 - Brunswick
15 August 1944 - Volkel
16 August 1944 - Stettin
26 August 1944 - Kiel
5 September 1944 - Le Havre
6 September 1944 - Le Havre
10 September 1944 - Le Havre
16 September 1944 - Hopsten-Rheine
20 September 1944 - Calais
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
4 November 1944 - Bochum

5 November 1944 - Gelsenkirchen

Flight Sergeant Cowan, a Canadian, has recently completed his first tour of operations against the enemy as navigator in a Lancaster aircraft, with many attacks on targets demanding a very high standard of navigation, such as Kiel, Stuttgart, Brunswick, Stettin, Neuss, Duisburg, Essen, Cologne, Bochum and Gelsenkirchen.

This Canadian's record has been an example of exceptional ability coupled with calm confidence and courage, which have played a large part in maintaining the high morale of his crew and have enabled them to achieve considerable success.

I consider the award of the Distinguished Flying Medal to Flight Sergeant Cowan would be fitting recognition of his excellent record of courage and efficiency.

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COWAN, G/C Sydney Godwin (C158) - **Officer, Order of the British Empire** - No.1 Equipment Depot - Award effective 1 January 1946 as per Canada Gazette of that date and AFRO 82/45 dated 25 January 1946. Born in Edmonton, 28 April 1911. Joined at Camp Borden, 2 June 1930 as Equipment Assistant. Obtained a degree in science and mechanical engineering, University of British Columbia, 1933. As of 16 November 1940 he was with Headquarters, No.4 Training Command. As of 1 June 1941 he was a Wing Commander. To No.7 Equipment Depot, 21 March 1942. Promoted Group Captain, 1 May 1943. To AFHQ, 30 June 1944. To No.1 Equipment Depot, 9 January 1945. Attended RCAF Staff College, 1947-1948. OBE award presented 9 April 1948. Remained in postwar RCAF, attaining rank of Air Commodore before retiring in 1965. Service included command of No.30 Air Materiel Base, Langer, England. Died in Orillia, 10 March 1967. Awarded Queen's Coronation Medal, 21 October 1953 (Group Captain, AFHQ). RCAF photo PL-1566 shows S/L S.G. Cowan and F/O T.C. Davis, 1940.

This officer has served on equipment staff duties for the greater part of the war years and latterly as Commanding Officer at an Equipment Depot. He has consistently displayed a very high sense of devotion to duty and his sound judgement and more than ordinary ability have contributed in no small way to the efficient administration of Equipment Depots and staffs throughout the country. This officer has consistently put his high standard of professional knowledge to good use and through his excellent work has made a notable contribution to the British Commonwealth Air Training Plan.

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COWAN, P/O William James Henry (J88515) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 14 July 1915. Home in Toronto; enlisted there 29 June 1942 and posted to No.1 Manning Depot. To No.3 WS, 23 September 1942; promoted LAC, 28 October 1942; graduated 16 April 1943 when posted to No.7 BGS; graduated and promoted Sergeant, 30 May 1943. To No.36 OTU, 11 June 1943. To "Y" Depot, date uncertain; to United Kingdom, 12 September 1943. Commissioned 30 July 1944. Promoted Flying Officer, 30 January 1945. Repatriated 13 August 1945. Retired 1 October 1945. Award sent by registered mail 10 March 1949. Died in Toronto, 16 June 2000 as per **Legion Magazine** of November 2000. 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 by W/C A.J. Lewington when he had completed 33 sorties (153 hours 55 minutes), 18 April to 28 August 1944.

This officer, the Wireless Operator of the crew captained by Pilot Officer F.J. Devine, DFC, has now completed his first tour of operations comprised of thirty-three 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.

Pilot Officer Cowan 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.

I consider his splendid record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

18 April 1944 - Noisy le Sec (5.15)
20 April 1944 - Lens (4.55)
30 April 1944 - Somain (4.45)
3 May 1944 - Lorient (5.00)
19 May 1944 - Le Calipon (3.00)
21 May 1944 - Frisians (4.15)
22 May 1944 - Le Mans (4.45)
27 May 1944 - St. Malo (4.50)
7 June 1944 - Acheres (5.00)
8 June 1944 - Lorient (6.25)

10 June 1944 - Versailles Matelot (5.35)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Oisemont (4.15)
24 June 1944 - Bonnetot (3.55)
25 June 1944 - Gorenflos (3.55)
4 July 1944 - Villeneuve St. George (6.10)
6 July 1944 - Sautrecourt (3.45)
9 July 1944 - Ardouval (3.05)
19 July 1944 - Gardening, Heligoland (4.15)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Gardening, Brest (5.25)
28 July 1944 - Hamburg (5.40)
31 July 1944 - Gardening, Brest (4.30)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - St. Leu d'Esserent (5.00)
8 August 1944 - Foret de Chantilly (4.20)
9 August 1944 - Foret de Cros (4.10)
12 August 1944 - Brest (4.55)
15 August 1944 - Soesterburg (2.30, duty not carried out)
18 August 1944 - Connaitre (6.20)
25 August 1944 - Brest (5.15)
27 August 1944 - Mimoyecques (4.30)
28 August 1944 - Brest harbour (3.30)

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COWANS, F/L John Cassils (J10962) - **Air Force Cross** - No.1 CFS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Montreal, 21 October 1919. Home in Montreal; enlisted there 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940 although he had been posted on 21 June 1940 to No.4 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 1 December 1940. To No.3 SFTS, 11 December 1940. To Trenton, 23 May 1941. To No.3 SFTS again, 12 July 1941. Promoted WO2, 1 December 1941. Commissioned 31 March 1942. To Ferry Command, 25 June 1942. Proceeded to Pennfield Ridge, 24 July 1942. Departed that station 26 July 1942 ferrying Mitchell FK177 to Goose Bay and Mitchell FL704 from Goose Bay to Britain on 30 July 1942. Promoted Flying Officer, 1 October 1942. Repatriated December 1942. To No.1 Flying Instructor School, 3 January 1943. Promoted Flight Lieutenant, 1 May 1943. To No.5 OTU, 13 November 1944. To Moncton, 12 April 1945. To

No.11 BR) Squadron, 15 April 1945. To Halifax, 21 July 1945. Retired 25 September 1945. He became a stockbroker at McDougall and Cowans, O'Brien and Williams, Baker Weeks, ending his career as president of Molson and Co. Limited. His friendship with three fellow wartime pilots, James G. Stewart, H. Robert Ledingham and Peter S. Leggat, lasted for the rest of their lives. The group called themselves "The Throttlebenders." They went fishing in the spring, shooting in the fall and for a few years, skiing in the winter. After retiring from the brokerage business at the age of 50, he and his wife lived in St. Andrews, New Brunswick for the next 28 years, finally moving to Port Hope. Died in Toronto, 8 April 2011. When recommended he had flown 2,062 hours to date, 1,505:20 as instructor, 307:35 in past six months. Award presented in Montreal, 21 March 1947.

For the past three years this officer has executed his instructional duties in an exemplary manner, giving unstintingly of his time and efforts. During the past year on the staff of the senior instructor's course, he has, by his outstanding ability and his splendid example, contributed greatly to the high standard of efficiency achieved by his flight.

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COWANS, S/L Russell (J4106) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Montreal, 17 March 1918. Home in Montreal; enlisted there 20 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 22 October 1940 when posted to No.1 EFTS; graduated 11 December 1940 when posted to No. 2 SFTS; graduated and commissioned, 22 February 1941. To Trenton, 13 February 1941. To No.13 SFTS, St. Hubert, 2 September 1941. To No.4 EFTS, Windsor Mills, 17 December 1941. Promoted Flying Officer, 22 February 1942. Promoted Flight Lieutenant, 12 August 1942. To No.17 EFTS, 8 November 1942. To No.8 SFTS, Moncton, 12 June 1943. To "Y" Depot, 24 August 1943. Embarked from Canada, 13 September 1943. Arrived in United Kingdom, 19 September 1943. To No.15 (Pilots) AFU, 2 November 1943. To No.82 OTU, 29 February 1944. To No.61 Base, 29 May 1944. Attached to Dalton Battle School, 29 May to 16 June 1944. Attached to No.1659 Heavy Conversion Unit, 16 June 1944. To No.426 Squadron, 15 July 1944. Promoted Squadron Leader, 1 September 1944. To RCAF Overseas Headquarters, 17 January 1945. Notwithstanding this posting, he appears to have remained with No.426 Squadron in a training capacity (see assessment notes). Repatriated 23 July 1945. Retired 11 September 1945. Award presented 15 April 1949. Died 30 April 1991 as per **Airforce Magazine** of October-November-December 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". DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 24 January 1945 when he had flown 32 sorties (170 hours 25 minutes), 18 July 1944 to 16 January 1945. NOTE: AFRO

incorrectly gave unit as No.428 Squadron.

In the course of his tour of operations this officer participated in many attacks on vital and heavily defended targets in Germany including Stuttgart, Hamburg, Hanover and Magdeburg. He has shown the utmost keenness for his job and has always pressed home his attacks on the target with the greatest determination and skill. His determination to complete his missions regardless of his personal safety has set a fine example throughout the squadron. This officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

Assessments: "Employed in Central Flying School Refresher Squadron as Instructor. A hard working, conscientious officer. Department good and reliable." (S/L C. Carling-Kelly, 15 June 1941).

"This officer while on the station performed his duties capably as a flying instructor. His ability and conduct were considered highly satisfactory and his continued employment in the service is recommended." (G/C T.A. Lawrence, Trenton, 31 October 1941)

"This officer, although otherwise very efficient, is sometimes slow in checking those under him for dress, behaviour." (F/L G.M. Hume, No.4 EFTS, 7 November 1942).

"I regard this officer as being quite outstanding as regards personality, ability, character and leadership." (M.H. Smart, Manager, No.17 EFTS, 22 March 1943.

"This officer is of the exceptional standard. Always places his duties first, and can always be relied on." (W/C C.M. Black, No.426 Squadron, 16 May 1945. Assessment covered period 15 July 1944 to 16 April 1945 and described Cowans as Squadron Training Officer who had flown 170 hours 25 minutes on operations.)

Notes: Application for Operational Wing dated 20 January 1945 confirmed 32 sorties (170 hours 25 minutes), July 1944 to January 1945.

Form signed 4 July 1945 stated he had flown 170 hours on operations, 279 non-operational hours overseas. Last sortie had been 16 January 1945 with instructional work afterwards. Overseas he had flown 99 hours on Oxford, 75 hours on Wellingtons, and 274 hours on Halifax bombers.

On 18 January 1943, S/L M. Grant (No.17 EFTS, Stanley, Nova Scotia) recommended him for an Air Force Cross. At the time he was described as "Assistant Chief Flying Instructor". Submission read:

This officer has been instructing since 21st August 1941. During this period he has done 1,094 hours of instructional flying. Flight Lieutenant Cowans has taken a keen interest in his work and has shown himself most proficient. He is an above average officer. His total flying is 1,307 hours.

The above did not go beyond No.3 Training Command Headquarters. It is notable that on 30 March 1943, Manager W.H. Stuart of No.17 EFTS wrote to the same headquarters, noting that Cowans had originally been posted there as CFI but was reduced to Assistant CFI when Grant was posted in to that appointment. Subsequently, S/L Grant had been injured in a flying accident. Stuart recommended Cowans for promotion and appointment as CFI, writing, "This officer is a natural leader of men and he inspires efficiency, loyalty and respect among all with whom he is associated." Due to establishment limits, No.3 Training Command Headquarters did not concur in promoting Cowans at that time.

Training:

Course at No.2 ITS was 1-30 September 1940. Courses in Mathematics (72/100), Armament, practical and oral (75/100), Visual Link ("B"), Drill (85/100), Law and Discipline (77/100). Was 15th in a class of 286. "Splendid background; keen and alert, officer material."

Course at No.1 EFTS was 24 October to 11 December 1940. Fleet Finch aircraft (27.40 dual, 24.30 solo and 4.30 in Link). "Needs polishing on aerobatics. Good average pilot." Ground courses in Airmanship (123/200), Airframes (151/200), Aero Engines (119/200), Signals, practical (50/50), Theory of Flight (77/100), Air Navigation (124/200), Armament, oral (168/200). Placed 14th in a class of 27. "Department very good, industrious and capable. Conduct good. Has possibilities as Instructor."

Course at No.2 SFTS was 11 December 1940 to 21 February 1941. Flew in Harvard aircraft (34.15 day dual, 44.15 day solo, 2.05 night dual, 3.55 night solo). Also ten hours in Link. "Above average - has natural ability and doesn't have to try too hard - will have little difficulty correcting minor faults." (F/L Bown, CFI, 15 February 1941). Ground courses in Airmanship (133/200), Armament, written (63/100), Armament, practical (65/100), Air Navigation (122/200), Signals (119/150). Placed 25th in a class of 50. "Very good appearance, quiet, well mannered. Good student."

Course at No.15 (Pilots) AFU was 30 November 1943 to 29 February 1944. Flew Oxford aircraft (3.35 day dual to first day solo; 26.15 total day dual; 21.15 day solo; daylight flying included 4.30 in formation and 6.00 on instruments; flew 2.25 night dual to first night solo, 8.55 total night dual, 21.15 night solo; also logged 19.10 in Link. Tested in General Flying (280/400),

Applied Flying (150/200), Instrument Flying (160/250), Night Flying (75/100) and Link (30/50).
"A very efficient and experienced pilot whose I.F. was weak at first but has reached a very good standard. Will make an excellent captain of aircraft." (W/C Robinson, 25 February 1944)

Attended No.1 Beam Approach Training School, 12-25 January 1944. Flew Oxford aircraft (18.15 day dual, 1.30 night dual, all beam flying, plus 7.20 in Link. "A keen, intelligent interest throughout. His results on the Link Trainer rather spoilt what could have been an above average grade. His instrument flying was sound and reliable, working knowledge of procedure good and general application steady at all times." (Signature illegible, 25 January 1944).

Course at No.82 OTU was 29 February to 29 May 1944. Flew Wellington aircraft (6.05 day dual to first day solo, total 6.05 day dual, 30.35 day solo, 3.40 night dual to first night solo, 3.40 total night dual, 33.15 night solo; also 10.05 in Link. Air Tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (80/100) and Link (30/50). Ground courses in Airmanship (221/300), Armament (219/300), Navigation (176/200) and Signals (82/100). "Above average. An exceptionally keen and enthusiastic pilot who has worked extremely well. Has done a successful nickel operation and am confident he will do well on operations." (S/L J.C. Hunter, 20 May 1944).

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COWL, LAC George Edward (R181374) - **Mention in Despatches** - Eastmoor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 December 1909. Home in South Wales; enlisted in Vancouver for General Duties, 14 August 1942 and posted to No.3 Manning Depot. To No.1 SFTS, 21 September 1942. Promoted AC1, 14 November 1942. Promoted LAC, 14 February 1943. To "Y" Depot, 1 March 1943. To RAF overseas, 27 March 1943. Reclassified as Armament Assistant, 14 July 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 9 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 dated 3 February 1945, stating that he had served seven months in Canada, 21 months overseas. ACH/Armament Assistant.

Throughout his stay at Eastmoor as a Sandra Light Operator, this airman has kept his equipment serviceable even though the parts needed were unobtainable from stores.

In these circumstances he improvised during his spare time with old and broken parts and made the lights usable. For this unusual initiative and devotion to duty he is strongly recommended for "Mention in Despatches".

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COWLEY, A/V/M Arthur Thomas Noel (C9) - **Commander, Order of the British Empire** - No.1 Training Command Headquarters - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Winnipeg, 20 December 1888, educated University of Manitoba and McGill (B.Sc., 1910). In railway construction work before the First World War. Attended Curtiss School, Toronto, May to July 1915; accepted by RNAS. Appointed Temporary Flight Sub-Lieutenant, August 1915 and posted to Eastbourne. To Dover and Dunkirk (seaplanes), October 1915. Prisoner of war, May 1916; incarcerated at Mainz. On 15 November 1921, R.H. Mulock wrote of him, "Mr. Cowley served in the RNAS at Dunkirk with me during the war and turned out to be an exceptionally good pilot and navigator on the rough work he had along the Belgian Coast. He has rather hard luck in being captured by the enemy but this was probably due more to his enthusiasm in attacking the enemy than anything else." To Dover and more seaplane flying after liberation. Demobilized 6 May 1919. Land Surveyor and CNR bridge construction, 1919-1921. Recommended to the Air Board, 20 March 1922 by C. Maclaurin (Air Station Superintendent, Jericho Beach, Vancouver). Joined Canadian Air Board, 11 June 1922, reporting to Vancouver as Pilot Navigator (Seaplanes) at \$ 2,460 per annum. Issued Commercial Air Pilot's Certificate No.178 and Air Engine Certificate No.222, August 1922. As Flight Lieutenant he took an Artillery Cooperation Course, Camp Borden, 1922; posted to Air Headquarters, 16 December 1922 (three flights recorded - 9 December 1922 in Avro G-CYCI, F/L Brookes as pilot, Cowley passenger, 45 minutes artillery observation, successful; 12 December 1922, Avro G-CYCR, F/L Grandy as pilot, Cowley as passenger, 15 minutes observation, unsuccessful, and 13 December 1922, Avro G-CYCR, F/L Grandy pilot, Cowley as passenger, 55 minutes artillery observation, successful). Then back to Vancouver. Posted from Vancouver to Ottawa, 25 January 1924 as Controller of Civil Aviation. Commission on RCAF, 1 April 1924. Chiefly concerned with Civil Aviation and Air Regulations (for example, inspection of OPAS aircraft in 1925) but also occasional photo survey work (Westport, Rideau Lakes, September 1925). Promoted Squadron Leader, 1 April 1927. Extended tour of western Canadian air harbours, 6 July to 1 September 1928. Attached to RCAF Liaison Office, London, 14 February to 19 April 1929 to study methods of civil aviation control in Britain, France and Germany. Carried out a tour of inspection, Western Canada flying clubs, 1930. Promoted Wing Commander, 1 April 1936. Seconded to Department of Transport, 1936 on formation of that department. Promoted Group Captain, 1 April 1939. 5 September 1939, posted from Department of Transport to AFHQ as Director of Manning, in which he created the recruiting organization which operated across Canada. To Camp Borden, 11 June 1940 to command No.1 SFTS. Promoted Air Commodore, 30 September 1940. On 1 October 1940 he went to Regina (later Calgary) to lead No.4 Training Command; posted 20 March 1942 to AFHQ as Air Member for Organization. Promoted Air Vice-Marshal, 14 May 1942. To No.1 Training Command Headquarters, Toronto, 30 November 1943. Granted Polish Air Force Pilot Badge, 10 June

1944. Award presented 12 December 1944. To No.4 Release Centre, 12 January 1945. Retired 12 July 1945. Awarded Queen's Coronation Medal, 23 October 1953. Died in Victoria, 7 July 1960 as per British Columbia Vital Statistics. RCAF photo PL-1579 taken 1940 at desk as Group Captain.

Air Vice Marshal Cowley, with outstanding ability, energy and initiative, has successfully filled the positions of Commanding Officer, No.1 Service Flying Training School, Air Officer Commanding, No.4 Training Command, Air Member for Organization, Air Officer Commanding, No.1 Training Command. This officer has served with distinction in all of those positions. He sets a high standard in devotion to duty and his example is an inspiration to all those associated with him. He has rendered outstanding service to the Royal Canadian Air Force.

COWLEY, A/V/M Arthur Thomas Noel (C9) - **King Haakon VII's Cross of Liberation (Norway)** - Award effective 13 December 1949 as per **Canada Gazette** of 17 December 1949 and AFRO dated 23 December 1949.

Notes: Statement dated 2 December 1932 noted that he had attended a Forest Products Laboratory course, 2-14 February 1925 to prepare for aircraft inspections, and a Lynx engine course, 4-9 April 1927. He had flown 978 hours 20 minutes solo and 20 hours as a passenger. "This officer has been attached to Controller of Civil Aviation since 1 July 1927 during which time he has not performed any Air Force service."

Selected Assessments: "This officer has been acting as Controller of Civil Aviation since 30 January 1924. He is very keen, reliable, efficient and energetic. He has carried out his duties in a very efficient manner." (G/C J.S. Scott, 4 March 1925).

"In length of air service, he is the senior officer now serving. He has filled his present position [Controller of Civil Aviation] with credit to himself and satisfaction to the Department and to the public with whom he has been brought in touch. Under him, relations with civil aviation organizations have at all times been satisfactory. His engineering training, long experience of flying and keenness in the performance of his duty merit special consideration being given to his claim for promotion." (J.A. Wilson, 20 January 1927, noting that Cowley had flown 7- hours 35 minutes as pilot and ten hours four minutes as passenger in 1926).

"Squadron Leader Cowley has organizing ability and good judgement, keenness and initiative in the performance of his duties, which continually expand. It is recommended that he be granted acting rank of Wing Commander while employed as Superintendent, Air Regulations. The responsibility of his position fully warrants his promotion to this rank." (J.A. Wilson, 20 January 1931, noting he had flown "all types of civil and service aircraft."

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COWNDEN, P/O Vincent Joseph (J88410) - **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 Esquimalt, British Columbia, 1 July 1923. Home in Victoria, British Columbia. Enlisted in Vancouver, 2 November 1942. To No.3 Manning Depot, 10 November 1942. To No.3 SFTS (guard), 8 January 1943. To No.4 Pre-Aircrew Education Detachment, 7 March 1943. To No.3 Air Gunner Ground Training School, 3 April 1943. Promoted LAC, 15 May 1943 and posted to No.3 BGS; graduated and promoted Sergeant (Air Gunner), 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943, embarking from Halifax, 16 July 1943. Disembarked in Britain, 22 July 1943. To No.24 OTU, 3 August 1943. To No.1664 Conversion Unit, No.61 Base, 7 October 1943. To No.1659 Conversion Unit, 20 October 1943. To No.428 Squadron, 12 December 1943 but then posted to No.1664 Conversion Unit the same date. To No.434 Squadron, 12 February 1944. Promoted Flight Sergeant, 25 March 1944. Commissioned 26 April 1944. Killed in action with No.434 Squadron, 27/28 April 1944, Halifax LL243. Buried in Holland.

The website "Lost Bombers" gives the following details of his loss. Halifax LL243 of No.434 Squadron (WL-O), target Montzen, 27/28 April 1944. It was one of two No.434 Squadron Halifaxes lost on this operation; the other was LL258. Airborne at 2302 hours, 27 April 1944 from Croft, tasked to bomb the railway yards. Shot down by a night-fighter (Oblt Georg Fengler, 1./NJG1), crashing 0140 at Witten (Limburg), 18 km ESE of Maastricht. Crew consisted of F/O G.F. Maffre, RCAF (killed), Sergeant A.W. Fuller (POW), F/O A.G. Stacey, RCAF (evaded capture with help of Belgians), F/O J.E.J. Arscott (evaded with Dutch help), Warrant Officer G.W.Snow, Croix de Guerre avec Palme, RCAF (killed), Sergeant R.A.Meek, RCAF (killed) and P/O V.J.Cownden, RCAF (killed).

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COWPERTHWAITHE, F/O Lonsdale (J3726) - **Mention in Despatches** - No.407 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 9 January 1914 in Hampstead, London. Educated at Sir Anthony Browne School in England, 1921-1923, and Trinity College School, Port Hope, Ontario, 1924-1932. Employed by Royal Trust, 1933-1936, salesman in London, 1936-1937, worked underground in Kirkland Lake mines, 1937-1938 until he had an accident, Toronto **Daily Star** circulation, 1938-1939; car salesman, 1939 to enlistment; reportedly lost his job when he made first application. He had a brother in the RAF (F/O Edward Morris Cowperthwaite, killed on active service, 29 October 1941). Enlisted in Toronto, 6 June 1940 and posted to No.1 Manning Depot. Posted to No.1 ITS, 24 June 1940; promoted LAC, 16 September 1940 and posted to No.1 EFTS; to No.5 SFTS, Brantford, 12 November 1940; graduated and commissioned 29

January 1941. To Station Rockcliffe, 18 February 1941. Embarked from Halifax, 23 February 1941. Disembarked in Britain on 5 March 1941. To No.2 School of Army Cooperation, Old Sarum, 10 March 1941. To Station Andover, date uncertain. To No.59 Squadron, 6 June 1941. To No.407 Squadron, 27 June 1941. Promoted Flying Officer, 17 December 1941. Missing 12 February 1942 (Hudson AM598) in attack on German warships; reportedly last seen going down to sea level; mother in UK; name on Runnymede Memorial. RCAF photo PL-2574 shows P/O L. Cowperwaite (Toronto), P/O F.H. Beemer (Toronto, killed in action 12 August 1941 with No.149 Squadron), P/O A.F.H. Mills (Toronto) and P/O R.W. Wadds (Toronto), 1941. RCAF photo PL-4617 (ex UK-355) has the following caption: "The crew of a Hudson bomber belonging to RCAF General Reconnaissance squadron overseas: Left to right, Sergeant W.A. Middlemass, RAF, P/O L.W. Almquist of Brooklyn, New York who was trained under the JATP, P/O Dale Cowperthwaite of 1203 Avenue Road, Toronto, and Sergeant W.J. Jones, RAF." RCAF photo PL-4654 (ex UK-395) shows Pilot Officer Dale Cowperthwaite (Toronto), Sergeant W. Middlemas, RAF [sic - Middlemiss], Sergeant Gunner W.A. Wallace (Sussex, New Brunswick) and Sergeant R.A. Conlin (Drumheller, Alberta). DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation dated 4 March 1942 for him, P/O J.E. Lister and FS Norman John Jones (RAF).

Flying Officer Cowperthwaite with his crew, Pilot Officer Lister and Flight Sergeant Jones, led a formation attack on the 12th February 1942 against an enemy force which was proceeding northwards up the Channel.

His aircraft was last seen by another pilot to be going down to attack one of the enemy warships. This crew failed to return.

This exceptional crew have been engaged on many day and night operations and have always been amongst the first to volunteer for a difficult and dangerous mission. They made a special request to be on this operation.

Flying Officer Cowperthwaite had previously attacked four merchant vessels, two of which were definitely damaged. These ships were of 4/5000 tons each. No claim was made for the other two vessels. He has flown on 30 operational flights, 20 of which were at night.

Flight Sergeant Jones was on his second tour of operational duty and had flown a total of 350 operational hours. While with this squadron he and his crew had attacked four merchant vessels of which two were definitely damaged.

Pilot Officer Lister had flown 150 operational hours.

Accident: Damaged Hudson V, AM838, No.407 Squadron, Docking aerodrome, 24 January 1942

at 1300 hours. "I had left Docking for North Coates at 1210 hours but could not land there because of weather and was forced to return to Docking. The ceiling there was then down to 200-300 feet and visibility was poor. I made three circuits in an endeavour to get in and finally proceeded to land. I had to land fairly well down the field in order to miss a Spitfire which was on its nose. However, under ordinary conditions I should have had plenty of room for landing, but when I applied the brakes, the aircraft skidded owing to the soft muddy condition of the aerodrome, and there was very little wind. When I was near the end of the run I saw a ditch ahead of me. I tried to swing the aircraft but was unable to do so, and the aircraft skidded into the ditch. The visible damage is: damaged undercarriage and flaps, and bent aircrews."

Training: Interviewed on 18 April 1940 in Toronto by F/O J.G. Ryrie. Noted that he had commanded his School Cadets at Trinity College School. "Applicant exceptionally good - strongly recommended for Pilot."

At No.1 ITS, course was 22 July to 14 September 1940. Courses and marks as follows: Mathematics (73/100), Armament, practical and oral (60/100), Drill (87/100), Law and Discipline (90/100). Assessed as "good" in Visual Link. Placed 162nd in a class of 193. "Excellent type. Is a flight senior. Will make an excellent pilot. Recommend for commission."

Course at No.1 EFTS was 16 September to 11 November 1940. Flew Fleet Finch (25.40 dual, 30.05 solo) plus two hours 45 minutes in Link. "Good average pilot. Needs additional practice in aerobatics." Ground school courses were Airmanship (124/200), Airframes (135/200), Aero Engines (132/200), Signals, practical (47.5/50), Theory of Flight (76/100), Air Navigation (132/200), Armament, oral (116/200), and assessed as officer (170/200). Placed 21st in a class of 24. "Excellent type, flight senior, methodical and steady. Recommend for commission." (F/L E.A. Weaver, 12 November 1940).

Course at No.5 SFTS was 11 November 1940 to 28 January 1941. Flew Anson aircraft (32.40 day dual, 31.45 day solo, 1.45 night dual, 4.15 night solo) and Link (90 minutes). "Good average pilot, steady and reliable, should do well with more experience." Ground school courses were Airmanship (166/200), Armament, written (65/100), Armament, practical (82/100), Air Navigation (149/200), and Signals (48/50). "Definitely a leader, keen, energetic and strong sense of responsibility." Placed seventh in a class of 38.

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COX, P/O Douglas Maxwell (J88380) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Halifax, 5 August 1919 (MI.9 report); home there; trained as a teacher; enlisted in Halifax 19 July 1941 and posted that date to No.1 Manning Depot. To No.1 ITS, 20 August

1941; graduated and promoted LAC, 8 October 1941; posted that date to No.1 Manning Depot; to No.31 BGS, 10 November 1941; to No.3 BGS, 13 February 1942; promoted Sergeant, 28 March 1942 and posted that date to No.1 ANS; graduated 27 April 1942 and posted next day to "Y" Depot, Halifax; to No.31 OTU, 14 May 1942. To RAF Ferry Command, 30 June 1942. Delivered a Mitchell to Britain on 2 July 1942. Further trained at No.14 OTU, Cottesmore. Assigned to No.7 Squadron, he flew five sorties, 7 February to 9 March 1943 when his aircraft was shot down by a night fighter. Repatriated to Canada, 7 September 1943. Later postings unclear but commissioned 31 July 1944. Released at uncertain date. Rejoined RCAF as Navigation Officer, 16 May 1953. Final posting was at College Militaire Royale as a language teacher. On retirement from the RCAF he taught in Nova Scotia. Died 17 April 2012 in Lunenburg, Nova Scotia, In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Cox. See also his article, "It Was a Long Walk Home", **Roundel**, May 1961. No citation other than that in air operations he had "displayed outstanding bravery, fortitude and devotion to duty, setting an example of a high order." DHist file 181.009 D.2988 (RG.24 Vol.10633) has recommendation for an **immediate** DFC dated 15 November 1944. He had flown 31 trips (146 hours 55 minutes) including his time with No.7 Squadron; the second tour was 18 July to 25 October 1944. NOTE: This is one of the most remarkable stories associated with what was ultimately a Non-Immediate award.

On one occasion, namely the night of March 9/10, 1943, when detailed to attack the German city of Munich, the aircraft in which this officer was the Navigator was shot down by an enemy fighter from a height of 8,000 feet in the Luxembourg-Alsace Lorraine area. Pilot Officer Cox assisted some of the crew out and then checked to make sure the captain's parachute was properly placed before baling out himself. The aircraft crashed at a point about a mile distant from where this officer landed and he immediately returned to the crash to see if it was possible to assist the pilot, as he realized he might not have had the opportunity to bale out. Despite the fact that the starboard mainplane and entire fuselage was ablaze and the ammunition was exploding, he conducted a search, but no sign of the pilot was found. For the next four and a half months, by constant courage, resourcefulness and initiative, he successfully evaded capture and finally reached England, via Gibraltar, in late July. After a short leave this officer returned to operations and has now completed a successful tour consisting of twenty-six trips over a wide variety of well defended targets in Germany and France. He has consistently displayed a high degree of navigational ability and I consider his splendid record plus his dogged determination and devotion to duty fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

7 February 1943 - Lorient (4.30)
28 February 1943 - St. Nazaire (4.05)
3 March 1943 - Hamburg (5.45)
8 March 1943 - Nuremburg (8.35)
9 March 1943 - Munich (shot down)
* * * * *
18 July 1944 - Caen (4.15)
20 July 1944 - Forestel (4.10)
23 July 1944 - Dagnes (6.05)
24 July 1944 - L'Hey (3.35)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Villers Bocage (4.00)
1 August 1944 - L'Hey (3.25)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St, Leu d'Esserent (5.20)
7 August 1944 - La Hague (5.00)
9 August 1944 - Foret de Croc (4.25)
25 August 1944 - Ferfay (4.15)
27 August 1944 - Mimoyceques (3.50)
31 August 1944 - Ile de Cezembre (4.50)
6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.05)
12 September 1944 - Dortmund (5.45)
15 September 1944 - Kiel (5.45)
27 September 1944 - Duisburg (5.25)
28 September 1944 - Cap Gris Nez (4.10)
14 October 1944 - Duisburg (4.55)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.50)
23 October 1944 - Essen (6.10)
25 October 1944 - Hamburg (5.05)

Public Record Office WO 208/3314 has his MI.9 Evasion report (with that of 655165 Sergeant George Reginald Howard) based on interviews of 25 and 26 July 1943. They had left Gibraltar on 17 July 1943, arriving Liverpool on 24 July 1943.

We were members of a Stirling aircraft which took off from Oaklington at 2015

hours on 9 March 1943 to bomb Munich. The other members of the crew were:

P/O Tomlinson, captain (killed)
Sergeant Marsh, engineer (believed hiding in France)
Sergeant Davies, wireless operator (fate unknown)
Sergeant Jennings, mid-upper gunner (believed POW)
Sergeant Fox, rear gunner (believed POW)

On our way to the target while west of Luxembourg, we were attacked head on by a fighter aircraft. We were hit, and lost height rapidly, and the captain gave the order to bale out.

The two gunners baled out first, followed by Sergeant Howard. Sergeant Cox was last to leave the aircraft.

SERGEANT HOWARD

I saw the aircraft crash, hit the ground and burst into flames.

I landed in a tree in a wood. My parachute was so tangled up in the branches that it was impossible for me to extricate it. After burying my Mae West I made my way out of the woods away from the aircraft. I walked for about three hours in a south westerly direction when I stopped in a wood and took out my escape aids box. By means of my map I ascertained that I had landed close to Elan, south of Charleville (Northwest Europe 1:250,000, Sheet 6). Using my compass I walked on till dawn when I crawled under a hedge and slept.

After about two hours I awoke to find a man standing nearby looking at me. In rather halting French I asked him his nationality. He told me he was French and then led me to his home at Baalons (Sheet 6) where he gave me a drink and some food. I spent that night at his house. Next day he told me I must go on to Charleville, where I might find help, and added that the Germans were searching for me. He gave me an overcoat, a beret, and a packet of food. About 2100 hours (10 March) he put me on the road to Charleville. I continued along the main road for some time and then struck off across some fields. I crossed two railway tracks, and realising I had completely lost my way, decided to hide up till dawn.

About 0900 hours (11 March) I was accosted by two woodcutters. They asked me if I was a German, and on receiving a reply in the negative, said they would

help me,

From this point my journey was arranged for me.

SERGEANT COX

I landed in a tree somewhere in the Ardenne district. I cannot state my exact location, but after heading due west from my original starting point I arrived at a village about five miles north of Charleville.

I hid my Mae West in some undergrowth. Thinking I heard a whistle I made off in the apparent direction of the noise. I could find no one.

Although I knew it was not a wise thing to do, I decided to go back to the place where the aircraft had crashed, since I was not sure whether the pilot had managed to get away. The aircraft was completely wrecked.

I then walked through some woods in a westerly direction. After about two hours I slept in some undergrowth.

I set off again early the next morning (10 March) and soon came to a bridge on which was written "Eau de Mezieres". By this I knew I was in France. I continued walking in a westerly direction and about 1400 hours I came to an old disused mill. I went inside and found an old coat, a beret and a pair of old boots which I put on in place of my uniform. I rested in the mill that day, and at dusk I buried my uniform nearby. An old lady saw me and called me into her cottage. I can speak very little French. She gave me something to drink and some food, but seemed anxious that I should not stay. Before leaving she showed me a calendar on which was a map of the district. I wrote down on a slip of paper the names of some of the larger towns nearby, and returned to the mill.

That night I set out again heading for Charleville and Mezieres (Northwest Europe 1:250,000, Sheet 6). I came to Mezieres about 0200 hours on 11 March and continued walking until about 0600 hours. I then went into a barn and slept. When I woke I picked up a roll of wire that was lying in the barn, and putting this on my shoulder, as if I were a labourer, continued down the main road towards Douzicourt (Sheet 6). During the afternoon I had stopped at an isolated farm house, the owners of which, although very poor, gave me some coffee and bread. About 0500 hours (12 March) I came to another village and again went into a barn to sleep. I slept until about 0900 hours and when I woke found the

barn surrounded by farm workers. I managed to slip away without being noticed.

The next village I came to was Poix Terron (Sheet 6). Here I saw a man working in a shop. I asked him for food. While I was talking to him an elderly man passed by. The shop owner called him in, and I told him who I was. This man then gave me 200 francs, and told me he would send someone to see me who would arrange my journey to Paris.

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COX, Corporal Frederick Cyril (R75958) - **British Empire Medal** - No.5 SFTS - Award effective 14 July 1944 as per London Gazette of that date and AFRO 1861/44 dated 25 August 1944. Born 22 December 1915. Home in Toronto; enlisted Hamilton, 2 December 1940 as Aero Engine Mechanic. To Technical Training School, 27 December 1940. Promoted AC1, 24 May 1941. To No.120 (BR) Squadron, 28 May 1941. Promoted LAC, 1 October 1941. To No.5 SFTS, 20 November 1941. Promoted Corporal, 1 December 1943. To No.1 BGS, 17 October 1944. To Release Centre, 8 January 1945. Released 5 February 1945. Award presented 17 June 1945. Died in Brantford, Ontario, 2 September 2010.

While driving his automobile to his unit, Corporal Cox saw an aircraft crash about a mile and a half from the aerodrome. Accompanied by a Private in the Canadian Army, who was a passenger in his vehicle, he rushed to the scene of the crash. The aircraft was burning furiously by the time it was reached, the metal parts having become very hot, and the pilot was trapped in the wreckage. For at least four minutes before the pilot could be reached, they had to tug at burning pieces and lift portions away from the main body of the wreck. He directed operations in the correct manner and, together with the soldier and two civilians, succeeded in effecting the rescue of the pilot. Corporal Cox suffered severe burns to his hands and singed his hair and eyebrows. His courage, determination and prompt actions, with complete disregard for his own safety, undoubtedly were most instrumental in saving the life of the pilot.

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COX, P/O Gordon Alexander (J92193) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Nobleford, Alberta, 16 November 1911. Home in either Nobleford or Coleman, Alberta; enlisted Calgary, 21 October 1942. To No.3 Manning Depot, 24 November 1942. To No.3 WS, 8 January 1943. Promoted LAC, 2 February 1943; graduated 23 July 1943 and posted that date to No.8 BGS graduated and promoted Sergeant, 6 September 1943. To

"Y" Depot, 20 September 1943. Embarked from New York, 8 October 1943 (taken on strength of No.3 PRC, Bournemouth, 9 October 1943). Disembarked in Britain, 16 October 1943. To No.2 (Observer) AFU, 2 November 1943. To No.23 OTU, 21 December 1943. To No.61 Base, 15 March 1944. Attached to Dalton Battle School, dates uncertain. Attached to No.1666 Conversion Unit, 12 April to 6 May 1944. To No.420 Squadron, 6 May 1944. Promoted Flight Sergeant, 6 July 1944. To No.405 Squadron, 19 July 1944. Attached to Night Training Unit, 20 July to 4 August 1944. Commissioned 13 November 1944. Repatriated to Canada, 31 March 1945. To No.2 Air Command, 12 April 1945. To No.7 Release Centre, Calgary, 27 May 1945. Released 1 June 1945 to home in Iron Springs, Alberta. Died in Butte, Alberta, 21 August 1971 as per **Legion Magazine** of November 1971, citing his NCO number (R194760). Award sent by registered mail 7 June 1950. Photo PL-42146 (formerly UK-18982), registered 22 February 1945, has the following caption: "F/L H.R. Whittall, DFC, (131 Beach Avenue), Vancouver, pilot with a famed RCAF Lancaster squadron, left, has done more than 55 operational trips over Europe's hottest targets with P/O G.A. Cox, his wireless operator from Nobleford, Alberta, right. Four times they have come home on three engines after flak has knocked out one." 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 55 sorties (222 hours five minutes), 22 May 1944 to 7 January 1945.

22 May 1944 - Le Mans (5.05)
2 June 1944 - Neuf Chatel (4.30)
6 June 1944 - Haulgate (4.20)
6 June 1944 - Coutrances (4.40)
7 June 1944 - Acheres (4.50)
9 June 1944 - Le Mans (5.25)
12 June 1944 - Cambrai (4.50)
15 June 1944 - St.Pol (4.25)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - St.Martin (4.05)
23 June 1944 - Bientaques (3.55)
27 June 1944 - Foret d'Eawy (3.50)
1 July 1944 - Biennais (4.40)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (5.05)
12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.45)
12 August 1944 - La Pallice (5.15)

14 August 1944 - Falaise (2.45)
18 August 1944 - Bremen (5.05)
25 August 1944 - Russelsheim (6.55)
26 August 1944 - Kiel (5.45)
28 August 1944 - Fromental (2.20)
6 September 1944 - Emden (4.00)
8 September 1944 - Le Havre (2.35)
10 September 1944 - Le Havre (2.30)
12 September 1944 - Wanne Eickel (3.20)
17 September 1944 - Boulogne (1.55)
17 September 1944 - Biggekerke (1.55)
20 September 1944 - Calais (2.10)
23 September 1944 - Domberg (1.55)
25 September 1944 - Calais (1.55)
26 September 1944 - Cap Gris Nez (1.40)
27 September 1944 - Bottrop (3.20)
28 September 1944 - Cap Gris Nez (3.15)
30 September 1944 - Bottrop (3.25)
5 October 1944 - Saarbrücken (4.50)
6 October 1944 - Dortmund (4.50)
11 October 1944 - Fort Frederick Hendrik (2.20)
14 October 1944 - Duisburg (3.20)
2 November 1944 - Düsseldorf (4.15)
6 November 1944 - Gelsenkirchen (2.15)
21 November 1944 - Aschaffenburg (5.00)
27 November 1944 - Neuss (4.00)
30 November 1944 - Duisburg (4.25)
12 December 1944 - Essen (4.20)
17 December 1944 - Ulm (6.15)
22 December 1944 - Bingen (4.35)
28 December 1944 - Bonn (4.10)
29 December 1944 - Gelsenkirchen (4.50)
2 January 1945 - Nuremberg (6.40)
5 January 1945 - Hannover (4.40)
7 January 1945 - Munich (7.00)

Pilot Officer Cox is the Wireless Operator of a crew which has now completed two full operational tours. He has participated in attacks on such heavily defended enemy targets as Bremen, Essen, Duisburg and Düsseldorf. He is always cool and calm under the most difficult conditions and by his keenness and

devotion to duty this officer has undoubtedly contributed much to the successes attained by his crew.

Notes: Application for Operational Wing, 15 October 1944 stated he had flown 43 sorties, 22 May to 14 October 1944 (168 hours five minutes). Of these, 19 sorties (84 operational hours) had been with No.420 Squadron and 24 with No.405 Squadron. There appears to be no application for Bar to Operational Wing.

On repatriation form, 16 March 1945, he stated he had flown 58 sorties (243 hours 44 minutes) on operations, the last one on 27 February 1945. In addition he had flown 269 hours 27 minutes non-operational. Overseas types were Anson (30.05), Wellington (94.05), Halifax (164.15) and Lancaster (224.46).

Assessed on 15 March 1945 as "An above average wireless operator who has worked exceptionally hard whilst on the squadron, proving himself keen and capable. He took an interest in section administration and could be relied upon to execute any duties allotted to him." (F/L D.J. Langley, endorsed by G/C W.F.M. Newson).

Recruitment and Training: Interviewed in Calgary, 21 October 1942 immediately before enlistment. Described as "Good type, alert and fairly capable. Farming background. Motivation good. Been waiting on educational standards being reduced. Will require additional education but should be successful." (F/O Archie Muir).

Course at No.2 WS was 11 January to 23 July 1943. Flew 24 hours 30 minutes as first operator and five hours 30 minutes as second operator in flying classroom. Courses were Theory (29/50), Radio Equipment (230/250), Morse (150/200), Procedure (167/200), D.I. and F.F. (37/50), Signals Organization (95/150), Visual Signals (30/50), Drill and PT (36/50). Placed 96th in a class of 130.

Course at No.8 BGS was 26 July to 6 September 1943. Flew in Bolingbroke and Anson aircraft (11.20 by day, 1.05 by night). Exposed three cine films; fired 200 rounds air to ground and 2,725 rounds air-to air. Used Browning gun in air, Bristol turret in air, Boulton Paul and Fraser Nash turrets on ground. Spent 16 hours in Turret Manipulation (three of them on Standard Ground Trainer). Written tests in Guns, Pyrotechnics and Ammunition (119/200), Sighting (181/200), other tests in Guns, practical (82/100), Turrets, practical (147/200), Aircraft Recognition (137/150), and Signals (90/100). "Keen student, fair type."

Course at No.22 OTU was 21 December 1943 to 8 March 1944. On Wellington aircraft, 45.05 day and 48.00 night. He handled Morse at 18 words per minute, Aldis lamp at eight words per minute. Ground tests in Knowledge and Manipulation of W/T and R/T Equipment (230/300),

W/T Organization and Procedure (168/200), Special Equipment (154/200), Log Keeping (82/100). W/T Operations as follows - H/F and D/F Contacts (Base), 50; H/F and D/F Contacts (not Base), 55; M/F and D/F Fixes, 10; M/F and D/F Sections Worked, five; Loop Bearings Practiced, 66; Loop Bearing Plotted by Navigator, 34; Messages Received, six; Messages Transmitted, 28; Flying Control Contacts, 16; Daily Inspections, 20; Percentage of Broadcasts Received, 98. "An average operator who is keen and conscientious, although rather slow. Will make a good member of an operational crew. Has completed one successful nickel raid."

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COX, WO Jesse Edwin (R67128) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 16 October 1942 as per **London Gazette** dated 27 October 1942 and AFRO 1783/42 dated 6 November 1942. Born in Swindon, England, 6 August 1912. Home in Kingston, Ontario; enlisted there 30 August 1940. To No.1 Training Command, 8 October 1940. To No.1 ITS, 12 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.10 EFTS; graduated 29 March 1941 and posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941; graduated and promoted Sergeant, 21 June 1941. To Embarkation Depot, 22 June 1941. To RAF overseas, 5 July 1941. Commissioned 3 November 1942. Repatriated to Canada, 22 January 1945. To No.1 Air Command, 2 February 1945. To No.14 SFTS, 5 March 1945. To Central Flying School, 30 March 1945. To No.6 OTU, 12 October 1945. To Patricia Bay, 16 January 1946. To No.9 (Transport) Group, 27 January 1946. To No.12 (Communications) Squadron, 30 January 1946. To No.1 Air Command, 28 December 1946. Released 8 January 1947. Died in Newmarket, Ontario, 2 February 1996. DFC presented by the King, 15 December 1942. DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation for Bar to DFC dated 18 December 1944 when he had flown a total of 62 sorties (461 hours 45 minutes). First tour had been from 7 November 1941 to 21 September 1942. First trip (as second pilot) was ten hours to Berlin, and in all he flew 45 trips (although on three the duty was not carried out. Also, 22 of these were "Air Sea Patrols" conducted 1 June 1942 to 21 September 1942. Second tour was 25 September to 30 November 1944.

Warrant Officer Cox has exhibited a high degree of skill, enthusiasm and courage, and has taken part in a large number of attacks on the enemy. He has several times flown his damaged aircraft safely to base. On one occasion one engine failed when flying very low over the sea, but on the remaining engine he returned safely to an English aerodrome. This warrant officer has also been directly responsible for the saving of another crew, who had been forced to take to their dinghy.

NOTE: Public Records Office Air 2/9600 has recommendation dated 1 September 1942 when he had flown 39 sorties (136 hours 53 minutes in Bomber Command, 161 hours ten minutes in Coastal Command. The form states that his Bomber Command time was equivalent to having

flown 410 hours 39 minutes in Coastal Command (interesting to figure out the formula used to convert back and forth):

* flown as 2nd pilot (all others as captain)

7 November 1941 - Berlin (10.00)*
16 November 1941 - Emden (7.15)*
30 November 1941 - Emden (7.00)*
7 December 1941 - Duren (7.20)*
27 December 1941 - Dusseldorf (5.42)*
7 January 1942 - Stavanger (6.45)*
9 January 1942 - Brest (7.01)*
15 January 1942 - Emden (5.36)*
28 January 1942 - Rotterdam (5.15)
15 February 1942 - St.Nazaire (8.31)
25 February 1942 - SM.67 and 73 (7.45)
27 February 1942 - Wilhelmshaven (7.25)
3 March 1942 - Billancourt (6.33)
12 March 1942 - Emden (DNCO, severe icing conditions)
25 March 1942 - St.Nazaire (8.35)
27 March 1942 - St.Nazaire (8.43)
1 April 1942 - Poissy (7.54)
17 April 1942 - St.Nazaire (8.24)
23 April 1942 - Rostock (2.26, DNCO)
25 April 1942 - Rostock (8.43)
1 June 1942 - Anti-submarine patrol (8.55)
3 June 1942 - Anti-submarine patrol (8.38)
7 June 1942 - Anti-submarine patrol (7.40)
11 June 1942 - Anti-submarine patrol (9.14)
13 June 1942 - Anti-submarine patrol (6.24)
15 June 1942 - Anti-submarine patrol (8.41)
17 June 1942 - Anti-submarine patrol (8.52)
19 June 1942 - Anti-submarine patrol (8.17)
24 June 1942 - Anti-submarine patrol (8.28)
27 June 1942 - Anti-submarine patrol (8.55)
17 July 1942 - Anti-submarine patrol (4.56)
21 July 1942 - Anti-submarine patrol (6.17)
23 July 1942 - Anti-submarine patrol (9.06)
27 July 1942 - Anti-submarine patrol (8.26)
31 July 1942 - Anti-submarine patrol (3.07)

2 August 1942 - Anti-submarine patrol (9.10)
8 August 1942 - Anti-submarine patrol (9.38)
12 August 1942 - Anti-submarine patrol (6.49)
16 August 1942 - Anti-submarine patrol (10.10)
22 August 1942 - Anti-submarine patrol (9.25)

Warrant Officer Cox has almost completed an operational tour in Bomber and Coastal Commands. Throughout he has shown a very high degree of skill, enthusiasm and courage, and has been genuinely distressed when prevented from going on operations by outside circumstances. He has several times brought back damaged aircraft safely to base. On one occasion, an engine failed when for operational reasons he was flying very low over the sea; by excellent airmanship he averted a forced landing in the water, and brought his aircraft safely to an English aerodrome on the remaining engine. He has also been directly responsible for the saving of another crew who had been forced to take to their dinghy. I strongly recommend that his fine operational record be recognized by the award of the Distinguished Flying Cross.

COX, F/L Jesse Edwin, DFC (J16156) - **Bar to Distinguished Flying Cross** - No.420 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Award presented 9 April 1948.

Flight Lieutenant Cox has a splendid operational record. He has completed two tours of operations which have included attacks against many important and difficult targets. Undaunted by the hazardous circumstances he has encountered, Flight Lieutenant Cox has always shown fearless courage in combat, superb airmanship and consistent devotion to duty.

The original recommendation, drafted by W/C W.G. Phelan, 18 December 1944, is in DHist file 181.009 D.3456 (National Library and Archives RG.24, Box 20639). He was still a Flying Officer when recommended. It was originally for a DSO. The sortie list includes a few sorties that were in the latter part of his first tour. Avoiding duplication with the above list, the submission included trips shown below plus a detailed recommendation:

2 September 1942 - La Pallice - 9.25
5 September 1942 - Sea patrol - 9.00
13 September 1942 - Sea patrol - 8.30
21 September 1942 - Sea patrol - 9.10

Second Tour

25 September 1944 - Calais - 4.15
26 September 1944 - Calais - 4.15
27 September 1944 - Bottrop - 5.35
28 September 1944 - Cap Gris Nez - 4.05
30 September 1944 - Sterkrade - 5.00
4 October 1944 - Bergen - 6.30
6 October 1944 - Dortmund - 6.05
9 October 1944 - Bochum - 5.30
12 October 1944 - Wanne Eickel - 5.35.
14 October 1944 - Duisburg - 2.55 - duty not carried out.
15 October 1944 - Wilhelmshaven - 4.10
23 October 1944 - Essen - 5.15
25 October 1944 - Hamburg - 5.20
28 October 1944 - Cologne - 6.35
30 October 1944 - Cologne - 6.45
1 November 1944 - Oberhausen - 5.45
2 November 1944 - Dusseldorf - 5.55
4 November 1944 - Bochum - 6.30
6 November 1944 - Gelsenkirchen - 5.10
21 November 1944 - Castrop Rauxel - 6.50
27 November 1944 - Neuss - 5.35
30 November 1944 - Duisburg - 7.15

Total sorties, both tours - 62 (461 hours 46 minutes)

On October 12, 1944, Flying Officer Cox was detailed to attack an oil target in Germany. Before the target was reached it was necessary to feather a motor, but this officer pressed home his attack with characteristic gallantry. On another occasion this officer's aircraft was hit by flak which rendered unserviceable all flying instruments and petrol gauges. Despite this, a successful attack was effected.

Flying Officer Cox has now completed two tours of operations against difficult targets and has always displayed exceptional devotion to duty, and his gallantry has been a spirited example to his squadron.

For this reason I recommend Flying Officer Cox for the non-immediate award of the Distinguished Service Order.

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COX, F/L Lorne Thomas (C24847) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Home in City View, Ontario; enlisted Ottawa, 7 February 1936. Accepted for service in postwar RCAF, 1 October 1946 in rank of Flying Officer. To No.10 Repair Depot, 10 September 1948. To No.1 (Fighter) Wing, 2 October 1951. Promoted Flight Lieutenant, 1 January 1953. Awarded Queen's Coronation Medal, 23 October 1953 as a Flight Lieutenant with No.1 (F) Wing. Returned to Canada, January 1955. Retired from RCAF, 29 December 1966. Died at Otter Lake, Quebec, 29 June 1995. 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, Buranyk and Cox leaving dugout.

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COX, F/O Ronald Lee (J26413) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 31 January 1919. Home in Shelburne, Nova Scotia; enlisted in Halifax, 28 March 1942. To No.5 Manning Depot, 19 April 1942. To No.31 OTU (guard duty), 5 June 1942. To No.3 ITS, 31 July 1942; graduated and promoted LAC, 24 September 1942; posted that date to No.11 EFTS; course may have been completed by 12 December 1942 but not posted to No.1 SFTS until 9 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Repatriated to Canada, 31 March 1945. Released 15 May 1945. Award presented in Montreal, 25 November 1949. Cited with F/O Lyle W. Sitlington (RCAF, WOP, awarded DFC) and FS Raymond A. Toane (RCAF, AG, awarded DFM). Photo PL-35206 shows him.

These officers and this airman were pilot, wireless operator and rear gunner respectively of an aircraft detailed to attack Oberhausen one night in November 1944. The target was successfully bombed but, soon after leaving the area, the aircraft was hit by a hail of bullets from an enemy fighter. Both inner engines were put out of action. The inter-communication and hydraulic systems were rendered unserviceable. Flying Officer Sitlington was wounded in the face and arm and Flight Sergeant Toane was injured in the face, the arms and leg. The enemy aircraft again came in with guns blazing. The bomber sustained further

damage and went into a spiral dive but Flying Officer Cox succeeded in levelling out after considerable height had been lost. Meanwhile, Flying Officer Sitlington had shown the greatest coolness and determination in successfully extinguishing a fire which had broken out in his cabin. Flight Sergeant Toane had also proved his courage and resolution. Blood streamed down his face and, though almost blinded by it, he had remained in his turret to fire his guns at the attacker. Throughout the fight, Flying Officer Cox displayed great skill and coolness and he afterwards flew the severely damaged aircraft to the first available airfield. Here he effected a successful crash landing. He displayed the finest qualities of courage and determination. Flying Officer Sitlington and Flight Sergeant Toane also proved themselves to be most worthy members of aircraft crew. Although injured and in much distress they showed the highest standard of devotion to duty.

RCAF Press Release No. 5003, November 1944, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP IN BRITAIN: -- On the return from a successful attack on Oberhausen, every man of a Moose squadron crew lived up to the RCAF motto: "Through Adversity to the Stars". Despite wounds and a severely damaged aircraft, they turned in what the Squadron C.O., W/C Dough Hagerman, DFC, of (624-12th Street East) Saskatoon, termed "one of the finest examples of crew cooperation and faith in one another I've ever seen".

The first indication anyone had that a Nazi fighter or fighters were attacking was when the pilot, F/O R.L. Cox of (Box 182), Shelburne CO., N.S., saw tracers zinging past his cockpit. The next instant, cannon shells and their splinters were riddling the big Canadian-built Lancaster. Then the attack was over as suddenly and inexplicably as it began.

The rear-gunner and the wireless operator were wounded, while the navigator, F/O S.B. Lindsay of Rosburn, Manitoba suffered superficial injuries. Two of the Lancaster's four engines were knocked out, one on each wing. The intercom system and the rear turret were so damaged that they could not be used. The knocked-out hydraulic system permitted one wheel to hang down. Both tires were blown, and almost all instruments smashed. The starboard wing was burning as were the blackout curtains in the pilot's cockpit. One cannon shell pierced the bomb bay and failed to explode.

At the moment of attack, one explosion blew the mid-upper gunner out of his turret down into the fuselage corridor without hurting him. Still dazed, he

staggered down to the rear turret to see how his fellow-gunner was. Unable to rotate the damaged turret so that he could get the tail man out, the mid-upper returned to ask the flight engineer's help. He found that flier dressing the wireless operator's wounds. The latter refused morphia and went back to his work.

In the meantime, Navigator Lindsay, despite injuries that were painful though not serious, was fighting the flames of the blackout curtains. That done, he forced an extinguisher through a shell hole in the side of the fuselage and somehow managed to put out the fire in the starboard wing. The bomb-aimer and the flight engineer began dressing Lindsay's face. He fainted but, on reviving, returned to his duties and guided the aircraft to an emergency 'drome on the British coast despite the fact that he had to work almost without instruments.

Pilot Cox also has his troubles. First he found himself in cloud after re-organizing the crew. Lacking instruments, it was impossible to tell where they were. Then the crippled bomber nosed over in a spiral dive on his own accord. Cox fought his giant aircraft out of that, nursed it back to Britain. For all the blown tires, he managed to land all right until the undercarriage on one side collapsed and the Lancaster spun around on one wingtip. The crew helped one another out hurriedly, fearing fire. Navigator Lindsay has since completely recovered, and the rear-gunner and wireless operator are mending rapidly.

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COX, F/L Ronald Sydney (J11464) - **Air Medal (United States)** - 11th USAAF - effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 13 February 1915. Home in Winnipeg, Manitoba; enlisted there 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to Winnipeg Flying Club; to No.1 SFTS, 14 September 1940; graded pilot and promoted Sergeant, 1 January 1941. To No.2 BGS, 18 February 1941. To No.14 (Fighter) Squadron, 31 December 1941. Commissioned 19 April 1942. Promoted Flying Officer, 15 October 1942. Promoted Flight Lieutenant, 15 June 1943. To uncertain unit, 22 December 1943. To Pennfield Ridge, 23 August 1944. To "Y" Depot, 21 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated 23 October 1945. Released 3 December 1945. See Cochand for details; flights were 22 July to 13 August 1943.

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COX, F/O Walter Fred (J21810) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 23 March 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. Born 24 January 1918. Home in Fernie, British Columbia; enlisted Calgary, 21 January 1942. To No.1 Manning Depot, 1 March 1942. To No.4 ITS, 20 June 1942; graduated and promoted LAC, 28 August 1942); to No.2 BGS, 12 September 1942; to No.2 AOS, 7 November 1942. graduated and commissioned on 18 December 1942. To Mountain View, 27 December 1942. To No.8 BGS, 9 January 1943. To "Y" Depot, Halifax, 4 August 1943. To United Kingdom, 24 August 1943. Repatriated 23 November 1945. To Western Air Command, 5 January 1945. To No.6 OTU, 18 January 1945. To Release Centre, 23 May 1945. Released 26 May 1945. Award presented at Sea Island, 22 October 1949.

Flying Officer Cox as air bomber has participated in many missions against such targets as Stuttgart, Kiel and the Ruhr supply depots. On one occasion when attacking a target near Paris his aircraft was hit by a shell from the enemy's anti-aircraft defences. The pilot was severely wounded and rapidly lost consciousness. Flying Officer Cox took over control of the aircraft with the aid of the flight engineer who also rendered first aid to the pilot. The resourcefulness and coolness displayed by this officer materially contributed to the safe return of the aircraft to this country. At all times his devotion to duty and consistent gallantry have been of a high order.

NOTE: Public Records Office Air 2/9050 has recommendation dated 30 November 1944 which gives sortie list (30 trips, 140 hours 33 minutes) and a more detailed text:

10 June 1944 - Acheres (5.03)
12 June 1944 - Gelsenkirchen (3.58)
23 June 1944 - Saintes (6.59)
27 June 1944 - Chateau Bernapre (3.33)
29 June 1944 - Domleger (2.59)
30 June 1944 - Oisemont Neuville (3.32)
2 July 1944 - Domleger (3.28)
5 July 1944 - Dijon (8.24)
6 July 1944 - Foret St.Croix (3.51)
7 July 1944 - Caen (3.41)
18 July 1944 - Scholven Buer (4.33)
20 July 1944 - Wizernes (3.25)
23 July 1944 - Kiel (5.14)
25 July 1944 - Stuttgart (8.44)
28 July 1944 - Stuttgart (8.08)
30 July 1944 - Cahagnes (4.11)

31 July 1944 - Le Havre (3.36)
2 August 1944 - Le Havre (3.33)
3 August 1944 - Trossy St. Maximim (4.28)
8 August 1944 - Fontenay (4.20)
10 August 1944 - Dugny (5.14)
26 August 1944 - Russelsheim (8.30)
11 September 1944 - Le Havre (3.55)
16 September 1944 - Steenwijk (3.52)
17 September 1944 - Bigge Kirke (2.54)
23 September 1944 - Neuss (4.46)
26 September 1944 - Calais (3.18)
28 September 1944 - Calais (3.19)
3 October 1944 - West Kapelle (3.02)
6 October 1944 - Saarbrucken (6.23)

This Canadian officer has now completed 30 sorties amounting to 140.53 hours operational flying as an Air Bomber. In this time he has been a member of a crew attacking such heavily defended targets in Germany as Kiel, Stuttgart and the Ruhr, besides many attacks on precision targets in France and the Low Countries.

Throughout his tour of operations, he has shown an unswerving keenness and determination to deal the enemy the hardest possible blow. By his skill and ability he assisted his pilot which enabled him to bomb the target with the highest degree of accuracy despite all enemy resistance. His unflinching cheerfulness in the face of opposition in the form of heavy flak defences or enemy fighters has been an inspiration to his crew.

On one occasion, when attacking a target near Paris, the aircraft was repeatedly hit by flak and the pilot seriously wounded in the neck. The captain lost consciousness quickly, but Flying Officer Cox instantly appreciated the situation, took over control of the aircraft and directed the Flight Engineer in rendering first aid to the wounded pilot. This action was so successful that the pilot recovered consciousness and flew his aircraft safely back to base.

This Canadian officer's clear thought and instant action extricated the remainder of the crew from a perilous situation. At all times he has displayed courage and determination of a very high order. Such devotion to duty and consistent gallantry well merits the award of the Distinguished Flying Cross.

See also entry of F/O Maurice Leo Dubois. The "target near Paris" was Dugny, a commune in the northeastern suburbs of Paris, France, north of Le Bourget. The date was 10 August 1944. Others in his crew were Sergeant H. Tulip, DFM (RAF, flight engineer), F/O J.C. Young (RCAF, navigator), Sergeant H. Wood (RAF, WOP). Sergeant R. Ives (RAF, gunner) and Sergeant R.R. Haynes (RCAF, air gunner).

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COYNE, WO (now P/O) Edward Kenneth (R212916/J94267) - **Distinguished Flying Cross** - No.7 Squadron (deceased) - Award effective 3 April 1945 as per **London Gazette** dated 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born 28 December 1923. Home in Toronto; enlisted there 16 December 1942. Granted Leave Without Pay until posted to No.1 Manning Depot, 10 May 1943. To No.6 SFTS as guard, 28 June 1943; to No.2 Air Gunner Ground Training School, 6 August 1943; graduated 18 September 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 22 March 1945. Killed in action 4/5 April 1945 (Lancaster NG229); buried in Germany. Award presented to next-of-kin, 1 December 1948.

This warrant officer has completed, as air gunner, numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

The website "Lost Bombers" provides only minimal information of his loss. Lancaster NG229 of No.7 Squadron (MG-S), target Harburg, 4/5 April 1945. This aircraft was delivered to 7 Squadron in January 1945. It took part in attacks on Munich, 7/8 January 1945 and Dresden, 13/14 February 1945.

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COYNE, F/O James Patrick (J15233) - **Distinguished Flying Cross** - No.263 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Swan River, Manitoba. 23 October 1920. Home in God's Lake, Manitoba; enlisted Winnipeg, 10 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.1 EFTS; graduated 17 March 1941 and posted to No.1 Manning Depot; to No.2 SFTS, 6 April 1941; graduated 21 June 1941 and promoted Sergeant). To Embarkation Depot, 22 June 1941. To RAF Trainee Pool overseas, 20 July 1941. Further trained at No.55 \OTU, Ushworth. To No.263 Squadron, Charney Down, October 1941. Commissioned 26 February 1942; promoted to Flying Officer, 1 October 1942. On completion of first tour, June 1943, posted to a non-flying desk job as

President of the RCAF Aircrew Re-selection Board at Warrington. Promoted to Squadron Leader, 1 December 1943; repatriated 12 March 1946; released 8 May 1946. Re-engaged as Pilot (19799) with rank of Squadron Leader, 1 October 1946; still in RCAF as of 1954. Work included accident investigation, base commander Churchill, photo mapping the arctic and developing the new science of aviation medicine which led to a brief time at NASA. Upon retiring from the air force he attended the University of Manitoba, obtaining a teaching certificate and moved to Warrington, Ontario where he taught high school for a number of years. Also became audio-visual coordinator for the Bruce County Board of Education and built one of the most innovative and forward looking A-V departments in Ontario at the time. Returned to The Pas where he died, 27 February 2013. Credited with the following while flying with No.263 Squadron: **14 December 1942**, one FW.190 damaged; **16 May 1943**, one FW.190 damaged. Award presented by the King, 8 February 1944. Photo PL-2919 taken after graduation from No.2 SFTS shows LAC J.W. Kinahan (Winnipeg) and LAC J.P. Coyne (God's Lake). Photo PL-26044 shows him. PL-46133 (ex UK-23564 dated 22 October 1945) taken as Repatriation Depot, Torquay; F/L Don Fortsyth (Ottawa) buys a Victory Bond, S/L J.P. Coyne watches; salesman is F/O N.P. Quick (Montreal). Photo PL-44237 (ex UK-21796 dated 30 May 1945) shows him as well. Also PL-56981 (Squadron Leader, 1953). PL-46134 (ex UK-23565 dated 22 October 1945) shows him at Torquay briefing Victory Bond salesmen. PL-46186 (ex UK-23583 dated 5 November 1945) taken at Bournemouth with a poster urging men to buy Victory Bonds for homecoming investment. Caption says he was managing unit campaign and that it raised its \$ 250,000 objective in four days.

This officer has completed numerous sorties involving low level attacks on airfields, dock installations and rail communications. His courageous leadership, tenacity and keenness have been inspiring.

NOTE: Public Record Office Air 2/4974 has recommendation drafted 19 April 1943 by the Commanding Officer, No.263 Squadron.

Flying Officer James Patrick Coyne, flying Whirlwinds and Whirlibombers, has taken part in more than 20 daylight fighter-bomber offensive operations during the past year. These include a successful low level attack on Lannien aerodrome, four successful attacks on locomotives and trucks and a harbour installation, five successful dive-bombing attacks on Maupertus and Brest Guipavas aerodromes and the accurate bombing of Ouistreham lock gates. All these operations were in flak-protected areas and his aircraft has three times been hit by flak.

Flying Officer Coyne on anti-Rhubard patrol led his section into combat with two FW.190s and personally damaged one of these. This was the first Whirlwind vs. FW.190 combat of the war.

Flying Officer Coyne's high qualities of leader, aggressiveness and morale have been a constant inspiration to his fellow pilots.

This was endorsed by the Wing Commander in charge of Station Warmwell (19 April 1943), the Group Captain commanding Station Middle Wallop (22 April 1943), and Air Commodore B.E. Embry, Air Officer Commanding, No.10 Group (29 April 1943) before final approval by the Air Officer Commanding-in-Chief, Fighter Command (31 May 1943).

Note: The Operational Record Book of No.263 Squadron includes the following items:

1 February 1942 - Sergeant Pilots Coyne, Lovell, Brearly and Kennedy promoted Flight Sergeant.

12 February 1942 - Reported on a convoy recco, 1110-1235, nil report (P7018).

13 February 1942 - Returning from a convoy patrol at dusk, Coyne swung off runway on landing and into one of many soft patches aircraft turned on its back, graded Category "B". He was only slightly injured and flew again next day (Whirlwind P7051).

9 March 1942 - convoy patrol, uneventful (P7004).

10 March 1942 - two convoy patrols, uneventful (P7117 on both sorties, 1415-1540 and 1715-1740, latter recalled).

24 March 1942 - convoy patrol, uneventful (P6990).

26 March 1942 - sweep of Irish Sea with two small convoys (P7120). Ships were flying balloons to 2,000 feet and were a hazard to the fighter cover.

28 March 1942 - first time mentioned as a Pilot Officer; two convoy patrol, uneventful (P7051 on both, 1400-1535 and 1700-1830).

2 April 1942 - convoy patrol, uneventful (P7117)

6 April 1942 - convoy patrol, uneventful (P7100) and Irish Sea sweep (P7003)

10 April 1942 - "P/O Coyne made a good single engine landing after his starboard engine had cut in the circuit."

12 April 1942 - Irish Sea sweep, vectored to a contact but no plots (P7120)

14 April 1942 - convoy patrol, uneventful (P7051)

16 April 1942 - two convoy patrols, uneventful (P7051 on both)

20 April 1942 - two convoy patrols, uneventful (P7051 on both)

21 April 1942 - two convoy patrols, uneventful (P7051 on both)

22 April 1942 - convoy patrol, uneventful (P7035)

23 April 1942 - two convoy patrols, uneventful (P7120 on first, P7011 on second)

27 April 1942 - two convoy patrols, uneventful (P7035 on both)

29 April 1942 - two convoy patrols, uneventful (P7051 and P7110).

3 May 1942 - Scramble after Ju.88s that were on shipping recco (P7051); no contact

8 May 1942 - Scramble after Ju.88s that were on shipping recco (P7016); no contact

9 May 1942 - Scramble after Ju.88s that were on shipping recco (P7053); no contact

13 May 1942 - Scramble after Ju.88s that were on shipping recco (P7051); no contact

14 May 1942 - Scramble after Ju.88s that were on shipping recco (P6990); no contact

5 June 1942 - Operation involving four Whirlwinds; Coyne on P7033 (1520-1640). Form 540 for this date reads:

This day was the recommencement of Rhubarb operations by the squadron. Four Whirlwinds (Red Section) led by S/L Woodward, DFC, took off Predannack at 1513 hours with the intent to attack Lannion aerodrome. Wing Commander Blake, DFC, together with a flight of Spitfires from 234 Squadron provided the escort. Squadron Leader Woodward flew over Lannion aerodrome watch tower and saw a line of what he took to be five Ju.88s parked close together in line abreast. He dived to the attack from 400 feet and fired a two and a half seconds burst and hit them, but was pretty sure after he had passed over them that they were dummies. He was also able to get in a short burst and observed hits on a flak post between Northern and North Eastern dispersal area, he saw men running and falling or lying down. The second pilot, P/O Coyne, also fired at and

hit the dummy aircraft, only recognising them as such when he had passed over them. Pilot Officer Blackshaw turned to starboard south of the Watch Office and scored hits on three of the four blister hangars which he saw in the South Eastern dispersal area. He then saw and recognised the dummies, and flew across South Eastern extension of airfield to see a Ju.88 being serviced in a hangar. This aircraft was held by the nose and exposed its dark sea blue underside camouflage. Hits were scored and strikes seen. This suggests that the squadron has at least seen and partially damaged one of the aircraft of 3/123 which it has lately so often chased.

15 June 1942 - Scramble after Ju.88s that were on shipping recco (P6987); no contact.

19 June 1942 - Scramble after Ju.88s that were on shipping recco (P6987); no contact.

21 June 1942 - Scramble after Ju.88s that were on shipping recco (P7120); no contact

25 June 1942 - Irish Sea patrol (P6990) and scramble (P7013).

26 June 1942 - Scramble after Ju.88 over Irish Sea; aircraft of another unit engaged it. (P7013).

27 June 1942 - Irish Sea sweep and scramble (P7013 on both).

29 June 1942 - scramble after what turned out to be a Liberator (P7013)

30 June 1942 - scramble, no contact despite a distant sighting by another pilot (P7013)

June flying summarized as seven scrambles (seven hours) and 23 patrols (25 hours 15 minutes).

1 July 1942 - scramble, uneventful (P7013)

16 July 1942 - scramble, uneventful (P7057)

23 July 1942 - Combined Rhubarb Operation, 1530-1645; Coyne on P7062. The following is a portion of the Form 541; P/O J. Walker (P7060) was missing from Yellow Section.:

Twelve Whirlwinds led by S/L Woodward, DFC left their advance base at Predannack at 1534 hours, rendezvousing with Spitfires of 234 Squadron at the Lizard, 300 feet. Dropping to sea level, course was set and the French coast was crossed west of Plowescat (?) at zero feet. They then turned SSE to Lianderveau.
Red Section 1. Squadron Leader Woodward DFC, 2. Pilot Officer Coyne flew to

Leaneven and south to the railway, branching left along the track. At Landvislaw they both fired at the station and on trucks. Pilot Officer Coyne reports he saw smoke and people running. They then flew to Morlaix, Squadron Leader Woodward firing at more trucks. Next they turned to port and set course for Predannack via Taule. Pilot Officer Coyne attacked two vessels thought to be a lightship tender and a trawler and saw hits. The section joined four other aircraft and on the way back saw a Whirlwind followed by two Me.109s. They turned in this direction and saw two more 109s. By now the Whirlwind had hit the sea. Later at about two minutes from the English coast another Whirlwind was seen with three 109s on its tail. Again Squadron Leader Woodward turned back but could not see owing to dirty windscreen. They were unable to contact any other section as their R/T was unintelligible. Pilot Officer Coyne saw five unidentified aircraft, one of which went into the sea about mid-Channel.

July flying by Coyne described as two scrambles (11.25), 16 convoy patrols (16.45) and one other operation (1.15). In August 1942 the squadron moved from Angle to Colerne and fitted with bomb racks, initially 2 x 250 pound and then 2 x 500 lb. Coyne at this time flew the following:

1 August 1942 - Scramble, uneventful (P7014)

5 August 1942 - two convoy patrols (P7013 and P7092)

10 August 1942 - scramble, no incident (P6991)

12 August 1942 - convoy patrol (P7120)

13 August 1942 - convoy patrol (P7003)

17 August 1942 - convoy patrol (P7003) and scramble (P7013)

Summary of bombing exercises and results, September 1942 show him as taking part in twelve exercises, average bombing error 22.7 yards (third best in the squadron).

Bombing operations began 5 September 1942 and his first such operation was as follows:

10 September 1942 - Roadstead operation, 1825-2005, four Typhoons led by S/L Woodward, DFC, Coyne on P7057. Form 541 read as follows:

The Whirlwinds, up from Bolt Head and escorted by 310 and 312 Squadrons searched the Seot Isles - Brebant shipping lane. Target not found. They returned

to find 100 feet low cloud at Bolt Head and so flew to Warmwell and landed in the dusk, very short of petrol.

15 September 1942 - ASR search for a Typhoon pilot who bale out 20 miles north of Cherbourg on 14th; not found (P7057).

10 October 1942 - Shipping recco on P7057 with Sergeant H. Cotton, both with 2 x 250-lb bombs.. Form 541 read:

Armed recce, Arderney - Cherbourg area. Nothing seen. Pilots were twice held, though, at sea level by enemy RDF which can be heard as a "buzz" on VHF/RF. Weather thick, poor visibility.

17 October 1942 - Two convoy escorts, uneventful (P7062 and P7057).

15 October 1942 - Form 540 entry as follows:

F/O J.F. Coyne led a section in 10 Group Exercise 108 to attack a landing party in a launch and jolly boat off Lulworth Cove. At zero hour, 1050, nothing was found in the indicated position. The section then orbited between St. Aldhelin's Head and Weymouth and then found the naval unit off Ringhead, where dummy attacks were carried out.

31 October 1942 - The Minister for Air (Sir Archibald Sinclair) visited the squadron. His Flamingo was escorted by to Warmwell by P/O J.F. Coyne and P/O C.P. King, DFC.

7 November 1942 - Rhubarb, 1030-1140 hours; Coyne on P7057. P/O D.R. Gill (missing on P7043) was RCAF. Form 541 reads as follows:

This operation, led by P/O D.R. Gill, has as its target the Valognes-Carentan railway. Good Rhubarb weather prevailed off the French coast but overland it deteriorated to 10/10s at 250 feet with very poor visibility in heavy rain; indeed pilots could only see properly through their side panels. They were just turning for home when targets were seen in the Valognes-Mountebourg triangle. P/O Coyne scored cannon strikes on a detached locomotive. Sergeant Cotton thinks his bombs hit the track. P/O Gill's bombs were seen to explode on or near the track by Sergeant Abrams who then lost all contact with P/O Gill. This was the last that was seen of P/O Gill. He is missing in circumstances in which, at present, only questionwork can provide any clue.

18 November 1942 - convoy escort to 16-18 ships, Needles to Portland; nil incident. Coyne on P7013.

19 November 1942 - Roadstead 40, 1120 to 1215 hours, Coyne on P6094. Form 541 reads:

This was the first all-Whirlwind Roadstead Operation, four "B" Flight Whirlwind Bombers [including Coyne] were escorted by four "A" Flight Whirlwinds anti-flak. Although two enemy torpedo boats had been reported between Havre and Cherbourg, the area between Alderney and five miles east of Barfleur was swept without incident. The squadron therefore returned in formation.

24 November 1942 - Coyne promoted Flying Officer, effective 27 September 1942.

26 November 1942 - Two Rhubarbs flown by pairs; Coyne in P7052 with P/O Samant in P7012, 1025 to 11 35 hours. Form 541 read:

Pilots did not reach their objective, the railway north of La Haye du Puits, owing to lack of cloud cover. F/O Coyne shot up a pillbox and bombed the harbour installations at Diellette. P/O Samant bombed camouflaged huts seven miles S.E. of Piereville. Bombing results not seen.

30 November 1942 - While on cine practice (P7105) diverted to chase a bandit.

14 December 1942 - Anti-Rhubarb Patrol on P7057 with Sergeant Cotton (P7052), 1500 to 1625 hours. Form 541 read as follows"

Pilots flew, or were vectored, five or six times between Portland and St. Aldhelms Head. Finally vectored to 20 miles north of Barfleur. Returning from there, they met two FW.190 and had a dogfight from zero to 4,000 feet, following upwards after enemy aircraft, and F/O Coyne twice getting on their tails and firing good bursts but at extreme range. Sergeant Cotton also got in two bursts, one head on, the other a beam attack. One FW.190 claimed damaged by F/O Coyne in this first Whirlwind-190 combat. Both Whirlwinds were undamaged. They broke off combat at cloud base and returned to Hurn, very short of petrol.

26 February 1943 - Coyne on P7067. Five aircraft attacking Maupertus as diversion to 10 Group Roadstead (1330 to 1430 hours). Form 541 reads:

Landfall made at Pointe du Barfleur and flight dived vertically from 15,000 to 5,000 feet. Hits were again observed on aerodrome, dispersals and buildings.

28 February 1943 - Coyne on P7067. Six aircraft attacking Maupertus as diversion to 10 Group Circus 17 (1440 to .1540 hours). Form 541 reads:

The veteran dive bombers of "A" Flight went in for the third time. A FW.190 which was about to get a bead on Sergeant M.T. Cotton as he began to dive, was shot down by Flying Officer Andrieux of 130 Squadron.

15 March 1943 - Coyne on P7057, No.10 Group Roadstead, 1810 to 1910. Twelve aircraft led by S/L Woodward. Form 541 reads:

These twelve Whirlibombers were the greatest number ever to become airborne for an operation. It was a pity, therefore, that the large convoy that had been reported south of Guernsey could not be located in thick black haze in the Channel Island area. The squadron was escorted by 504 and 616 squadrons, led by Wing Commander Morgan,

26 March 1943 - Coyne on P7108, with F/O J. Yates, Rhubarb Operation, 1045-1210. Form 541 reads:

Making landfall at Langrune-sur-Mer they scored cannon strikes on a goods locomotive there (Cat II), then bombed Ouistreham lock gates through moderate accurate light flak, which tore a large hole in P7108. Lock gates believed damaged.

13-19 April 1943 were marked by fourteen offensive operations (70 sorties) with much damage inflicted on sea and land targets but five pilots and three Whirlwinds missing (Form 540 - but how does one lose more pilots than aircraft?).

6 April 1943 - Ten aircraft to Tangmere and took off to bomb Caen/Carpiquet aerodrome with Nos.616 and 128 Squadrons as escorts; a follow-up to an attack made an hour earlier by Typhoons. Operation abandoned owing to thick cloud. Coyne on P7090..

9 April 1943 - Coyne on P7094 - seven aircraft on a Roadstead; reported shipping turned out to be rocks in Sept Isles-Isle de Batz area. A Spitfire escort chased a Ju.88 but lost it.

12 April 1943 - Coyne on P6879 - Six aircraft to attack reported E-Boats but did not find them.

13 April 1943 - Ten aircraft led by S/L Warnes, 1730-1900, Coyne on P6979. No.10 Group, Circus 22. Form 541 reads:

On this bright blue April evening Brest/Guipavas aerodrome was successfully dive-bombed with 20 x 250 lb. bombs. This was the first time the squadron had attacked Guipavas, though Morlaix, Lannion, Maupertus are ancient enemies. Taking off from Predannack the squadron made rendezvous with the Portreath Wing over Predannack and flew at zero feet for twelve minutes, then climbed to cross the French coast correctly at Pontusval at 14,000 feet. The target was easily identified, being indifferently camouflaged and outlined by a newly-made perimeter track. Dive bombing was in echelon port from 15,000 feet, pulling out at about 6,000 feet. Bursts were seen in the dispersal areas East and South of the runway and apparent direct hits upon the watch office and a hangar near it. Flak followed our aircraft back to the coast. Fortunately no enemy aircraft were seen, since F/O Lee-White only got his aircraft started five minutes after the formation left; he joined up over Guipavas and F/O Lovell got detached after bombing and returned alone from the Ushant area,

15 April 1943 - Looking for enemy ships, not found; Coyne on P6979.

16 April 1943 - Coyne leading four aircraft, 2040-2210 looking for ships in Channel; not found. Our aircraft landed in the dark.

17/18 April 1943 - Coyne on P7057; looking for trains in Bayeux area (2256-0025); none seen but much flak.

18 April 1943 - Coyne on P7057, led six aircraft on shipping recce, Channel Islands, nil found.

18/19 April 1943 - Coyne on P7057, one of four aircraft on shipping recce, Channel Islands, nil found.

20 April 1943 - On P7108, night recce (2305-0025). He found a small convoy of two Cutch coasters, a small motor vessel and two motor barges steaming N.E. of Guernsey. Bombed the small Motor Vessel "and doesn't think he missed." Light flak.

By 1 May 1943 the squadron was having problems as to spares and replacements from Westlands, and there was a shortage of pilots for anti-shipping strikes.

6 May 1943 - Nine aircraft on Roadstead to attack a small escorted tanker near Alderney. Intense flak, results not recorded. Coyne on P7057.

14 May 1943 - Roadstead, 2100-2145; seven aircraft; Coyne on P6979. Form 541 reads:

This operation was laid on by a Form D which designated the target by secret reference - two destroyers alongside the Quai Maritime, alternatively a medium M/V, probably our old enemy the "Solmglint" in the Basin Napoleon in Cherbourg docks. The method of attack was left to the squadron. S/L Warren, DFC decided upon a dive bomb attack from 12,000-5,000 feet. Escorted by W/C Morgan and 504 Squadron and 129 Squadron and 616 Squadron as cover and top (The Ibsley Wing). They formed up below 200 feet at Warmwell, they flew just above sea level for seven minutes. Then they climbed to 1,200 feet and the escorting Spitfires took appropriate positions. S/L Warren led the Whirlibombers in over Queiqueville, gliding down to 11,000 feet and turning left in the base of a valuable cloud bank. Thus he was able to position the squadron for dive-bombing out of cloud and out of the glaring yellow sun set. This manoeuvre seems to have surprised and abated the Cherbourg flak - the light flak merely attempted a curtain barrage over the M/V in Bassin Napoleon - for only three Whirlwinds were dented by it. The destroyers weren't there but the medium M/V was, and the Whirlibombers secured a good pattern of bombing without seeing a direct hit. This is what was felt would have been a remarkable lucky shot.

15 May 1943 - solo night recce of Channel shipping on P7974, 2355-0125. "Had an irritating chase after E-Boats which eluded his bombing run."

16/17 May 1943 - On P7013, on recce of Channel; recalled through failure of W/T reception at Middle Wallop.

17 May 1943 - Ship reconnaissance; Coyne on P7110. Form 541 reads:

This armed recon escorted by 504 Squadron flew to search for two destroyers and a medium M/V suspected in the Channel Islands area, seven miles west of Casquets our formation which was in loose line abreast at zero feet was attacked by two F.W.190's which fired rather wildly from an 11 o'clock approach and then foolishly turned South back over the Whirlibombers. F/O Lee White and F/L Coyne who had now turned to port to the East were able to get in bursts of 76 and 58 rounds respectively, using full deflection. Both saw strikes and claimed these two e/a as damaged. Our formation and the e/a were now flying north and south respectively. Spitfires of 504 Squadron detached to chase and made no further contact, while the Whirlibombers returned to base. This was the second

F.W.190 damaged by F/L Coyne, and the third damaged by our Whirlibombers. Bombs were not jettisoned.

18 May 1943 - shipping recce in Channel, Coyne on P7008.

19 May 1943 - shipping recce in Channel, Coyne on P6974.

20 May 1943 - Coyne promoted to Flight Lieutenant and posted to command "A" Flight.

21/22 May 1943 - Night Roadstead (0025-0150, Coyne on P7007. Form 541 reads:

A convoy was reported to be steaming from Cap de la Hague towards Cherbourg. S/L Warnes briefed four pilots to follow him as soon as possible. He found the convoy about three miles W.N.W. of Cherbourg and orbited while he broadcast its position to the others who were now airborne. Then he bombed the 3,500 ton M/V which was escorted by four armed trawlers. Then he patrolled 3 miles North of the convoy broadcasting directions and commentary and observing the next three attacks. F/L Holmes and P/O Cotton finished off the M/V. F/L Coyne sank one of the armed trawlers. When F/O Lee White arrived there were only three trawlers left. His starboard engine was set on fire by flak 400 yards from the convoy but he went on to bomb one of the trawlers from mast height in a port beam up moon attack (this was used throughout). Then he called that he was bailing out over Queiqueville. However the slipstream somewhat abated the engine-fire, and he was able to struggle back to Warmwell and land, there the engine, now in full flame, was extinguished by the fire tender. P/O Cotton's a/c was also Cat B flak, with a fuselage like a pepper-box. He made a good landing after four attempts without A.S.I and with rudder partly jammed. Neither a/c had hydraulics; wheels and flaps answered to the emergency air-bottle. Thus this operation was the most successful, exciting, and spectacular of our night operations to date.

23 May 1943 - Roadstead (0745-0900); four aircraft, Coyne on P6974. Form 541 reads:

A convoy nearing Guernsey from Cap de la Hague had shot down one of the recce Spitfires which found it. Accordingly the Whirlibombers, escorted by the Ibsley Wing, flew in through the little Russell Strait (Guernsey – Heron) when "The sea seemed to boil with flak" and found a seven ship convoy in line astern E out of St Peter Port neatly disposed for immediate N-S beam attacks. F/L Holmes probably sunk a Dutch Coaster (its centre section was disintegrated on the water

line) The other damaged an armed trawler (Cat 3). P/O Cotton's starboard petrol tank was holed by a 20mm shell 30 gallons ran out at once. Then the tank sealed itself and he got back to Warmwell with his third a/c Cat B for Westlands.

29 May 1943 - Roadstead (1410-1515); six aircraft, Coyne on P6979. Vessels reported turned out to be French fishing fleet.

30 May 1943 - Shipping recce to Guernsey and area - flak from islands but no shipping; Coyne on P6974.

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COYNE, F/O John McCreary Elliott (J36344) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 29 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. See **Canadian Who's Who**, 1968. Born in Winnipeg, 20 June 1919; home there. Prior to the war he attended Ravenscourt School, received a BA from the University of Manitoba. Enlisted Ottawa, 19 June 1942. To No.1 Manning Depot, 24 August 1942. To No.1 SFTS (guard), 9 October 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.9 EFTS; graduated 11 June 1943 and posted next day to No.2 SFTS; graduated and commissioned, 1 October 1943. Posted to No.31 General Reconnaissance School, 8 October 1943; to "Y" Depot, Lachine, 14 January 1944; taken on strength of No.3 PRC, 14 February 1944. Promoted Flying Officer, 1 April 1944. Repatriated 2 August 1945; released 2 October 1945. Studied law at Oxford under a Rhodes scholarship, and which time he played hockey for Oxford. Called to the Bar at Lincoln's Inn, London, 1947 and to the Bar of Manitoba in 1948. In Ottawa he joined the law firm of Herridge, Tolmie, Gray, Coyne and Blair. An expert in administrative law and international trade. Award presented in Ottawa, 1 December 1948. Died in Ottawa, 27 June 2005. Photo PL-35866B is a portrait.

This officer is a most efficient and determined pilot. He has completed many sorties against enemy shipping and throughout has displayed a high degree of skill and devotion to duty. In March 1945, Flying Officer Coyne participated in an attack against shipping in Egersing Harbour. Whilst attacking a medium sized merchant vessel his aircraft was hit by enemy fire, sustaining damage to the leading edge of the mainplane and throwing the aircraft over on to its side. Nevertheless, this officer righted the aircraft and continued his attack. On his return to base, he executed a masterly landing without further damage to his aircraft. He set a fine example of skill, courage and resolution throughout.

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COZENS, P/O Ernest Brazier (J16010) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 4 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated 12 February 1943. Born 23 October 1917; American in the RCAF; home in Haverford, Pennsylvania; enlisted in Hamilton, 17 December 1940 and posted to No.1 Manning Depot. To No.1 BGS (guard), 16 January 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 20 April 1941 when posted to No.2 EFTS; graduated 2 July 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarcation Depot, 14 September 1941; to RAF Trainee Pool, 27 September 1941. Commissioned 7 October 1942; promoted Flying Officer, 15 February 1943; promoted Flight Lieutenant, 7 December 1944; promoted Squadron Leader, 15 December 1944; repatriated to Canada, 8 May 1946; released 21 May 1946. Believed to have died in Pennsylvania, 1999. Award presented by the King, 11 May 1943. Photo PL-15871 (ex UK-4019 dated 14 May 1943) shows F/L J.E. McCormick [sic] and F/O E.B. Cozens at Buckingham Palace after investiture.

Pilot Officer Cozens has participated in a large number of operational sorties. One night in December 1942, he was captain of an aircraft detailed to attack a target in northwest Germany. When approaching the objective his aircraft was held in a cone of searchlights and badly damaged by anti-aircraft fire. Despite this, Pilot Officer Cozens, displaying great determination, flew on and bombed the target from a very low level. On the return journey the bomber was again hit by anti-aircraft fire and the starboard inner engine caught alight. Descending to one hundred feet a fuel tank was jettisoned and the fire extinguished. Pilot Officer Cozens then flew his aircraft safely back to base. He is an outstanding officer whose only desire is to get at grips with the enemy. His quiet determination and courage have been a fine example to other members of his crew.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 19 December 1942 when he had flown 16 sorties (78 operational hours).

Pilot Officer Cozens is a captain of a Stirling aircraft who has been operating with 218 Squadron since August 1942. He is an American of Philadelphia who joined the RCAF in December 1940.

On the night of December 17th he was detailed for a raid on the Kraftkurchfreud at Fallersleben, Northwest Germany.

Approaching the target he was coned by eight searchlights and was shot up at a height of 2,000-3,000 feet. The aileron was hit and two feet of it blown clean off the aircraft. Despite this, Pilot Officer Cozens went on to bomb the target at 2,000-3,000 feet. Half an hour later, on the return journey, his aircraft was again

hit and the starboard inner engine caught fire. Feathering of the airscrew was impossible as flak had gone right through the hub of the propeller. Pilot Officer Cozens ordered his crew to remain at their posts, cut switches and carburettor-cock and, at 100 feet, jettisoned No.2 petrol tank. After the fire had been put out, the engine windmilled for 15 minutes and then seized. Pilot Officer Cozens brought his aircraft, riddled with flak, safely back to Marham.

It is considered that Pilot Officer Cozens' remarkable handling of his crew and aircraft was undoubtedly responsible for their safe return. He has now taken part in 16 operations, 12 of them as captain. His operational hours total 78. He is cool and conscientious, reserved in manner and possessed of quiet determination and unlimited courage. He is strongly recommended for the immediate award of the DFC.

The same day the Officer Commanding, Station Downham Marham, wrote:

Pilot Officer Cozens is a cool and courageous and outstanding officer. His one ambition has always been to get at the enemy. In addition to the above, on September 10th, 1942, due to a fire and explosion in one of his engines, he was forced to land on the sea, and although he was injured and should have had a rest, he begged to be kept on operations. Due to his esprit de corps he has built a strong morale amongst his crew. I agree with the Squadron Commander's remarks and strongly recommend him for an immediate award of the DFC.

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COZENS, FS (now P/O) William Joseph Gerrard (U199230/J94528) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 24 November 1922. Home in Toronto; enlisted there 3 December 1942. To No.23 Pre-Aircrew Education Detachment, 21 February 1943. To No.1 ITS, 1 May 1943; graduated and promoted LAC, 9 July 1943; to No.12 EFTS, 10 July 1943; graduated 3 September 1943 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 28 January 1944. To No.2 Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, Lachine, 22 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 30 March 1945. Repatriated 2 August 1945; released 12 August 1945. Rejoined RCAF as a pilot, 12 November 1948 (17884); granted Permanent Commission, 5 April 1951; promoted Flight Lieutenant, 15 October 1951. Award presented 18 October 1947. May have died in Calgary, 9 April 2011. RCAF photo PL-42484 (ex UK-19319 dated 8 March 1945) is captioned as follows: "When a Lancaster bomber from the Tiger Squadron was attacked by a Ju.88 over Dortmund and two engines rendered useless, these two airmen stuck with the

aircraft after the rest of the crew had bailed out and crash-landed the bomber in an open field behind Allied lines, from where they were returned to their station in England. On the right is Flight Sergeant W.J. Cozens, Toronto, the pilot, and his navigator, Flying Officer Kee, Etobicoke, is on the left.”

One night in February 1945 this airman was captain of an aircraft detailed to attack Dortmund. During the bombing run the aircraft was hit by anti-aircraft fire and afterwards attacked by a fighter. Both starboard engines were damaged and had to be put out of action. The hydraulic system was affected and the bomb doors could not be closed. Although the aircraft began to lose height rapidly, Flight Sergeant Cozens set course for Allied territory. On crossing our lines he gave the order to abandon aircraft. After several of the crew had left safely by parachute, the aircraft was too low to permit Flight Sergeant Cozens and his one remaining comrade to jump with safety. Nevertheless he succeeded in effecting a masterly crash landing. This airman displayed skill, coolness and courage of a high order.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Volume 20599) has a sortie list as follows:

2 January 1945 - Ludwigshaven (7.43)
13 January 1945 - Saarbrucken (6.54)
2 February 1945 - Weisbaden (7.12)
4 February 1945 - Bonn (6.18)
20 February 1945 - Dortmund (3.04, hit by flak. Attacked by fighter aircraft. Both starboard engines damaged. Crash landed in Allied territory.

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CRABE, FS William Eugene (R205588) - **Conspicuous Gallantry Medal (Flying)** - No.170 Squadron - Award effective 20 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 26 October 1922. Home in Fingal, Ontario; airport surveyor with Department of Transport. Enlisted London, Ontario, 11 November 1942. To No.5 Manning Depot, 8 March 1943. To No.10 FF (not sure what this is), 6 May 1943. To No.5 Manning Depot again, 30 August 1943. To “A”, 2 September 1943. To No.1 WS, 17 October 1943. To No.1 Air Gunner Ground Training School, 29 October 1943; promoted LAC, 10 December 1943; posted that date to No.3 BGS; graduated and promoted Sergeant on 28 January 1944. To No.3 Advanced Gunnery Training School, 11 February 1944. To “Y” Depot, 16 March 1944. Taken on strength of No.3 PRC, 25 March 1944. Repatriated 5 August 1945. Released 19 August 1945. Subsequently worked for Ellis-Don Construction. Award presented 29 May 1947. Died in London, Ontario, 10 September 2009 as per **Legion Magazine**, “Last Post” column, March-April 2010.

This airman was the mid-upper gunner detailed for a sortie one night in February 1945. Soon after leaving the target the aircraft sustained severe damage. The rear gun turret was wrecked. Flight Sergeant Crabe went at one to attend to the trapped rear gunner. Assisted by another member of the crew he cut away the side of the turret, then tying a rope round himself Flight Sergeant Crabe climbed into the wrecked turret. He was completely exposed to the slipstream and in danger of falling and was not wearing a parachute. Heedless of this and despite intense cold this valiant airman toiled until he succeeded in freeing the gunner and getting him back into the fuselage. Unfortunately his comrade was dead. Although his efforts were in vain, Flight Sergeant Crabe's brave and determined bid to save his co-gunner were worthy of the greatest praise.

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CRABTREE, F/L George (J15524) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 1 February 1911. Home in Pugwash, Nova Scotia; enlisted Halifax, 19 June 1940. To No.1 ITS, 21 July 1940; promoted LAC, 16 August 1940; posted that date to No.1 AOS; to No.1 BGS, 8 December 1940; promoted Sergeant, 18 January 1941 and posted to No.1 ANS. Course completed 15 February 1941. To Embarkation Depot, 12 March 1941. To RAF overseas, 5 April 1941. Commissioned 18 August 1942. Repatriated 19 October 1943. Returned to Britain again, being taken on strength of No.3 PRC on 13 December 1943. Invested with award by the King, 29 June 1945. Released 11 July 1946.

This officer has completed a large number of sorties to distant and dangerous targets in Germany and Italy. As a navigator and deputy flight commander his work has invariably been characterized by the greatest courage, skill and accuracy and has contributed very largely to the successes attained by the squadron.

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CRADDOCK, F/O Billy Alfred (J17793) - **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 2 November 1922. Home in Woodstock, Ontario; enlisted London, Ontario, 20 February 1941 and posted to No.2 Manning Depot. To No.4 Training Command, 29 March 1941. To No.32 SFTS that day (non-flying duties). To No.2 WS, 24 May 1941. Promoted LAC, 26 June 1941. Posted "elsewhere", 7 November 1941. To No.3 BGS, 19 December 1941. Promoted Sergeant, 19 January 1942. To "Y" Depot, 20 January 1942. To RAF, 8 February 1942. Commissioned 11 April 1943. Repatriated 1 May 1944. To No.9 BGS, 12 June 1944. To Mountain View, 17 August 1944. To No.3 OTU, 10 October 1944. To No.6 OTU, 6 February 1944. To Release Centre, 22 February 1946. Released 7 March 1946. Award presented 8 January 1946. 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 (347 hours two minutes) as follows:

31 July 1942 - Dusseldorf (4.42)
4 August 1942 - Essen (5.04)
11 August 1942 - Mainz (3.40)
16 September 1942 - Essen (6.15)
19 September 1942 - Saarbrucken (7.20)
23 September 1942 - Flensburg (6.25)
1 October 1942 - Flensburg (6.12)
5 October 1942 - Aachen (5.15)
6 October 1942 - Osnabruck (5.43)
29 October 1942 - A/S patrol (7.30)
3 November 1942 - Convoy patrol (9.40)
8 November 1942 - Bordeaux (9.00)
9 November 1942 - A/S patrol (10.30)
14 November 1942 - Convoy patrol (12.30)
19 November 1942 - A/S patrol (8.30)
24 November 1942 - A/S patrol (10.00)
30 November 1942 - A/Ship strike (10.00)
5 December 1942 - A/S patrol (8.35)
16 December 1942 - A/S patrol (9.45)
30 December 1942 - A/S patrol (1.40, incomplete)
12 January 1943 - A/S patrol (9.00)
20 January 1943 - A/S patrol (9.50)
25 January 1943 - A/S patrol (10.30)
27 April 1943 - Duisburg (5.11)
12 May 1943 - Duisburg (4.15)
13 May 1943 - Bochum (5.08)
25 May 1943 - Dusseldorf (4.05)
21 Jue 1943 - Drefeld (3.45)
28 Jue 1943 - Cologne (4.33)
13 July 1943 - Aachen (5.04)
15 July 1943 - Montbeliard (7.15)
9 August 1943 - Mannheim (5.33)
10 August 1943 - Nuremburg (7.19)
12 August 1943 - Turin (7.46)
16 August 1943 - Turin (8.00)
17 August 1943 - Peenemunde (7.36)
23 August 1943 - Berlin (6.46)
31 August 1943 - Berlin (6.49)
3 September 1943 - Berlin (7.43)
5 September 1943 - Mannheim (5.44)
6 September 1943 - Munich (7.14)
22 September 1943 - Hanover (5.05)
27 September 1943 - Hanover (4.16)
2 October 1943 - Munich (7.23)
3 October 1943 - Kassel (5.10)

7 October 1943 - Stuttgart (5.50)
8 October 1943 - Hanover (4.34)
3 November 1943 - Cologne (4.16)
10 November 1943 - Modane (7.17)
23 November 1943 - Berlin (6.36)
26 November 1943 - Berlin (6.40)

This officer has completed two operational tours and has at all times displayed courage of the highest order and devotion to duty, in spite of intense opposition from enemy forces. He has participated in attacks on most of the enemy's heavily defended targets including Berlin, Hanover, Cologne, Krefeld and Dusseldorf. This officer is strongly recommended for the award of the Distinguished Flying Cross.

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CRADDOCK, P/O Gordon Robson (C15705) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 24 January 1921. Home in Toronto; enlisted there 26 April 1939 for General Duties. With No.11 Coastal Artillery Cooperation Squadron, 15 December 1939. Promoted AC1, 29 February 1940. Remustered as Air Gunner, 1 May 1940. Promoted LAC, 29 May 1940. To No.112 (Army Cooperation) Squadron, 8 June 1940. Promoted Sergeant, 13 October 1940. To "RP", 11 December 1940. To No.110 (Army Cooperation) Squadron, 7 February 1941. Commissioned 11 June 1942. To Home Establishment, 11 December 1942 (also promoted Flying Officer that date). To No.4 BGS, 18 January 1943. To No.10 (BR) Squadron, 26 May 1943. Remustered for pilot training and posted to No.6 ITS, 31 December 1943. To No.24 EFTS, 24 February 1944. To No.2 WS, 14 August 1944. To No.15 SFTS, 18 October 1944. Qualified as pilot, 16 March 1945. To Release Centre, 16 April 1945. Released 18 April 1945. Award presented 7 April 1944.

This officer has participated in many skilfully executed operations as a rear gunner and has always shown exceptional coolness in the face of intense opposition and danger. On one occasion whilst returning from Hamburg with only one engine functioning he jettisoned as much equipment and ammunition as possible, thus enabling his captain to reach the English coast where a forced landing was made. On another occasion his aircraft was attacked by a hostile fighter. Owing to his understanding of evasive action Pilot Officer Craddock was able to give his captain an excellent running commentary which enabled him to manoeuvre his aircraft away from its attacker. This officer's devotion to duty and cheerful spirit have been an inspiration to his crew.

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CRAFT, FS Robert George (R84492) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 5 June 1920. Home in Brantford, Ontario; enlisted Hamilton, 8 February 1941. To No.1 Manning Depot, 16 February 1941. To No.5 SFTS (non-flying duties), 24 March 1941. To No.3 ITS, 15 May 1941; promoted LAC, 30 June 1941 and posted that day to No.16 EFTS; ceased training 12 August 1941. To No.4 AOS, 11 October 1941; to No.4 BGS, 17 January 1942; graduated 28 February 1942 and promoted Sergeant; to No.2 ANS that day. To "Y" Depot, 14 April 1942. To RAF, 30 April 1942. Promoted Flight Sergeant, 28 August 1942. Promoted WO2, 28 February 1943. Commissioned 7 June 1943 (J18017). Promoted Flying Officer, 7 December 1943. Repatriated 16 October 1944. Released 27 March 1945. Invested with award by the King, 28 March 1944. RCAF photo PL-28304 (ex UK-9434 dated 1 April 1944) shows him after investiture.

Flight Sergeant Craft became a first class air bomber at a very early stage in his operational career and it has been very largely owing to his skill and determination that many fine photographs have been obtained. On one occasion during an attack on Berlin his aircraft was badly damaged by anti-aircraft fire and Flight Sergeant Craft received severe head injuries. After a month in the hospital this airman returned to duty. Since then he has continued to display great keenness and courage.

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CRAIB, Corporal Norman John (R87950) - **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 17 May 1920 in Vernon, British Columbia. Home in Kamloops, British Columbia. Member, Rocky Mountain Rangers, 26 August 1939 to 1 January 1940. Enlisted in Vancouver, 30 January 1941. Promoted AC1, 19 July 1941. Promoted LAC, 30 November 1941. To No.6 SFTS, date uncertain. To "Y" Depot, 20 January 1942. To RAF overseas, 9 February 1942, arriving 19 February 1942. To No.408 Squadron, 20 March 1942. Promoted Corporal, 15 July 1943. To No.9408 Servicing Echelon, 29 November 1943. To No.62 Base, 12 August 1944. Repatriated 18 June 1945 and posted to Greenwood. Retired 9 September 1945. Rejoined RCAF in Vancouver, 12 November 1951 (42554) in trade of Power Plant Operator with rank of Corporal. To Air Defence Command Headquarters, 12 January 1952. To No.209 Radio Station, Falconbridge, 15 August 1952. Transferred internally to No.33 Aircraft Control and Warning Squadron, Falconbridge, 1 October 1952. Promoted Sergeant, 1 April 1954 when posted to Station Bagotville. To Station Whitehorse, 9 September 1955. To Tactical Air Command Headquarters, 16 April 1957. To Station Mont Apica, 1 January 1959. Promoted Flight Sergeant, 1 April 1959. To Station North Bay, 28 October 1961. Reclassified as EGS Technician, 1 October 1962. Promoted WO2, 1 March 1963. To Station Goose Bay, 3 July 1963. Promoted WO1, 1 July 1967. To No.46 Radar Squadron, 26 August 1967. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945. Fitter IIE; enlisted in Vancouver, 30 January 1941; served 13

months in Canada, 38 months overseas. Died in Quesnel, British Columbia, 12 May 1993 as per **Legion Magazine** "Last Post". Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit.

Corporal Craib's trade ability and long hours of work beyond that required by duty has greatly assisted the work of his section and materially contributed to raise the standard of aircraft maintenance on the Station. His cheerful and willing manner has been a fine example to those who work with him.

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CRAIG, S/L Frederick Young (J15694) - **Distinguished Flying Cross** - Station Tholthorpe (now No.420 Squadron) - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Details also from his logbook (loaned by his widow). Born in Calgary, 16 April 1918. Home in Vulcan, Alberta; enlisted in Edmonton, 18 December 1940 and posted to No.2 Manning Depot. To Patricia Bay (guard), 15 January 1941. To No.2 ITS, Regina, 7 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.4 AOS, London (course lasted, 24 March to 2 June 1941; flew 56 hours 30 minutes by day and eight hours 50 minutes by night; graduated 9 June 1941. To No.1 BGS, Jarvis, 9 June 1941 (course lasted from 17 June to 17 July 1941; flew 33 hours 35 hours; graduated 19 July 1941 with rank of Sergeant). Then posted to No.2 ANS, Pennfield Ridge (course from 4 August to 18 August 1941; flew 14 hours 55 minutes by day and 19 hours 35 minutes by night; graduated 19 August 1941. Most time in Ansons but six hours five minutes by day in Hudsons). To Embarkation Depot, 28 August 1941. To RAF Trainee Pool, 14 September 1941. Attended No.19 OTU, Kinloss (course from 9 November to 30 December 1941; flew 53 hours five minutes by day and 44 hours 30 minutes by night). Flew three sorties with No.51 Squadron and 22 with No.405. Commissioned 7 July 1942. Promoted Flying Officer, Flight Lieutenant and Squadron Leader, 6 November 1942. From August 1942 to August 1944 he was non-operational (admin and instructing), but then went to No.420 Squadron (20 sorties). Sent to Canada to prepare "Tiger Force". Remained in postwar RCAF (19813), attaining rank of Wing Commander, 14 June 1951. From 1945 to June 1948 he was with RCAF Station Greenwood.. Attended RCAF Staff College, Toronto, 1948-1949. DFC presented 22 June 1949. In August 1949 he was with Air Transport Command Headquarters, Rockcliffe, and checking North Star navigators on very long runs (to Gibraltar, UK, Natal, Dakar). In 1950 much of his work was checking Dakota navigators but late that year he was engaged on one trip to Japan (2-12 December 1950) and back (14-18 December 1950). In June 1951 with Lancasters on SHORAN photo operations. In 1951 he was appointed to command No.2 ANS, Winnipeg. Awarded Queen's Coronation Medal, 23 October 1953, when a Wing Commander at Station Winnipeg. Left Winnipeg in 1954 to serve in AFHQ. At Station Trenton, 1958-1962 (CADO). From 1962 to 1965 he was chief of the Alert Cell, SHAPE Headquarters, Paris, France. Commanded RCAF Station Lolo (Kamloops), 1965-1967; retired 1967. Died in Victoria, 23 September 2000.

Photo PL-128212 is a portrait taken at Trenton, 1959. 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." Sorties listed in logbook as follows:

21 January 1942 - No.51 Squadron - P/O Abercassis - Whitley Z9315, "G" - Emden (6.20, "Good trip, heavy flak. Two kites of 20 lost. Target dead in sight. One fighter seen and two searchlights.")

11 February 1942 - No.51 Squadron - Sergeant Macdonald - Whitley Z9314, "L" - Emden (6.05, "Good trip; heavy light flak, 20 searchlights, one fighter. Excellent photo.)

15 February 1942 - No.51 Squadron - P/O Hogg - Whitley Z9201 "Z" - Leaflets (5.00, "Bruges-Ghent - France, 10/10 S.C. Good D.R.")

3 March 1942 - No.405 Squadron - P/O McKay - Wellington Z8439 "R" - Ops (6.30, "Bombed Renault Works at Paris, 4,000-lb bomb. Huge explosion on island. Photograph fair - BFX East Wretham.")

7 March 1942 - No.405 Squadron - P/O Allison - Wellington 8530 "A" - Ops (5.20, "Bombed St. Nazaire. Good trip. Wizard photo of bombs across docks.")

9 March 1942 - No.405 Squadron - P/O Allison - Wellington 8530 "A" - Ops (5.30, "Ops to Essen. Fair navigation. Hundreds of searchlights. Heavy flak. Very faint photos.")

25 March 1942 - No.405 Squadron - Flight Sergeant Moriss - Wellington 5495 "W" - Ops (5.20, "Bombing Essen. No searchlights. One fighter. Fair photo. Not my flash.")

1 April 1942 - No.405 Squadron - S/L Fraser - Wellington 8358 "B" - Ops (4.30, "Bombed docks at Le Havre. Stick directly on passenger docks seen to burst. No photos. Flares chute unserviceable. Excellent trip.")

6 April 1942 - No.405 Squadron - P/O Allison - Wellington Z8521 "E" - Ops (6.50, "Essen. Shaky do. W/T unserviceable. 10/10 LOS.")

8 April 1942 - No.405 Squadron - P/O Allison - Wellington Z8521 "E" - Ops (5.30, "Hamburg. 9/10 cloud. Good navigation.")

30 May 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 "E" - Cologne (5.15, "Wonderful show. Port outer hit by flak.")

1 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax "H" - Essen (5.20,

“Good show. No trouble. Astro used. 4 DR only.”

2 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax “B” - Bremen (5.00, “Easy trip. No trouble.”)

6 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Emden (4.45, “Good show. Over Borkum. Light flak. Large fire.”)

8 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Essen (5.45, “A. Not seen. Terrific opposition.”)

10 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Essen (2.45, “Two degrees East. Returned. Icing badly.”)

19 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Emden (4.30, “10/10 S.C.. Bombed D.R.”)

20 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax “C” - Emden (4.30, “Large cloud patch. Photo.”)

22 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112, “E” - Emden (4.30, “Wizard show. Good photo.”)

25 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Bremen (5.05, “10/10, bombed blind.”)

28 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Sea search (3.00 by day, “No luck.”)

29 June 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax “T” - Bremen (3.30, “Rear turret unserviceable. Bombs jettisoned.”)

2 July 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Bremen (5.10 “Black smoke. Huhe and many dummy fires. Much opposition. Four photos.”)

8 July 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112 “E” - Wilhelmshaven (4.37, “Piece of cake. Circled round and round over A.”)

13 July 1942 - No.405 Squadron - Flight Sergeant Hill - Halifax W1112, “E” - Lyon (7.18, “Leaflets. Bang on. Used two beautiful astro fixes.”)

31 July 1942 - No.405 Squadron - P/O Hill - Halifax W1112 “E” - Dusseldorf (4.51, “Best show ever. Scores of concentrated fires.”)

17 September 1944 - No.420 Squadron - F/L Buchanan - Halifax "U" - Boulogne Army Co-op (4.10, daylight "Uneventful, easy trip. 9 x 1,000, 4 x 500. F/A Atro AA - Picture OK").

18 September 1944 - No.420 Squadron F/L Buchanan - Halifax "P" - Calais (4.20, daylight, "Easy army co-op. Picture OK. 9 x 1,000, 4 x 500")

26 September 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Calais (4.10, daylight, remarks as above).

28 September 1944 - No.420 Squadron - F/L Buchanan - Halifax "Z" - Cap Griz Nez (4.50, daylight, "Ordered abandon trip by Master over target)."

12 October 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Wanne Eickel (5.50, daylight, "One of three crews on squadron and one of 15 crews in Group to bomb primary. Near Gelsenkirchen. Flak moderate. Overshot camera run one minute, by ourselves. Predicted flak. Home API. OK.")

14 October 1944 -No.420 Squadron - F/L Buchanan - Halifax "P" - Duisberg (5.35, daylight, "2.5 minutes early. Heaviest raid of war. East. 6 x 500, 7 x 7,000").

14 October 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Duisburg (6.05, "two in a day. 13 x 420 clusters. Uneventful. Off track after target.")

21 October 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Hanover (4.00, recalled at French coast.)

23 October 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Essen (6.05, 7 x 1,000, 4 x 500. API homing poor. Good flak. BGS easy. OK.")

28 October 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Cologne (6.45, "1 x 2,000, 4 x 1,000, 4 x 500. Wonderful prang. No.1 priority T-Power plant. Bombed freehand. OK. Ruhr chain homing.")

16 November 1944 - No.420 Squadron - F/L Buchanan - Halifax "T" - Julich (5.15, daylight, "Army support. Easy. Homing Reims Chain. O/T - scattered concentration after target. Army moved in 5 days.")

27 November 1944 - No.420 Squadron - F/L Buchanan - Halifax "R" - Neuss (5.35, "Near Dusseldorf, 11,000 lbs - moderate fak - diverted seeing USAAF Libs. Late 12 minutes as was everybody else.")

2 Decmeber 1944 - No.420 Squadron - F/L Buchanan - Halifax "P" - Hagen

(7.20, "10/10. Bombed on Gee. Successful. Light flak. Icing. Uneventful."

16 January 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Magdeburg (6.40, ("Ropey weather. Tactics bad. 400 feet for 400 aircraft. Three collisions. Four aircraft lost. Good crews too. Wizard prang."

4 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Osterfeld (6.25, "6,000 feet H.E. - 10/10 Gee Bombing - fires seen. Hit slightly by flak. Two fighters seen. OK."

13 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Bohlen (8.40, "ETA, W/V constant. Bombing scattered. Over target. 5,000-lb, long stogie, orbited."

14 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Mendelsham (1.05, daylight, returned from diversion. USAAF. Good food, poor accommodation. They were getting up as we were going to bed."

14 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Chemnitz (time not stated. "Four minutes late ETA but two minutes late bombing. Cut corner. Tired out. Helping Joe."

24 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Kamen (6.30, daylight, "Led gaggle. 10/10. Bombed on Gee. Cross lattice missed. Best gaggle yet but still not good."

11 March 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Essen (6.35, daylight, "Over target, 10/10 on sky puffs. Second 1,000 raid on this target. Very good."

13 March 1945 - No.420 Squadron - F/L Buchanan - Halifax - Wuppertal (6.25, daylight, "22,000 lb bombs were dropped by Lancs. 10/10 again. Smoke puffs. Good navigation."

21 February 1945 - No.420 Squadron - F/L Buchanan - Halifax "R" - Worms near Mannheim (7.25, "1 x 2,000 and 8 x No.15 clusters. Very good raid."

On 10 August 1953 he summarised his flying as follows: Anson (147.20), Battle (33.35), Hudson (6.05), Whitley IV (76.45), Wellington (45.05), Halifax II (85.30), Halifax III (165.15), Dakota (123.45), North Star (216.20), Expeditor (275.10) and Lancaster (4.15) of which 113.05 had been logged 1 January to 30 June 1953.

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CRAIG, F/L George Laughlin (J18420) - **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 at Kinburn, Ontario, 16 June 1922. Home in Fitzroy Harbour, Ontario; enlisted in Ottawa, 26 December 1940 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.3 ITS, 21 April 1941; graduated and promoted LAC, 28 May 1941 when posted to No.13 EFTS, St.Eugene (Fleet Finch); graduated 15 July 1941 when posted to No.9 SFTS (Summerside, Harvards); graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF overseas, 14 October 1941. Staff pilot for two years at Isle of Man (Training Command), flying new gunners, navigators and bomb aimers. Promoted Flight Sergeant, 25 March 1942. Promoted WO2, 25 September 1942. Promoted WO1, 25 March 1943. Commissioned 8 July 1943. Promoted Flying Officer, 8 January 1944. Promoted Flight Lieutenant, 1 September 1944. Repatriated to Canada, 15 November 1944. To Mountain View, 8 January 1945. To No.7 (Photo) Wing, 1 Junr 1945. To Release Centre, 17 January 1946. Retired 22 January 1946. With brother Oswald he bought a diamond drill and went to Kirkland Lake. Later in 1946 joined Canadian Pacific Airlines and then into their Aerial Survey Division. In 1948 flew one of four Hudsons to Venezuela where he met his wife, Patricia. Worked in Edmonton, then Montreal where he became Chief Pilot, CPA Eastern Operations. He still maintained a farm at Fitzroy Harbour, specializing in Aberdeen Angus cattle. Settled in Richmond, British Columbia in 1963; retired from CPA in 1982 at which time he was a qualified Captain on Boeing 747s. Died in Richmond, British Columbia, 26 October 2012. Award presented by Governor General, 28 February 1946. 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 13 September 1944 when he had flown 31 sorties (145 hours 55 minutes), 27 May 1944 to 6 September 1944 (obituary states he flew 34 sorties). His trip sheet is detailed - on 10 June 1944 (Versailles) he sustained four enemy aircraft attacks; on 4 July 1944 (Villeneuve St.George) witnessed the destruction of five aircraft; 12 August 1944 (Brunswick) saw three aircraft destroyed; 15 August 1944 (Melsbroek aerodrome) hit in port outer engine by flak and came home on three. Also holed by flak on 16 August 1944 (Kiel).

Flying Officer Craig has at all times displayed a high standard of courage and the utmost determination in finding and bombing his target. He has completed 31 sorties over enemy territory. The outstanding results he achieved on operations soon marked him as a leader in his Flight.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.30)
31 May 1944 - Au Fevre (4.05)
5 June 1944 - Houlgate (5.00)
6 June 1944 - Conde sur Noireau (6.10)
8 June 1944 - Mayenne (5.25)

10 June 1944 - Versailles (5.45, four enemy aircraft attacks)
12 June 1944 - Arras (4.00, PPF good, one enemy aircraft sighted)
15 June 1944 - Boulogne (3.45, day, plenty flak over target)
16 June 1944 - Sautrecourt (4.25)
21 June 1944 - Oisemont (4.45)
25 June 1944 - Gorenflos (4.00, day, heavy flak in target area)
4 July 1944 - Villeneuve St. George (5.40, five aircraft seen destroyed. Moderate flak)
6 July 1944 - Siracourt (4.15, daylight, heavy flak)
9 July 1944 - Ardouval (5.05, day, heavy flak on target)
18 July 1944 - Caen (4.20, day, one aircraft seen destroyed)
18 July 1944 - Wesseling (5.15), searchlights and heavy flak in target area)
20 July 1944 - Anderbelck (3.20, day, heavy flak on target)
20 July 1944 - L'Hey (3.00)
25 July 1944 - Stuttgart (9.50)
30 July 1944 - Villers Bocage (3.10, day)
1 August 1944 - L'Hey (4.35, day, heavy flak in target area)
3 August 1944 - Foret de Nieppe (3.55, day)
12 August 1944 - Brunswick (5.50, three aircraft seen destroyed, heavy flak)
14 August 1944 - AP.28, Tassilly (4.25, day, good effort)
15 August 1944 - Melsbroeck aerodrome (5.35, day, port outer engine damaged by flak, returned on three)
16 August 1944 - Kiel (5.15, one flak hole, heavy flak in target area)
18 August 1944 - Westrove (3.50, day, heavy flak on coast)
25 August 1944 - Point Robert (5.55, evening)
27 August 1944 - Mimoyceques (3.30, day, heavy flak on target)
28 August 1944 - Brest (4.30, day, pinpoint bombing)
6 September 1944 - Emden (4.30, day, intense heavy flak)

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CRAIG, F/O James (J21466) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 21 August 1921 in County Antrim, Northern Ireland. Home in Winnipeg; enlisted there 14 May 1941 as a clerk/stenographer. Posted to No.1 Manning Depot, Toronto, 14 May 1941. To Station Trenton, 1 June 1941. To Technical Training School, St. Thomas, 13 July 1941. Promoted LAC, 1 January 1942. Remustered to aircrew, 14 March 1942 and reverted to AC2. Posted to Trained at No.1 ITS, Toronto, 15 March 1942; promoted LAC again, 1 April 1942 although some records say he graduated 8 May 1942. Posted to No.10 EFTS, Mount Hope, 7 June 1942. Ceased training 29 June 1942 and posted to Composite Training School, Trenton next day. To No.7 BGS, Paulson, 16 August 1942; graduated 9 October 1942 and posted next day to No.5 AOS, Winnipeg. Promoted Sergeant, 20 November 1942 but not posted away from No.5 AOS until 4 December 1942. To "Y" Depot, Halifax, 5 December 1942. Embarked from Canada, 14 December 1942; disembarked in Britain, 29 December 1942. Posted from No.3

PRC, Bournemouth to No.29 OTU, 16 February 1943; to No.1661 CU, 22 June 1943; to No.44 Squadron, 1 August 1943; to No.97 Squadron, 4 October 1943. Completed 23 sorties with that unit. Missing, presumed dead, 30 March 1944 (Lancaster ND640, "R"). Subsequently reported that aircraft was shot down about 0030 hours in forest district of Muencholshausen, after a ten-minute combat. Next-of-kin invested with award, 10 March 1945. DHist cards suggested that the DFC had been presented by the King - and as his brother (A.C. Craig, R.177594), was overseas at the time as groundcrew with No.405 Squadron, this may have involved presentation to the brother.

This officer has taken part in numerous sorties against German targets including nine against Berlin. An excellent air bomber, by his determination in the face of heavy enemy opposition he has played no small part in the successful completion of many missions. On several occasions his aircraft has been damaged by fire from the enemy defences.

The website "Lost Bombers" provides details of his final sortie. Lancaster ND649 of No.97 Squadron (OF-R), target Nuremberg, 30/31 March 1944. This aircraft had been delivered from No.32 Movement Unit on 29 February 1944. One of two Lancasters of No.97 Squadron lost on this operation (the other was ND390). It had previously been engaged in the air on Berlin (24/25 March 1944), Airborne at 2230 hours, 30 March 1944. Shshot down by a Me110 flown by Oblt Martin Becker, 1./NJG6, and crashed at Munchholzhausen, 5 km ESE of Wetzlar. Crew (all killed) consisted of F/L L.V. Hyde, DFC, Flight Sergeant M.E. Putt, F/L E.H. Palmer, DFC, F/O J. Craig, DFC, RCAF, Flight Sergeant E. Hill, F/O R.J. Weller, DFM (ex No.78 Squadron), P/O R. Taylor, DFC.

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CRAIG, Sergeant Kenneth William (R54334, later J17579) - **Distinguished Flying Medal** - No.58 Squadron - Award effective 26 May 1942 as per **London Gazette** dated 16 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 22 November 1922 in City View, Ontario; home there. Educated at City View Public School, 1926-1933, Nepean High School, 1933-1934 and Ottawa Technical High School, 1934-1939. Truck driver and general duties with Frisby Tires and E.B. Eddy Company. Militia duty, 1938-1939 (First Corps Field Survey Company). Enlisted Ottawa, 16 August 1940 and posted to No.2 Manning Depot. To No.2 Training Command, 10 October 1940. To No.8 Repair Depot, 22 October 1940. To No.2 ITS, 16 November 1940. Graduated and promoted LAC, 21 December 1940 when posted to No.8 EFTS; to No.3 SFTS, 8 February 1941; graduated and promoted Sergeant, 28 May 1941. To Embarkation Depot, 29 May 1941. To RAF overseas, 18 June 1941; taken on strength of No.3 PRC, 17 July 1941. To No.2 Squadron, 21 July 1941. To No.10 OTU, 30 August 1941. Promoted Flight Sergeant, 1 December 1941. To No.58 Squadron, 15 December 1941. Promoted WO2, 1 June 1942. Promoted WO1, 1 December 1942. To No.86 Squadron, 8 January 1943. Attended No.1509 Beam Approach Training Flight, 20 January to 3 February 1943. Commissioned 10 February 1943. Attached to RAF Beaulieu, 25 March 1943. Attached

to No.1 (Coastal) OTU, 25 March to 5 April 1943. Attached to No.1510 Beam Approach Training Flight, 11-25 May 1943. Promoted Flying Officer, 10 August 1943. Posted from No.86 Squadron to No.2 Personnel Despatch Centre, 16 January 1944. To No.111 OTU, Nassau, 18 January 1944 to instruct. Promoted Flight Lieutenant, 10 February 1945. To Canada, 5 June 1945. To No.1 Air Command, 10 June 1945. To No.10 EFTS, 10 July 1945. To Release Centre, 19 September 1945. Retired 24 September 1945. Died 9 December 1988 in Ottawa as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1989. Cited with FS G.J. Strutt (which see for citation). Newsclipping dated 31 January 1944 relates his return home to Ottawa; wearing the DFM ribbon as he stepped smartly off the train:

With hardly less alertness, there stepped up to grasp his hand a venerable gentleman of 94 years of age, hale and heart in appearance, his bearded face reminding bystanders somewhat of Sir William Mulock. And his breast was adorned with the Fenian Raid Medal of 1866. He was Flying Officer Craig's grandfather, William Craig, of City View.

Notes: Accident, 26 May 1942, Whitley BD189. Operational flight, full load (2,000 pounds) of depth charges. After landing on runway at St. Eval, heavy rain, wet wood chips camouflage on runway. Aircraft was skidding, but one wheel gripped concrete and aircraft swung to port, shearing off undercarriage. No blame attached to pilot.

Accident, 18 June 1942, Whitley Z9161, returning from operational sortie, in sea, three miles southwest of Bude, Cornwall. "After being diverted from Base due to bad weather I was on my way to the diversion aerodrome and was flying at approximately 100 feet in bad weather conditions when both engines cut, possibly due to a shortage of petrol. I ditched the aircraft successfully and dinghy drill was carried out in the correct manner. All the crew were rescued within one and a half hours without injury to personnel." No blame attached to pilot. Situation was that a Lorenz approach to St. Eval would have been practical, but the equipment at St. Eval was unserviceable and had been for months.

Assessed 18 January 1944 when with No.86 Squadron, having flown 870 hours 30 minutes (217.40 in previous six months). "A good pilot and an average officer." (W/C Charles Draper).

Repatriation form dated 8 June 1945 stated he had flown 1,600 hours, operational and non-operational. Approximate hours in types were Whitley (350), Liberator (300) and Mitchell (710). One E-Boat destroyed and one damaged.

Application for Operational Wing: This was dated 9 September 1944 and listed the following sorties:

No.58 Squadron, Bomber Command, Whitley aircraft

27 December 1941 - Dusseldorf (6.00)

9 January 1942 - Brest (4.55)
13 February 1942 - St. Nazaire (8.05)
25 February 1942 - target in Norway (7.25)

No.58 Squadron, Coastal Command, Whitley aircraft

21 April 1942 - Bay of Biscay, sea search (4.10)
24 April 1942 - Bay of Biscay, sea search (5.30)
28 April 1942 - Bay of Biscay, anti-submarine sweep (8.30)
3 May 1942 - Bay of Biscay, anti-submarine sweep (9.25)
5 May 1942 - Bay of Biscay, anti-submarine sweep (7.55)
16 May 1942 - Bay of Biscay, anti-submarine sweep (8.15)
26 May 1942 - Bay of Biscay, anti-submarine sweep 3.00)
30 May 1942 - Bay of Biscay, anti-submarine sweep (8.15)
6 June 1942 - Bay of Biscay, anti-submarine sweep (8.40)
14 June 1942 - Bay of Biscay, anti-submarine sweep (8.25)
18 June 1942 - Bay of Biscay, anti-submarine sweep (10.00)
12 July 1942 - Bay of Biscay, anti-submarine sweep (9.25)
18 July 1942 - Bay of Biscay, anti-submarine sweep (9.25)
30 July 1942 - Bay of Biscay, anti-submarine sweep (6.00)
16 August 1942 - Bay of Biscay, strike (8.45)
19 August 1942 - Bay of Biscay, shipping strike (10.05)
23 August 1942 - Bay of Biscay, anti-submarine sweep (8.20)
11 September 1942 - North Atlantic, anti-submarine sweep (8.15)
13 September 1942 - North Atlantic, anti-submarine sweep (11.05)
8 October 1942 - North Atlantic, anti-submarine sweep (8.40)
11 October 1942 - North Atlantic, anti-submarine sweep (9.00)
20 October 1942 - North Atlantic, anti-submarine sweep (8.25)
30 October 1942 - North Atlantic, anti-submarine sweep (9.30)
4 November 1942 - North Atlantic, anti-submarine sweep (8.15)
15 November 1942 - North Atlantic, anti-submarine sweep (6.15)
25 November 1942 - North Atlantic, anti-submarine sweep (8.00)
28 November 1942 - North Atlantic, anti-submarine sweep (3.05)

No.86 Squadron, Coastal Command, Liberator aircraft

1 May 1943 - North Atlantic, ASR search for lifeboats (15.25)
31 May 1943 - North Atlantic, convoy escort (17.00)
29 June 1943 - North Atlantic, convoy escort (16.15)
4 July 1943 - North Atlantic, anti-submarine patrol (17.00)
10 July 1943 - North Atlantic, anti-submarine patrol (15.35)
15 July 1943 - North Atlantic, anti-submarine patrol (16.00)
20 July 1943 - North Atlantic, convoy escort (15.30)

24 July 1943 - North Atlantic, convoy escort (17.40)
27 July 1943 - North Atlantic, convoy escort (18.00)
3 August 1943 - North Atlantic, convoy escort (15.30)
23 August 1943 - North Atlantic, convoy escort (15.40)
4 October 1943 - North Atlantic, convoy escort (15.00)
15 October 1943 - North Atlantic, convoy escort (16.00)

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CRAIG, FS (now WO) Walter David (R74224) - **Distinguished Flying Medal** - No.35 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2258/43 dated 5 November 1943. Born 5 March 1917 at Black Rapids (just south of Ottawa, on Rideau River). Educated at Merivale Public School, Bowesville Public School and Nepean High school (junior matriculation). Home in Westborough, Ontario. Lineman's helper for Ontario Hydro (five months) and carpenter for Department of Transport (nine months). Enlisted Ottawa, 10 October 1940 and posted to No.1 Manning Depot, Toronto. To No.1 Equipment Depot, Toronto, 11 December 1940. Posted to No. 1 WS, Montreal on 5 January 1941; promoted LAC, 3 February 1941; ceased training following an adverse report dated 14 August 1941 that he was unable to meet Morse code requirements (14 word per minute). Posted on 19 August 1941 to Trenton; to No.6 BGS, Mountain View, 30 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941; to RAF overseas, 14 October 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 1 November 1941. Posted to No.1 Air Armament School, Manby, 20 February 1942; to No.22 OTU, Wellsbourne on 29 April 1942; to No.35 Squadron, 16 July 1942; to No.35 Squadron Conversion Flight, 28 August 1942; to No.35 Squadron again, 3 September 1942. Commissioned 24 March 1943 (J18448). Taken off flying, 25 June to 3 August 1943 (acute sinusitis). Killed in action, 23/24 August 1943 (Halifax HR928, No.35 Squadron, shot down by a night fighter). HR928 was one of four No.35 Squadron Halifaxes lost on this operation, the others being HR846, HR865 and JB786. Crew consisted of F/L H. Webster, DFC (see combat reports noted below), G/C B.V. Robinson, DSO, DFC, AFC, Flight Sergeant D. Burke (see combat reports below), S/L M.C.X. Mack, DFC (see combat reports), P/O W.P.M. McIntosh, DFM, RCAF (see combat reports), P/O R.W. Nixon, DFC, RCAF (see combat reports), WO2 O.L. Bliss, DFC, RCAF (see combat reports) and WO2 W.D. Craig, DFM, RCAF. Award presented to next-of-kin, 17 April 1947.

Flight Sergeant Craig has completed numerous night bombing sorties against targets in enemy territory. These have included Berlin and Turin and other dangerous and distant objectives. During all these missions he has proved himself to be a most conscientious and efficient air gunner, and his constant watchfulness has, on more than one occasion, enabled his captain to evade fighters.

NOTE: The original recommendation is published in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000), based on

Air 2/8979. Drafted 22 July 1943. The submission gives his name as Walter David Joseph Craig; drafted when he had flown 35 sorties (201 operational hours)>

Flight Sergeant Craig has completed 35 night bombing attacks against the enemy as tail gunner. Throughout he has proved himself to be most conscientious and efficient and his constant watchfulness has, on more than one occasion, enabled his captain to evade attacking night fighters. In recognition of his fine service, Flight Sergeant Craig is recommended for the non-immediate award of the Distinguished Flying Medal.

Public Record Office Air 50/185 has two combat reports relating to him, detailed as follows:

29/30 May 1943: Aircraft G/35, Halifax DT803. Captain was P/O H. Webster; air bomber W.P.M. McIntosh, RCAF; navigator S/L M.C.X. Mack; wireless operator Flight Sergeant R.W. Nixon, RCAF; mid-upper gunner Flight Sergeant O.L. Bliss, RCAF; rear gunner Flight Sergeant W.D. Craig, RCAF; flight engineer Flight Sergeant D. Burke; second pilot F/L E.M. Bagnald.

Halifax aircraft "G" of 35 Squadron, No.DT803, while outward bound to Wuppertal on course 115 M at Gelsenkirchen 14 miles NW, 0042 hours, 17,500 feet, 125 knots IAS. No moon, thin broken cloud above, surface haze below, clear in front and dark and hazy astern. No searchlights or other activity. Our rear gunner saw four parallel streams of tracer coming from astern, slightly to starboard and below. There were two separate bursts from the same enemy aircraft. On sighting the first burst of tracer the rear gunner gave his captain evasive action immediately and fired one long burst of five seconds from all four guns (400 rounds), judging the position of enemy aircraft from the tracer. Our aircraft took evasive action by a turn and dive to starboard, losing some 1,500 feet, and followed by a turn and climb to port regaining 1,000 feet, afterwards doing a gentle corkscrew for approximately five minutes. The enemy aircraft gave two bursts in the only attack he made and was not sighted at any stage; there was no further indication of his being in the vicinity after the initial evasive action. Our aircraft was hit by the second burst from the fighter. There was a total of four strikes made by 9-mm machine gun ammunition, one strike entering the starboard centre section trailing edge, one strike on the underside of port intermediate mainplane and one strike on the underside of port outer mainplane.

9/10 November 1943: Halifax W/35, target Hamburg. Takeoff at 1743 hours, landed at 2350 hours. Bomb load included two 1,000-lb General Purpose bombs. Captain was P/O H. Webster; air bomber Sergeant W.P.M. McIntosh, RCAF; navigator F/L Pearson; wireless operator Flight Sergeant R.W. Nixon, RCAF; mid-upper gunner Flight Sergeant O.L. Bliss, RCAF; rear gunner Flight Sergeant W.D. Craig, RCAF; flight engineer a Sergeant Craig.

Contact, eight miles north, 2050 hours, 16,000 feet, IAS 160 knots, course 325 degrees, bombs dropped. 10/10 cloud tops 15,000 feet. Enemy aircraft Me.109

crossed from starboard bow to port quarter 300 feet below, caught sight of own aircraft and turned in on steep climb. Own rear gunner fired two short bursts, approximately 200 rounds, no stoppages, at Me.109 which was silhouetted on cloud lit by searchlights, before it was lost in cloud. Range approximately 100 yards. No results observed. No damage or casualties to own aircraft. No flak. IFF on. Me.109 did not open fire. Own aircraft dived to evade.

NOTE ON TRAINING: Interviewed for RCAF, 10 August 1940 by S/L E.L. O'Leary, MC (veteran of RFC/RAF) who wrote: "Well recommended; good church goer; alert, honest. A well-built, solid and sincere chap, clean cut, clear eyed and appears to be in excellent condition. A type to relish hard work. Good personality and cooperative. With training and discipline this boy should be outstanding material and excellent air crew man."

He proved inept at Wireless School, even with additional training, and thought was given to remustering him for General Duties. However, even when he failed Wireless School, he was described as "Mature, pleasant personality. Plenty of determination and courage. Very keen to master Morse and confident that he could do so. Good aircrew material and wishes to stay in the Service."

Course at No.6 Bombing and Gunner School described as 1 September to 29 September 1941. In this time he was in Battle aircraft (11 hours by day plus three hours 40 minutes as passenger). Straight air gunner training. Air Gunnery results as percentage of hits as follows: **Beam Test:** 3.5 %; **Beam Relative Speed Test:** 3.5 %; **Under Tail Test:** 11.5 %. Rounds fired as follows: **Ground:** 730; **Air to Ground:** 337; **Air to Air:** 1,485. In Written Test he scored 65 out of 100; Practical and Oral Examination, 55 out of 100; Ability as Firer scored 156 out of possible 250. Graduated 63rd in a class of 65. Not recommended for commission at the time, but the Chief Instructor (looks like "S/L Lesseur") wrote, "His air firing should improve with further practice, and he will be a satisfactory Air Gunner." The final assessment by the Commanding Officer, No.6 BGS (name illegible) was "He worked hard and was keenly interested in the course. Although he achieved a low position he will improve with further experience."

An undated report (but date-stamped 5 August 1942) indicates he was at No.1484 TT and G Flight, Driffield, Yorkshire where his training included Clay Pigeon training (24 hits out of 45 fired), Clay Pigeon in a turret (three hits out of ten fired), Camera Gun firing with Clay Pigeon (45 feet of film exposed, assessed 6 out of 9) plus air-to-air firing in Defiant aircraft. In first air-to-air exercise he fired 900 rounds (four percent hits), on second, 280 rounds (three percent), on third, 400 rounds (nine percent) and on fourth, 1,200 rounds (four percent hits). He was reported to have been "very bad at aircraft recognition" and even after ten hours instruction "improved very little".

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CRAIG, Corporal William (R98617) - **British Empire Medal** - No.6 OTU - Award effective 1

January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 31 May 1918. Enlisted in Saskatoon, 1 April 1941 for General Duties. To No.2 Manning Depot, 21 April 1941. To No.6 (BR) Squadron, 29 April 1941. Promoted AC1, 1 July 1941. Reclassified as Clerk, 12 August 1941. To Abbotsford, 24 January 1942. Promoted LAC, 1 April 1942. To No.2A Supply Depot, 7 June 1942. To No.2 Equipment Depot, 31 July 1942. Promoted Corporal, 1 July 1943. To Prince Rupert, 11 July 1943. To No.32 OTU, 24 February 1944. To No.5 OTU, 31 May 1944. To No.8 Release Centre, 9 December 1945. Released 12 December 1945. Award presented 14 May 1948.

Through tireless energy and persistence under difficulties due to shortage of personnel, this non-commissioned officer has contributed immeasurably to the efficiency and high morale of Station Headquarters. He has expanded his service knowledge far beyond requirements of rank. His ability and initiative have continually been displayed in a most meritorious performance of all ranks.

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CRAIK, FS John Henderson MacDonald (R50556) - **Mention in Despatches** - Station Goose Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 1 February 1911. Home in New Westminster, B.C.; enlisted in Vancouver, 27 October 1939 as Aero Engine Mechanic. Promoted AC1, 29 February 1940. To No.119 (BR) Squadron, 2 May 1940. To No.8 (BR) Squadron, 3 June 1940. Promoted LAC, 1 October 1940. To "H", 11 August 1941. To No.11 SFTS, 8 October 1941. Promoted Corporal, 1 December 1944. To No.3 Repair Depot, 23 January 1943. To Abbotsford, 22 February 1943. To Tofino, 29 May 1943. To Goose Bay, 31 July 1943. Released 6 September 1945. Re-engaged with Eastern Air Command, 15 August 1946. To Western Air Command, 16 August 1946. Granted rank of Sergeant as of 1 October 1946. To No.2 Construction and Maintenance Unit, 11 March 1947. To No.10 Construction and Maintenance Unit, 24 April 1947. To No.2 Construction and Maintenance Unit, 11 December 1947. To No.11 Supply Depot, 4 June 1948. Discharged 5 June 1948.

This senior non-commissioned officer has applied himself diligently to his duties, maintaining the two power plants at a high degree of operational efficiency. The execution of his duties was carried out in a most satisfactory and far-sighted manner and under conditions not comparable to other stations.

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CRAIN, P/O Arthur Parlow (J87344) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 15 August 1912 on Ottawa. Educated at Glebe Collegiate. Enrolled as Ordinary Seaman, RCNVR, 30 May 1931 to 23 January 1933 (HMCS **Ypres**, 20 July to 1 August 1931, receiving practical instruction in seamanship). Pre-war accountant and

bond salesman in Toronto; enlisted in Toronto, 3 November 1941 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 23 November 1941. To No.1 ITS, 31 January 1942; graduated and promoted LAC, 27 March 1942; posted next day to No.8 AOS; graduated and promoted Sergeant, 3 August 1942. Posted that date to "Y" Depot. To RAF overseas, 26 October 1942. Disembarked in Britain, 5 November 1942. Promoted Flight Sergeant, 3 February 1943. To No.4 AOS, 22 March 1943. To No.23 OTU, 4 May 1943. Attached to No.311 Ferry Training Unit, 20 July to 3 September 1943. Promoted WO2, 3 August 1943. Attached to o.1 Overseas Aircraft Delivery Unit, 3-6 September 1943. Left UK for North Africa, 6 September 1943. To No.424 Squadron, 15 September 1943. Left North Africa 25 October 1943, arriving in UK 6 November 1943. Attached to No.1664 Conversion Unit, 9 December 1943 to 12 January 1944. Promoted WO1, 3 February 1944. Commissioned 21 June 1944. Posted from No.424 Squadron to No.434 Squadron, 21 June 1944. To No.1664 Conversion Unit, 31 July 1944. Promoted Flying Officer, 21 December 1944. To No.1666 Conversion Unit, 1 April 1945. To No.1659 Conversion Unit, 10 April 1945. To No.8 ACHU, 19 July 1945. Repatriated 13 August 1945. Retired 29 September 1945. Award presented 9 April 1947. Died in Willowdale (Toronto), Ontario, 19 February 1985 as per **Legion Magazine**, May 1985. 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 22 July 1944 when he had flown 34 sorties (193 hours 50 minutes), 6 September 1943 to 20 July 1944 (115 "points").

This officer has completed a total of thirty-four operations. He is one of the outstanding navigators of the squadron. His ability, great zeal and devotion to duty have contributed in no small measure to the successful tour of his crew. His keenness and efficiency have inspired confidence in those who have worked with him.

Notes: Application for Operational Wing dated 7 August 1945 claimed 34 sorties (194 hours 40 minutes), 1 September 1943 to 20 July 1944.

Repatriation form dated 3 August 1945 gives 34 sorties (193.25 operational hours, last sortie on 21 July 1944) plus 206.14 non-operational time. Navigation instructor after tour. Aircraft experienced overseas were Anson (30.30), Wellington (160.55), Halifax III (202.09) and Lancaster (6.05).

Training: Interviewed 30 October 1941 by F/O N.J. Moran. "Standard type, good appearance, pleasing personality. Alert, confident, matured, sincere, well spoken, well mannered, industrious. Reflects good home training. Should respond to training. Standard aircrew material."

Course at No.1 ITS was 2 February to 27 March 1942. Courses in Mathematics (126/150), General Studies (78/100), Armament, practical and oral (67/100), Signals (120/150), Drill (88/100), Navigation (108/200), Aircraft Recognition (51/100) and Law and Discipline (92/100). Placed fifth in a class of five Observers. "A steady, hard working, reliable airman

with a cool and cheerful manner. Can handle responsibility. Neat and methodical in habit.”

Course at No.8 AOS was 29 March to 3 August 1942. Anson aircraft (46 hours as first navigator by day, 32.35 as second navigator by day, 17.30 as first navigator by night, 20.45 as second navigator by night, 6.30 flown bombing). Courses and examinations in Navigation air work (476/700), Photography air work (75/100), Elements of Navigation (358/500), Magnetism and Compasses (70/100), Instruments (38/50), Signals, practical (50/100), Signals, written (37/50), Maps and Charts (36/50), Meteorology (71/100), Photography (49/50), Reconnaissance (89/100) and Aircraft Recognition (53/100). Placed 17th in a class of 25. “Neat - slow in understanding in classroom but worked hard - cooperative.”

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CRAMER, P/O Lawrence George (J19373) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 29 September 1920 in Tisdale, Saskatchewan. Home in Arbourfield, Saskatchewan; farming with his father; enlisted Saskatoon, 5 July 1941 as Guard and posted to No.2 Manning Depot, Brandon. To No.8 Repair Depot, Winnipeg, 26 July 1941. Promoted AC1, 6 November 1941. Promoted LAC, 5 January 1942. Remustered to air crew and posted to No.3 BGS, 4 July 1942; graduated and promoted Sergeant, 25 September 1942. To “Y” Depot, 26 September 1942. To RAF overseas, 27 October 1942, disembarking 5 November 1942 in England. To No.24 OTU, 13 December 1942. To Drifffield, 27 March 1943. To No.1658 Conversion Unit, 6 April 1943. To No.77 Squadron, 16 May 1943. Attached to Cranwell, 7-14 October 1943 when returned to No.77 Squadron. Commissioned 22 October 1943. Promoted Flying Officer, 22 April 1944. To No.44 Base, 28 June 1944. Attached to No.1689 Flight, 28 June to 20 July 1944. Attached to No.51 Squadron, 14-19 August 1944. Attached to No.42 Base, 25 October to 4 November 1944. Attached to No.1689 Bomber Defence Training Flight, 13 November 1944 to 3 March 1945. Repatriated 8 April 1945. To No.2 Air Command, Winnipeg, 17 April 1945. To No.6 Release Centre, Regina, 8 May 1945. Retired 9 June 1945. Died in Chemainus, British Columbia, 27 October 1988 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of February 1989. Award presented 6 November 1948. Photo PL-35939 is a portrait.

As rear gunner, this officer has participated in attacks against many of the major targets in Germany. On four occasions his aircraft has been engaged by enemy fighters. In June 1943, while on the way to the target, his aircraft was attacked by a Junkers 88. Pilot Officer Cramer opened fire, damaging the enemy fighter, thus enabling his pilot to press on to his objective which was successfully attacked. A capable and alert air gunner, this officer has always displayed coolness and devotion to duty of a high order.

Public Record Office Air 50/194 has four combat reports on file, although none refers to a combat with a Ju.88. The mid-upper gunner on all occasions was a Sergeant Coles who had

trained at Lethbridge. The pilot was F/L R.W. Pritchard (RAF, awarded DFC).

First Report:

On the night of 21/22 June 1943, Halifax "E" (DT793) of 77 Squadron was detailed to attack Krefeld.

At 0151 hours, when 30 miles West of target, heading 114 degrees M at 19,000 feet, an Me.109 dived to attack from port bow up, giving a short burst. The Halifax dived to starboard and the fighter broke away, port quarter down. Just prior to the attack a fighter flare was seen ahead.

At 0201 ½ hours whilst on the bombing run (height 18,000 feet, 114 degrees M), an Me.110 attacked from under the starboard wing, firing a two-second burst. The Mid-Upper Gunner was unable to depress his guns sufficiently to fire. As the fighter broke away port quarter below, the Rear Gunner did not open fire for fear of hitting other Halifaxes which were following up at close range. Flak activity at the time and Monica (working only on short range) switched on. Out aircraft sustained no damaged in either of these attacks.

Second Report:

On the night of 9/10th July 1943, Halifax "E" (DT793), 77 Squadron, detailed to attack Gelsenkirchen at 0237 hours, was flying at 16,000 feet on a heading of 279 degrees at position 50 degrees 09" N 04 degrees 08" E, the rear gunner (Sergeant Cramer) then observed a Me.109 at 600 yards dead astern and below. Me.109 closed to 400 yards and rear gunner instructed pilot to corkscrew.

During combat manoeuvres rear gunner fired two short bursts and enemy aircraft dived steeply and disappeared. There was no return fire from enemy aircraft. Rear gunner saw strikes on enemy aircraft, which was damaged. No flak or searchlights at any time preceding or during the combat. No damage to Halifax. Monica unserviceable.

Third Report:

On the night of 22nd/23rd August 1943, Halifax "E", DT793 of 77 Squadron was detailed to attack Lever-Kuson [sic]. When at 2333 hours, with a position of 10 miles north of Liege, at a height of 17,500 feet, the rear gunner sighted a twin engined fighter at a distance of 600 yards on the starboard quarter slightly above, flying parallel course, enemy aircraft turned in for attack at 600 yards. The rear gunner told his captain to turn into attack, with a steep diving turn to starboard. The rear gunner opened fire at 400 yards with a long burst until enemy aircraft

was at 200 yards, when it broke away immediately on port quarter below, the rear gunner giving the enemy aircraft two short bursts on break away. The engineer observed strikes on enemy aircraft. At the time of the attack the weather was clear, with cloud 1 to 3/10ths, no moon, Monica started to pip at 600 yards, and increased until enemy aircraft broke away. No flak or searchlights active at the time of the attack. No claims on enemy aircraft. No return fire was experienced by Halifax.

Fourth Report:

On the night of 11th November 1943, Halifax "E" (LW267) of 77 Squadron, detailed to attack Cannes, whilst at a height of 14,000 feet on a heading of 060 degrees Magnetic, with an Indicated Air Speed of 170 m.p.h., at approximately 2231 ½ hours, was on completion of bombing run when the mid-upper gunner saw a single-engined aircraft on the starboard quarter level at a range of 900 yards. The enemy aircraft came around to astern and closed in to 650 yards, when the rear gunner and mid-upper gunner opened fire. Enemy aircraft broke away at 550 yards without having fired. Halifax did not take any evasive action, being on bombing run. Monica was switched off and there were no searchlights at the time, and no flak. Visibility was very clear.

Notes: Assessed 24 April 1945 at No.44 Base, having served on Gunnery Assessment Team of No.1689 Bomber Defence Training Flight: "An average instructor who performed his duties in a satisfactory manner." (S/L E.F. Hicks).

On Repatriation Form dated 23 March 1945 he stated he had flown 236 hours five minutes on operations (38 sorties) plus 236 hours 55 minutes non-operational. Last sortie had been 22 April 1944. Types experienced were Whitley (112.45) and Halifax (360.15).

Application for Operational Wing dated 3 June 1944 claimed 38 sorties (237 hours), 16 May 1943 to 22 April 1944.

He was unusually tall for a gunner - six feet.

Training: Course at No.3 BGS was 6 July to 25 September 1942. Gun Battle aircraft (16 hours 40 minutes) with VGO gun and turret. On ground he used VGO and Browning guns plus Bristol, Frazer-Nash and Boulton-Paul turrets.. He exposed three films, spent eight hours 55 minutes in turret manipulation on ground. Fired 60 skeet rounds, 400 rounds on 25-yard range, 600 rounds on 200-yard range, 800 rounds air-to-ground and 3.100 rounds air-to-air (7.7 percent hits in air). Courses in Stage I were Armament, oral (67/100), Armament, written (243/300), Anti-Gas (76/100), Aircraft Recognition (63/100), Navigation (87/100), Maths, Hygiene and Administration (109/150), Signals (50/100) and Drill (90/100). Courses in Stage II were Armament, written (103/150), Armament, practical and oral (170/200), Aircraft Recognition

(83/100), Ability as Firer (75/100). Placed 9th in a class of 31.

Course at No.24 OTU was 9 November 1942 to 20 March 1943. Flew in Whitley aircraft (40.15 day and 48.40 by night). Fired 800 rounds (day) and 200 rounds (night) on 25-yard range, 60 clay pigeon rounds, took part in five drogue exercises (2,500 rounds, four percent hits) and five sea marker exercises (500 rounds). Exposed ten films. Assessed in Range Estimation (60 percent), Aircraft Recognition (60 percent), Running Commentary (average), Practical Harmonization (60 percent) and Practical Gun Clearing and Maintenance (60 percent). No fighter affiliation exercises. "An average gunner who should improve with experience." (S/L E. Vredenburgh).

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CRANSTONE, FS John George (R111923) - **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 4 December 1916. Enlisted in Ottawa, 30 July 1941 as Clerk/Stenographer. Promoted Corporal, 1 November 1941. To AFHQ, 30 April 1942. Promoted Sergeant, 1 December 1942. Promoted Flight Sergeant, 1 November 1943. To No.2 Air Command, 11 December 1944. To No.5 Release Centre, 13 March 1946; discharged 20 March 1946. Award sent by registered mail, 10 September 1947.

Flight Sergeant Cranstone, as a non-commissioned officer in the Personnel Branch, has served in an exceptionally efficient manner for a considerable period. He has displayed outstanding initiative and his work has been unfailingly reliable at all times. He has willingly performed duties above those normally required of him. His enthusiasm and loyalty have set a splendid example to all who have worked with him.

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CRAPPER, F/O Albert Frederick (J8599) - **Mention in Despatches** - No.159 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 31 March 1917. Home in Toronto; enlisted there 29 October 1940. To No.7 Equipment Depot (holding unit), 28 November 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 26 March 1941; to No.6 EFTS, 27 March 1941. Ceased training and posted to No.2 Manning Depot, 24 April 1941; to No.7 AOS, 26 May 1941; graduated 17 August 1941 and posted next day to No.7 BGS; graduated and promoted Sergeant, 27 September 1941 when posted to No.1 ANS; graduated and commissioned 27 October 1941. To "Y" Depot, 20 November 1941; to RAF overseas, 8 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 20 October 1943. As of 5 July 1944 being posted from No.1672 Heavy Conversion Unit to Far East General Reconnaissance School. To No.184 Wing, 30 July 1944. Promoted Squadron Leader, 4 September 1944. Posted from BRD Worli to Canada, 17 January 1945. Repatriated 8 April 1945. Retired 17 April 1945.

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CRATON, F/L James Douglas Crawford - (J15666) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 6 July 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 1 July 1919. Home in Vancouver; enlisted there 6 January 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 9 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; graduated 2 July 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941; to RAF overseas, 6 October 1941. Commissioned 16 July 1942; promoted Flying Officer, 16 January 1943; promoted Flight Lieutenant, 16 July 1944. Repatriated 8 June 1945. To No.3 Repair Depot, 20 June 1945. To No.124 Squadron, 7 November 1945. To Release Centre, 23 June 1946; retired 5 July 1946. Award presented 11 June 1949.

Flight Lieutenant Craton is a most successful pilot and a highly efficient captain. He has completed a very large number of operational missions and his ability, coupled with great determination, has contributed materially to the successes obtained. During a sortie one night in March 1945 his aircraft was attacked no less than seven times by enemy fighters. In the engagements, this pilot displayed great coolness and courage. In the last of the attacks by the enemy, Flight Lieutenant Craton's aircraft was badly damaged and set on fire. The bomber became uncontrollable. Although he ordered the crew to leave by parachute, this brave pilot fought to regain control. The aircraft turned completely over and Flight Lieutenant Craton was flung through the perspex of his compartment. His parachute opened and he came down in the battle area with both arms broken, bad lacerations about the face and neck and many cuts and abrasions on other parts of his body. Although in great physical distress, Flight Lieutenant Craton reached our own lines. He displayed courage, fortitude and devotion to duty of the highest order.

DHH file 181.009 D.1634 (Library and Archives Canada RG.24 Box 20604) has recommendation by W/C M.W, Gall drafted 5 May 1945 when he had flown 44 sorties (30 on first, 14 on second, 110 hours 15 minutes on second), as follows:

On the night of 15th March 1945, on the fourteenth trip of his second tour, Flight Lieutenant Craton's aircraft was attacked seven times by enemy fighters. As a result of the last attack the aircraft was severely damaged, set on fire and rendered uncontrollable. Flight Lieutenant Craton ordered the crew to abandon the aircraft and undeterred by the imminent danger, fought to regain control. The aircraft looped and when upside down Flight Lieutenant Craton was flung out through the perspex. He landed in the battle area with both arms broken and multiple cuts and abrasions including very bad lacerations about the face and neck. In spite of the

physical suffering and loss of blood, Flight Lieutenant Craton succeeded in reaching the Allied lines,

Flight Lieutenant Craton has at all times shown marked ability and determination. This officer's courage in the face of very grave danger and his disregard for great physical pain has been a fine example to the Squadron. I recommend the Immediate award of the DFC.

Note: Statement by J15666 F/L J.D. Craton re events of 15 March 1945: "I was at 12,000 feet and was shot at by unseen aircraft. The port wing burst into flames and the aircraft filled with smoke. The controls locked and I was unable to maintain control as the fire was gaining rapidly and I could not see my instruments. I ordered the crew to abandon aircraft. From this I had no reply from any member of the crew. As soon as I removed my oxygen mask I became dazed and remember little after that until I was descending in my chute and I was very near the ground. I know nothing of any other members of the crew. The aircraft was burning some four or five hundred yards from where I landed."

Further to the crash of KB846, west side of Rhine near Krefeld, returning from bombing mission on Hagen, 15/16 March 1945: "At 1644 hours the above mentioned aircraft took off from this aerodrome to carry out a bombing raid on Hagen. The aircraft piloted by F/L J.D.C. Craton (J15666) failed to return from this operation and was reported missing the following morning. On 19th March 1945, the rear gunner, J18650 F/O B.B. Gray returned to this unit and was reported safe in the United Kingdom. The rear gunner reported that the aircraft was repeatedly attacked by an enemy night fighter on the return journey. Fire developed and the rear gunner baled out and landed near an American artillery post near Krefeld. On 24th March 1945, a postagram was received from Headquarters, Bomber Command, quoting a signal received from No.151 Repair Unit which states that an aircraft identified as the subject aircraft was found near Krefeld and that four unidentified badly burned bodies had been removed by an unknown Graves Registration Unit. On 26th March 1945, a telephone communication was received from the pilot, F/L Craton, informing this unit that he was safe at No.11 Canadian General Hospital at Taylow, Bucks." (No.428 Squadron Circumstantial Report dated 28 March 1945).

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CRAWFORD, F/L Alan Masters (C5734) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 10 March 1907. Educated there and University of British Columbia, 1923-1928 (Arts, majoring in Economics). Employed 1928-1930 in London, England by the firm of Crosse and Blackwell as invoice clerk in the Export Department, to gain experience for his father's Vancouver business. Joined his father in Vancouver, April 1930 in an Export-Import firm, looking after the shipping and documentation of commodities handled. Employed 1932 to 1941 by The Canadian Fishing Company as Diesel engine mechanic (which he had learned in summer jobs in salmon canneries), and Assistant in Production Department. Mainly employed

in checking the company fishing and packing vessels to ensure they had the necessary equipment. The company operated seven private commercial radio stations at their canneries and two boat installations; from 1937 to 1940 he was in charge of operations and maintenance of these stations. Considered radio as a hobby from 1932 onwards and in 1934 had obtained radio amateur licence (VE5NP), operating under this call until all amateur licenses suspended at beginning of war. He had built all the equipment himself. Home in Vancouver. Enlisted 20 June 1941 as Radio Officer and commissioned that date; posted to No.1 Manning Depot. To RAF Overseas, 14 July 1941. To No.75 Signals Wing, 26 September 1941. Promoted Flying Officer, 20 December 1941. To Headquarters, Flying Training Command, 26 March 1942 for IFF Inspection duty.. To No.6 Group Headquarters, 14 June 1943. Promoted Flight Lieutenant, 20 June 1943. To Linton-on-Ouse, 1 August 1943 for Signals/RDF duties. Attached to No.6 Group Headquarters, 10 September 1944 to 1 January 1945 when attachment converted to permanent posting. Promoted Squadron Leader, 1 January 1945. Repatriated 18 June 1945. To Debert, 19 June 1945. To Eastern Air Command Headquarters, 14 August 1945. Retired 17 September 1945. Died in West Vancouver, 20 June 1986 as per British Columbia Vital Statistics. No citation, but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944. Enlisted in Vancouver, 21 June 1941; served in Canada two months, overseas for three years.

This officer has shown outstanding ability in his work, and in adapting himself and directing others in the new Base organization in such a manner as to maintain maximum effort from all ranks. Mainly through his efforts and guidance, inexperienced junior officers have been able to successfully carry out their duties. This has entailed a great deal of extra work and long hours on his part; however the time was freely given. He has continually strengthened the hand of his superior officers and his keenness and devotion to duty are worthy of commendation.

Notes: Examined by B. Irvine, Senior Radio Inspector, 6 December 1940 for suitability as Signals Officer (Radio) and marked as follows: Theory (59/60), Diagram (8/10), Reception (13/15) and Transmission (12/15).

Interviewed in Vancouver, 3 April 1941: "Man of good appearance and manner with superior education. Has good record of employment. Personality is officer type in all respects. Would appear entirely satisfactory. Note clarity and simplicity of his resume of career." Recommended for Signals Officer.

Assessed 15 June 1943 on posting from Flying Training Command where he has been on RDF/IFF Inspection duty. "A very good type of officer, keen on his job and gets the best out of those who work under him." (W/C W.R. Day, Chief Signals Officer).

Assessed 19 July 1944 by G/C J.L. Hurley, Tholthorpe: "In performance of his duties as Base Radar Officer he has continually strengthened the hand of the Base Signals Officer in all matters

pertaining to Signals and Radar.”

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CRAWFORD, F/L Arthur Black (C9598) - **Mention in Despatches** - No.419 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Toronto; enlisted there 3 January 1942 in Administrative Branch and immediately commissioned as Pilot Officer. Posted to No.2 Composite Training School, 10 January 1942. Promoted Flying Officer, 31 January 1942. Subsequently to staff of No.1 Composite Training School. Promoted Flight Lieutenant, 15 November 1942. To “Y” Depot, 31 January 1943; to RAF overseas, 8 March 1943. Repatriated 7 June 1945. To Eastern Air Command, 8 June 1945. Retired 12 August 1945. RCAF photo PL-22367 (ex UK-6064 dated 11 November 1943) shows W/C William Pleasance (Calgary) with squadron adjutant, F/L Arthur Crawford (Willowdale). RCAF photo PL-28381 (ex-UK-9275 dated 28 March 1944) shows him; identified as Adjutant of the squadron. Photo PL-28843 (ex UK-9939 dated 29 April 1944) shows F/L A.B. Crawford (adjutant, No.419 Squadron) distributing packages from Kamloops (sponsoring city); FS Mitchell Scott (Edmonton) receives a package of cigarettes. PL-28844 is same subject; Scott at extreme right.

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CRAWFORD, F/O Charles Walsh (J23323) - **Air Force Cross** - No.520 Squadron - Award effective 3 April 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 23 October 1917. Home in Winnipeg; enlisted there 19 December 1941. To No.2 Manning Depot, 24 March 1942, To No.12 SFTS (guard), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.15 EFTS until 15 August 1942; graduated 9 October 1942 and posted next day to No.11 SFTS; graduated and commissioned 5 February 1943. To No.1 GRS, 12 February 1943. To “Y” Depot, 8 May 1943. To RAF Trainee Pool, 26 May 1943. Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 17 January 1946. Retired 26 March 1946. Award sent by registered mail, 6 January 1956. Postwar salesman in Georgetown, Ontario. No citation in Canadian sources. Public Records Office Air 2/9061 has citation; notes that he had flown 295 operational hours, 77 non-operational hours, and 242 hours in previous six months.

This officer is a captain of a Halifax aircraft engaged on meteorological reconnaissance. On the 25th June, 1944, an engine failed with full load at 300 feet but, by skilful flying, this officer saved the aircraft from crashing. On the 24th November, 1944, whilst on a meteorological reconnaissance sortie over the Atlantic, two engines failed and a third gave trouble. Course was set for Lisbon but the aircraft had to descend in the sea before reaching port. By his excellent airmanship, Flying Officer Crawford undoubtedly saved the lives of his crew, the efficiency and team work of his crew enabling the aircraft to descend within 20 miles of the Portuguese coast. This officer, through his good leadership, has produced the finest Halifax team in the squadron.

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CRAWFORD, W/C Edward Hugh Martin (C5251) - **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 in Benton Harbour, Newfoundland, 4 April 1894. Educated at Bonaventure Schools and Dalhousie University. Rhodes scholar (1914), studied law at Oxford. Worked in munitions plant during First World War. Home in Winnipeg where he practiced law from 1921 onwards. His practice was the subject of investigation when he applied to the RCAF but the worst that could be said was that he took "a somewhat uncompromising attitude" in litigation. It may be noted that in RCAF service he was Prosecutor in at least sixteen District Court Martials and President of the Court in seven. Enlisted in Winnipeg, 10 May 1941 in Administration Branch; appointed Flying Officer, 14 June 1941. At No.7 AOS as of 18 September 1941. Promoted Flight Lieutenant, 25 March 1942. To AFHQ, 30 June 1942. Appointed Judicial Officer, No.2 Training Command, as per RCAF Routine Order 1731 dated 30 October 1942. Promoted Squadron Leader, 1 February 1943. To Northwest Air Command, 31 May 1944. To No.2 Training Command Headquarters, 2 September 1944. Promoted Wing Commander, 1 November 1944. To No.5 Release Centre, 5 January 1946. Retired 14 January 1946. Award presented 30 October 1948. Died in Winnipeg, 1974.

This officer has displayed outstanding devotion to duty and intense interest in the Service throughout his career. His wide experience in legal and administrative matters has been applied most diligently to the benefit of the Service, his brother officers and all other ranks. His attitude towards his Service obligations has been exemplary and has been reflected in the work of all those with whom he has been associated.

This was raised (same wording) by G/C F.C. Carling-Kelly, 16 March 1946 and proceeded unchanged through the command structure.

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CRAWFORD, F/L Harvey Alexander (J15545) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Revelstoke, British Columbia, 11 December 1920. Home in Edmonton; enlisted there 13 September 1940. To No.4 SFTS (guard), 23 September 1940. To No.2 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.16 EFTS; (graduated 20 February 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 28 May 1941. To Embarkation Depot, 12 June 1941; to RAF Trainee Pool, 18 June 1941. Promoted Flight Sergeant, 1 October 1941; promoted WO2, 1 June 1942; commissioned as Pilot Officer, 10 June 1942; Flying Officer, 10 December 1942; Flight Lieutenant, 1 July 1944. Posted to UK, 17 July 1941. Further trained at No.61 OTU. To No.412 Squadron, 16 September 1941; to No.403 Squadron, 29 September 1941; to No.55 OTU,

21 February 1942; to No.32 Squadron, 7 September 1942/ To Gibraltar, 22 November 1942; to No.14 Squadron, 16 April 1943; to No.32 Squadron, 12 June to 1 August 1943; to Canada, 7 September 1943. Instructed at No.1 OTU, Bagotville, 8 October 1943 to 30 April 1944. Embarked for UK, 16 June 1944; arrived UK, 24 June 1944. No.411 Squadron, 28 July to 31 December 1944. To Canada, 1 February 1945. At No.5 OTU, 19 March to 23 September 1945. Released, 28 September 1945; recalled to duty, 16 January to 30 May 1946. Award presented by Governor General, 18 May 1954. Died in Edmonton, 23 February 1965 as per **The Legionary** of April 1965. Photo PL-35134 is a portrait. He claimed to have flown 151 sorties (252 hours) on first tour, 125 sorties (150 hours) on second tour. He also claimed five enemy aircraft destroyed and two damaged. Not all records available; can verify kills on **12 August 1944** (one Bf.109 destroyed, east of Alencon) and **21 November 1944** (one FW.190 destroyed, Rheinberg). Aircraft holed by flak on three successive sorties with No.411 Squadron.

Flight Lieutenant Crawford has completed a large number of operational sorties and has displayed outstanding courage, keenness and initiative in leading his flight. Since commencing his second tour of operations he has destroyed over fifty enemy vehicles and three trains and throughout his flying career has shot down at least three enemy aircraft. His courage and determination have always been most commendable.

NOTE: Public Records Office Air 2/9043 has original recommendation (which is only slightly more detailed) dated 4 November 1944 when he had flown 212 sorties (326 operational hours).

Flight Lieutenant H.A. Crawford has completed a great number of operational sorties throughout which he has shown outstanding keenness and initiative in leading his flight and often the squadron on dive-bombing and armed reconnaissance sorties against heavily defended targets. Since starting his second tour of operations he has over 50 enemy vehicles and three trains to his credit. During his operational flying he has destroyed three enemy aircraft, probably destroyed another and damaged two more.

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CRAWFORD, S/L Nathan (J12954) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Appling, Georgia, 16 September 1909 but educated in Moncton, 1915 to 1926. Obtained a Bachelor of Science degree (University of South Sewance, Tennessee). Employed by Canad Creosote Company (Truro, Nova Scotia), 1931-1932, and International Nickel Company of Canada (Copper Cliff, Ontario), 1933-1941. Married in Sudbury but ultimately home given as Chatham, New Brunswick (perhaps because his wife was living there late in the war). Enlisted at North Bay, Ontario, 9 September 1941. Posted on 24 November 1941 to No.5 ITS, Belleville (graduated 16 January 1942 when promoted to Leading Aircraftman); posted to No.6 AOS, Prince Albert, Saskatchewan (graduated 25 April 1942); to

No.5 BGS, Dafoe, Saskatchewan, 26 April 1942, serving there to 6 June 1942. Posted to No.1 CNS, Rivers, 7 June 1942; commissioned with effect from 20 July 1942; posted to No.4 AOS, London, 18 August 1942. Served there until 4 October 1943 (promoted Flying Officer, 20 January 1943 and Flight Lieutenant on 1 September 1943). To "Y" Depot, Halifax, 5 October 1943; embarked 22 October 1943; arrived in Britain on 30 October 1943. Posted from No.3 Personnel Reception Centre, Bournemouth on 23 November 1943 to No.2 (O) AFU; to Upwood, 25 January 1944 (Pathfinder Force Night Training Unit). Posted to No.156 Squadron, 1 March 1944. Promoted Squadron Leader, 22 August 1944. To No.405 Squadron, 14 October 1944. Killed in action with No.405 Squadron, 2 January 1945 (Lancaster "B", PB477); buried in Germany. Award presented to his widow, 1 April 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy."

The website "Lost Bombers" provides information on his final sortie. Lancaster PB477, No.405 Squadron (LQ-B), target Nuremberg, 2/3 January 1945. This aircraft was delivered to No.635 Squadron, August 1944 and transferred to No.405 Squadron, 8 September 1944. Previously engaged in the following raids: Frankfurt (12/13 September 1944), Duisburg (14 October 1944, daylight, Essen (23/24 October 1944). Airborne at 1554 hours, 2 January 1945 from Gransden Lodge. Crashed at Rohrau, 3 km ENE from the small town of Nufingen. Crew consisted of W/C .J. Lawson, DSO, DFC (killed; he had participated in at least 92 operational sorties, Sergeant S. Rhodes(POW), P/O S.H. Fitzhenry, RAAF (killed), S/L N. Crawford, DFC, RCAF (killed), F/L E.C. Duke, DFM (killed), F/O G.E. Geeves, DFC, RCAF (killed), Warrant Officer D.G. Plyley, RCAF (POW).

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CRAWFORD, Sergeant William Albert (R72741) - **Mention in Despatches** - No.434 Squadron (AFRO gives No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Methuen, Massachusetts, 6 September 1918. Home in Cherry Hill, Prince Edward Island; enlisted Charlottetown, 20 December 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 31 January 1941. Promoted AC1, 28 June 1941; to No.9 SFTS, 2 July 1941. To No.4 Repair Depot, 14 September 1941. Promoted LAC, 1 October 1941; promoted Corporal, 1 April 1942. Described 4 June 1942 as "Average tradesman, very conscientious, quiet nature, makes a good NCO." Promoted Sergeant, 1 October 1942. Described 9 March 1943 as "an ingenious, practical mechanic, hard working and knows his engines, but his paperwork and writing are bad." (F/L D.H. Sharp). To "Y" Depot, 30 March 1943. To RAF overseas, 7 April 1943. Disembarked 17 April 1943. To No.1664 Conversion Unit, 13 May 1943. Detached for short course, Bristol Aeroplanes, May 1944. To No.434 Squadron, 8 May 1944. To No.64 Base, 16 September 1944. Repatriated on health grounds (arthritis), 14 February 1945. To Dartmouth, 24 February 1945. To No.1 Release Centre, 29 April 1945. Released 3 May 1945. Died in Mount Stewart, Prince Edward Island, 22 April 1995 as per **Legion Magazine** of August 1995. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 11 September 1944, at which time he was identified as being with No.434 Squadron.

This airman enlisted in the RCAF on 20th December, 1940, and has served in the United Kingdom since 17th April 1943. Sergeant Crawford is employed as a Fitter and is outstanding as a tradesman and NCO. His untiring efforts under adverse working conditions have definitely improved the serviceability of the aircraft in his charge.

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CREBO, Corporal Joseph Sylvester (R78594) - **Mention in Despatches** - No.9405 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Home in Mortlach, Saskatchewan; enlisted Regina, 31 October 1940. Served in postwar RCAF (21968). Died in Moose Jaw, Saskatchewan, 24 December 1979 as per **Legion Magazine** of April 1980 (number given as R79594).

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CREEDEN, FS James Waldon (R64432) - **Distinguished Flying Medal** - No.407 Squadron - Award effective 13 March 1942 as per **London Gazette** dated 24 March 1943 and AFRO 611/42 dated 24 April 1942. Born in Brantford, Ontario, 4 February 1922; educated in Paris, Ontario which was his home. Employed at Gypsum, Lime and Alabastrine Co. Ltd in Paris. Service with "C" Company, Dufferin and Paris Rifles, one month. Enlisted in Hamilton, 2 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 7 October 1940; posted that date to to.3 EFTS. Posted on 25 November 1940 to No.6 SFTS, Dunnville; graduated and promoted Sergeant, 10 February 1941. To No.1 Manning Depot, 20 February 1941. To Embarkation Depot, 26 February 1941. To RAF overseas, 4 March 1941. Taken on strength of United Kingdom, 19 March 1941. To No.59 OTU, 22 March 1941. To No.3 School of General Reconnaissance, 26 March 1941. To No.407 Squadron, 22 June 1941. Slightly injured in crash of Hudson AM544, Donna Nook Satellite, 12 August 1941; aircraft undershot during a night landing. He was in second pilot's seat and thrown through the navigator's compartment and out through the nose. Promoted Flight Sergeant, 1 September 1941. Promoted Warrant Officer, 1 March 1942. Commissioned 29 April 1942 (J15353); killed in action 16 May 1942 in Hudson AM864, No.407 Squadron; crashed one-half mile north of Woodhall Spa. Award presented by Governor General, 3 December 1942.

On the afternoon of 12th February 1942, a force of Beaufort and Hudson aircraft carried out an attack on an enemy naval force including the **Scharnhorst** and **Gneisenau** off the Dutch coast. In the face of harassing fire from screening destroyers the attack was pressed home with the utmost determination at very close range. Although it has not been possible to assess damage inflicted owing to extremely poor visibility, it is believed that several hits were obtained. The operation demanded a high degree of skill and courage.

NOTE: The original recommendation is published in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000), based on Air 2/8465. Drafted 4 March 1942. Cited with 978688 Sergeant George Hancox and 908637 Sergeant Howard Garson Everett, both RAF and awarded DFM. See also DHH file 181.009 D.2620 (Library and Archives Canada RG.24 Volume 20628).

On 12th February 1942, Flight Sergeant Creedon [sic] with his crew, Sergeant Hancox and Sergeant Everett, were despatched to attack an enemy force proceeding through the English Channel, northwards up the enemy coast. On approaching the enemy, he descended through cloud to 400 feet and sighted an enemy destroyer ahead. Despite heavy anti-aircraft fire from the vessel, he carried out a low level attack from 200 feet. His bombs spaced at 20 feet intervals straddled a destroyer. As the aircraft regained cloud cover as quickly as possible, the actual results were not observed.

The aircraft was then attacked by a Junkers 88 which broke off the engagement when Sergeant Everett opened fire from the rear turret.

This successful operation was the result of complete cooperation between all members of the crew and the undaunted manner in which they went into the attack.

Flight Sergeant Creedon [sic] and Sergeant Hancox (the Observer) have flown 93 operational hours on 26 flights, during which four enemy vessels have been attacked. Two of these attacks have definitely caused damage to the vessels. On one occasion an attack was launched against enemy shipping in an enemy harbour during daylight in the face of intense enemy anti-aircraft fire.

Sergeant Everett has flown 90 operational hours on 25 flights during which eight enemy merchant vessels have been attacked. Of these, one vessel was damaged by a direct hit and another was either sunk or resulted in the total loss of the vessel.

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CREEGGAN, S/L Walter William (C20802) - **Member, Order of the British Empire** No.1 Landlines Communication Signals Unit - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 4 February 1907. Enlisted in Montreal, 13 November 1942 in Signals Branch; immediately commissioned and posted to No.6 Manning Depot. To "A", 31 December 1942. Promoted Flying Officer, 13 March 1943; to Eastern Air Command, 10 December 1943. Promoted Flight Lieutenant, 1 March 1944. To No.1 Signals and Landline Unit, 16 May 1945. Promoted Squadron Leader, 1 June 1945. To Eastern Air Command, 10 November 1945. To No.2 Signals and Landline Unit, 16 November 1945.

Promoted Wing Commander, 1 May 1946. Retired 27 November 1946. Award presented 1 December 1948.

This officer has rendered outstanding service in the Signals and Landline Branches of the Royal Canadian Air Force since 1942. He has shown an exceptional interest in his duties and set an outstanding example to those under his command and others with whom he comes in contact. Since November 1945 he has been organizing No.1 Landlines Communication Signals Unit, North West Air Command and in his contact with the United States Army Signals he has shown a very co-operative and diplomatic attitude.

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CREEPER, F/L John Ewart (J8382) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Home in Owen Sound, Ontario; enlisted Toronto, 17 February 1941. Trained at No.1 ITS (graduated 20 June 1941), No.3 EFTS (graduated 8 August 1941) and No.14 SFTS (graduated 24 October 1941). Flying instructor before going overseas. Served in No.429 and 433 Squadrons. Repatriated to Canada and assigned to No.420 Squadron, 9 August 1945 for Tiger Force duty. To Eastern Air Command, 27 September 1945. Granted rank of Flight Lieutenant in postwar RCAF, 1 October 1946 (19631). Award presented 1 December 1948. Promoted Squadron Leader, 1 January 1949. To Staff College, 5 September 1950. Promoted Wing Commander, 1 June 1952. Promoted Group Captain, 1 August 1958. Awarded Queen's Coronation Medal, 23 October 1953 when a Wing Commander at Station Greenwood. His postwar appointments included Staff College, Toronto (5 September 1950), Commanding Officer of No.405 Squadron (23 July 1951, Greenwood), Officer Commanding No.2 Maritime Operational Training Unit (20 August 1951, Summerside), Command again of No.405 Squadron (8 December 1951), RCAF Director of Joint Maritime Warfare School (Halifax), Training Officer on the staff of Supreme Allied Command Atlantic (Norfolk, West Virginia), Officer Commanding Station Summerside, and Deputy Chief of Staff (Operations) at Maritime Command Headquarters (Halifax); retired 9 March 1967. He then accepted an administrative appointment with Department of Fisheries and Oceans, retiring again in 1979. Photo PL-42832 (formerly UK-19426), registered 30 March 1945, shows him soon after award. Photo PL-57200 shows him as a Wing Commander, 1953. Died in Halifax, Nova Scotia, 27 August 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001.

This officer has completed numerous operational missions and throughout has displayed the greatest determination to complete his sorties successfully. This was well illustrated on one occasion in February 1945 when detailed to attack Osterfeld. On the outward journey the port inner engine became unserviceable and the propeller had to be feathered. Despite this Flight Lieutenant Creeper continued to the target and made a successful attack. This officer has proved himself to be a resourceful and devoted captain.

DHH file 181.009 D.1502 (Library and Archives Canada RG.24 Volume 20599) has original recommendation drafted 8 February 1945 by S/L H.V. Peterson when he has flown twelve sorties (80 hours 45 minutes):

On a recent date this officer was detailed to take part in an attack on Osterfeld from a height of 19,000 feet. During the journey to the target and while still over England, his port inner engine became unserviceable and the propellor had to be feathered. Although he knew that it would be impossible to attain his scheduled height or to keep up with the bomber stream, this pilot decided to press on to the target and carry out his attack. By mapping out his course and cutting corners and by skilful airmanship he arrived at the target only five minutes after his scheduled time. He had only been able to attain a height of 14,500 feet but, showing great determination and devotion to duty, nevertheless continued on his bombing run and attacked the target.

This officer, as captain of aircraft, has taken part in twelve attacks and has at all times shown himself to be a skilful pilot who is imbued with a fine offensive spirit and a determination to carry out his orders and destroy the enemy in spite of all difficulties.

It is considered that this pilot's operational record and his fine offensive spirit fully merit the immediate award of the Distinguished Flying Cross.

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On 4 June 1945, W/C E.H. Evans, Station Leeming, recommended him for the Air Force Cross, noting that he had flown 318 hours on instructional duty in the previous six months. Not approved but transcribed here for the historical record:

This officer has completed 1,210 hours as a Flying Instructor in the BCATP. He was categorized as an A.2 Instructor and served two years in this capacity. Squadron Leader Creeper is Acting Squadron Commander, No.429 Squadron, at present and has been a Flight Commander.

During his tour of instruction he completed many hours over a short period of time and his hours were far above those of the average instructor. His willingness to perform instructional duties under fatigue and shortage of instructors was responsible for courses being completed on time. Despite this pressure, his pupil standard was very high.

This officer has been outstanding in leadership, initiative, and his interest in the training of pilots to a higher degree of efficiency. He has spent many extra hours instructing and supervising in order that the personnel under his command would

be of the highest calibre possible for their future duties against the enemy.

Squadron Leader Creeper's outstanding record and conscientiousness throughout his service as an Instructor, Flight Commander and as Acting Squadron Commander warrants my strong recommendation for the award of the Air Force Cross.

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CREIGHTON, P/O Allan David (J19870) - **Distinguished Flying Cross** - No.49 Squadron (deceased) - Award effective 21 June 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 7 October 1917 at Luseland, Saskatchewan; educated there. Home in Saskatoon (grain elevator operator, Saskatchewan Pool Elevators, 1935-1941). Enlisted in Saskatoon, 9 June 1941. Held at No.2A Manning Depot, Penhold, 9 June to 2 August 1941 and at No.3 SFTS, Calgary, 3 August to 15 September 1941. Posted to No.2 WS, Calgary, 16 September 1941 (graduated 20 March 1942). Held at No.2 Composite Training School, Trenton, 21 March to 25 April 1942 when posted to No.5 BGS, Dafoe (graduated 25 May 1942 when promoted Sergeant). To "Y" Depot, 27 May 1942; to RAF Trainees Pool, 13 June 1942; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 25 June 1942. To No.7 Air Gunner School, 11 August 1942. To No.14 OTU, 8 September 1942. On 6 December 1942 he was rear gunner of a Wellington which took off at 0010 hours on a navigational exercise. The aircraft crashed from 200 feet on take-off and he was the sole survivor. He reported:

I was sitting in my turret watching the lights of the flare path disappear when, all at once, there was a terrific explosion. I must have been knocked unconscious, because I remember nothing until I found myself hanging half in and half out of the turret. The first thing I heard was out Bomb Aimer, Sergeant Arpe, calling. As soon as I disentangled myself I went to his aid. His legs were caught under part of the wreckage, which I removed and dragged him clear of the aircraft, with great difficulty as I had the use of one arm only. He explained that his legs were hurt, but at the time he did not seem in much pain. My memory from then on is kind of hazy. I attempted to get the rest of the crew out of the aircraft but could not find them. I could see the lights of the aerodrome and I left the crash with the object of bringing aid. The next thing I knew was that I was in a farmyard. I knocked and banged on the door of the farmhouse but could get no answer. Apparently there was nobody at home. I then started off across the field towards the aerodrome, and I was hollering as I went along. As I neared a hangar an airman heard me and came to my assistance and took me to the Watch Office where I reported the crash

To No.1654 Conversion Unit, 14 July 1943. To No.49 Squadron, 19 August 1943. Commissioned 8 January 1944. Killed in action 21/22 June 1944 (Lancaster LL900); buried in Germany. Award presented by Governor General to next-of-kin, 10 December 1947. NOTE:

Citation calls him a pilot, but casualty list and training school list make clear he is an air gunner. Pilot Officer Creighton, as pilot [sic], has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude and devotion to duty.

NOTE: Although letters of condolence were often standard, the following excerpt from a letter dated 22 June 1944 from the Commanding Officer, No.49 Squadron, to his widow may explain his award in some part:

During the time your husband has been with the squadron he has taken part in many operational sorties, and he has shown himself to be a very efficient and keen air gunner who was always willing to give the benefit of his knowledge and experience to the new gunners as they came to the squadron.

Public Record Office Air 50/187 has two combat reports involving him. These were as follows:

3 September 1943: Lancaster P/49; pilot Flight Sergeant Barnes; second pilot Sergeant Greenwood; navigator Sergeant Atkinson; wireless operator Sergeant Marshall; mid-upper gunner Sergeant McPhee; air bomber Sergeant Grimley; rear gunner Sergeant Creighton. Time 0237. Position 51° 10" North 06° 10" East. Height, 20,000 feet. Course 082 (Magnetic). Speed 150. Target was Munchen Gladbach. No cloud and good visibility.

Rear Gunner reported single-engined enemy aircraft attacking another Lancaster on starboard quarter up at 700 yards; Rear and Mid-Upper Gunners both fired short bursts and enemy aircraft broke away. No return fire. No damage to Lancaster T/49. No claim. Slow Pips from Monica.

A second engagement was then reported at 0344, position 51° 45" North 03° 00" East. Height 15,000 feet; speed 180; course 323 Magnetic.

Rear Gunner reported two aircraft 1,000 yards dead astern burning Navigation lights. Rear Gunner fired short bursts and lights went out. A minute after the enemy aircraft put on their Navigation Lights and Rear Gunner fired another short burst and the lights went out again. This happened a third time and then the enemy aircraft broke away and were not seen again. No return fire. No claim. No results from Monica.

6 September 1943: Lancaster T/49 (ED721); pilot Flight Sergeant Barnes; second pilot Sergeant Greenwood; navigator Sergeant Atkinson; wireless operator Sergeant Lovick; mid-upper gunner Sergeant McPhee; air bomber Sergeant Grimley; rear gunner Sergeant Creighton. Time 2330. Position was over target (Mannheim); height, 20,000 feet. Course 107 (Magnetic). Speed 150. No cloud; good visibility over fires and searchlights.

Rear gunner reported Ju.88 on port quarter up at 400 yards coming over to starboard quarter up. Pilot turned starboard. Rear Gunner opened fire 3 to 4 second burst. Enemy aircraft dived down on starboard quarter and was not seen again. No return of fire. No damage to Lancaster. No claim. Monica unserviceable.

The website "Lost Bombers" provides the following on his final sortie. Lancaster LL900 of No.49 Squadron (EA-Z), target Wesseling, 21/22 June 1944. This aircraft was delivered to the squadron on 30 March 1944 and took part in the following operations: Schweinfurt, 26/27 April 1944; Duisberg, 21/22 May 1944. When lost, this aircraft had a total of 187 hours. LL900 was one of six Lancasters lost by No.49 Squadron on this operation; the others were ME675, ME808, ND683, ND695, and NE128. Airborne at 2317 hours, 21 June 1944 from Fiskerton. Outbound, shot down by a night-fighter and crashed in the general area of Julich-Mersch. All aboard killed, viz, BBC Correspondent, Kent Stevenson, W/C M. Crocker, DFC, F/L A.E.A Matthews, DFC, KIA P/O L.B.Benson DFM, F/O K.L. Dutton, F/O J.R.Worthington, DFC, P/O A.D.Creighton, DFC, RCAF, P/O D.H.Carr, DFM. It was the crew's eighth operation of their second tour.

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CREW, F/L Basil Glynn (J17170) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 20 December 1919. In Wawota, Saskatchewan. Educated there and at Notre Dame College, Wilcox, Saskatchewan. Parents living in Victoria when he joined RCAF; enlisted Regina, 26 February 1941. Granted Leave Without Pay until 15 March 1941 when posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 2 June 1941. To No.2 ITS, 9 June 1941; graduated and promoted LAC, 27 July 1941; posted that date to No.15 EFTS; graduated 13 September 1941 when posted to No.4 SFTS; graduated and commissioned on 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.6 SFTS, 23 February 1942; this became No.6 (Pilots) AFU. To No.25 OTU, 16 June 1942. To No.427 Squadron, 1 December 1942. Promoted Flying Officer and Flight Lieutenant, 25 June 1943. To Fighter Command Headquarters, 27 October 1943. To No.1659 Bomber Defence Training Flight, 14 March 1944. Invested with award by the King, 11 August 1944. Promoted Squadron Leader, 13 November 1944 on posting to No.427 Squadron. Killed in action, 5 January 1945 (Halifax NR257); buried in Germany. RCAF photo PL-32677 dated 26 August 1944 shows him.

As captain of aircraft this officer has successfully completed a number of operational sorties. He has at all times displayed a high standard of courage and efficiency. His keenness and devotion to duty under difficult and hazardous conditions have been of a high order.

RCAF file 181.009 D.2617 (National Library and Archives RG.24 Volume 20627) has recommendation drafted 30 June 1943 when he had flown 17 sorties (99 hours 15 minutes):

Pilot Officer Crew has successfully completed 17 operational sorties with this squadron. During a week of intensive bombing between June 19th and June 25th this officer carried out four very successful bombing sorties against the Ruhr Valley.

He has at all times displayed a very high standard of courage and efficiency, and his keenness and energy on operational flying has been an inspiration to other members of the squadron.

On 4 July 1943 the Station Commander added his remarks:

At a time when his squadron was being hard-pressed both from point of view of work and losses this officer maintained a cheerful confidence and showed a quiet but dogged determination which have done much to maintain a high standard of morale in his own and other crews.

The same file has a subsequent recommendation dated 20 July 1943, by which time he had flown 18 sorties (103 hours 45 minutes). Sortie list and submission as follows:

20 December 1942 (co-pilot) - Duisburg (5.15)
12 February 1943 - Gardening (5.30)
16 February 1943 - Lorient (5.40)
19 February 1943 - Wilhelmshaven (5.40)
24 February 1943 - Wilhelmshaven (5.20)
26 February 1943 - Cologne (5.35)
3 March 1943 - Essen (5.20)
12 March 1943 - Essen (5.55)
28 March 1943 - St. Nazaire (6.35)
4 April 1943 - Kiel (7.10)
10 April 1943 - Frankfurt (7.10)
25 May 1943 - Wuppertal (5.55)
21 June 1943 - Krefeld (5.15)
22 June 1943 - Mulheim (4.25)
24 June 1943 - Wuppertal (5.50)
25 June 1943 - Gelsenkirchen (4.35)
28 June 1943 - Cologne (5.40)
9 July 1943 - Gelsenkirchen (6.55)

Flight Lieutenant Crew has successfully completed eighteen operational sorties with this squadron. He has at all times displayed a high standard of courage and efficiency, and his keenness and energy on operational flying has been an inspiration to other members of the squadron.

During a week of intensive bombing against heavily defended targets in June 1943 he carried out four successful sorties within five nights. His devotion to duty under difficult circumstances are of a very high order.

The website "Lost Bombers" provides the following on his final sortie. Halifax NR257 of No.427 Squadron (ZL-Y), target Hannover, 5/6 January 1945. NR257 was initially issued to No.424 Squadron. Airborne at 1625 hours, 5 January 1945 from Leeming. Shot down by flak, crashing 1930 hours at Dudensen, 10 km N of Neustadt am Rubenberge. Crew consisted of S/L B.G. Crew, DFC, RCAF (Officer Commanding, "B" Flight and on his second tour, killed), F/L J.D. Johnston, DFC (Squadron Signals Leader, POW), Sergeant J.D. Smith (killed), F/L J.S.H. Dodge, RCAF POW), F/O H.W. Campbell, RCAF (injured), F/O K.C. Kelway, RCAF (killed), F/O T. Osler, RCAF (killed).

F/O H.W. Campbell provided the following statement:

On the night of 5 January 1945 while on an operational sortie at Hanover as we approached the Hanover area a night fighter unseen by the crew attacked the aircraft and fired a short burst that hit the starboard wing between the starboard inner engine and fuselage, setting the overload petrol tank and wing on fire. A description of this fire was passed to S/L D.R. Crew by one of the gunners and myself since his view was hampered by the fuselage on the starboard side. He immediately gave the order to abandon aircraft which owing to the straight and level flight of the aircraft was made easy.

I remained in the nose until the navigator and wireless operator had jumped, then I moved to the escape hatch where I waited for a few moments checking my parachute and harness. S/L D.R. Crew came from the pilots compartment and motioned me to jump which I did immediately. As the remainder of the crew abandoned aircraft by the rear hatch I consider S/L D.R. Crew was able to leave immediately after I did, therefore that all the crew escaped from the aircraft.

I can furnish no further information as to the crew after abandoning aircraft except for the wireless operator, F/L Johnson, who I saw the following day. He was not injured in any way.

Prior to the order to abandon aircraft I called each member of the crew to make sure that they were not wounded. Fortunately the fuselage had not been hit so the crew escaped injury.

Knowing the chaos that has existed in Germany for the past two months I consider it quite likely that the Germans have not reported the names to the Red Cross if the remainder of the crew are Prisoners of War.

J15430 F/L J.D. Johnston reported, "Aircraft was on fire in starboard wing and mid-fuselage - fighter may have closed in for a second attack, or aircraft may have blown up. Bombs had been jettisoned.

There was some speculation that Crew had been murdered, but postwar exhumation of graves suggested otherwise. However, he and the other three fatalities had been buried without coffins and without any Christian or military rites.

Notes: Seriously injured, 20 August 1942 on Wellington T2715, No.25 OTU, crew then-Sergeant B.G. Crew (pilot), R79352 Sergeant R.L. Skilen (observer), R95954 Sergeant H.W. Campbell (air bomber) and R78968 Sergeant J.G. Collinson (WOP/AG). Night bombing training flight. He reported:

We entered thick cloud at 4,000 feet. I decided that it was safe to go down to 2,000 feet to get a fix as I did not know that the ground was 2,400 feet high at that point and while still in cloud we hit a side of a hill. The tail of the aircraft broke off on the first impact and fell apart from the rest, with the air gunner still in it. The remainder of the aircraft came to rest a few yards further on, and although severely shocked, the whole crew were able to get clear as it burst into flames.

Investigators wrote, "Sheer carelessness of the part of the crew," and remarked that nobody seemed to have checked their maps.

He seems to have had an uneven record at No.25 OTU for the final assessment of his performance read: "A somewhat show thinking pilot who finished the course with an average assessment. He had two rather unfortunate incidents which do not appear to have shaken his confidence."

Nevertheless, he went on to be much respected. On 3 October 1943 he was assessed as follows: "A deputy flight commander who will make a good flight commander."

Applying for Operational Badge, 3 December 1943, he stated he had flown 27 sorties (168 hours 15 minutes), 3 December 1942 to 26 October 1943.

On 14 July 1944 his assessment at No.1695 Bomber Defence Training Flight noted that he had flown 785 hours (122 in previous six months). "A very energetic organizer who has worked exceptionally hard building up the fighter affiliation training in Six Group. He has had a lot of success."

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CREW, P/O John Alfred (J93353) - **Distinguished Flying Cross** - No.582 Squadron - Award

effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 23 December 1922. Home in Windsor, Ontario; enlisted there 11 June 1942. Granted Leave Without Pay until 2 September 1942 when posted to No.1 Manning Depot. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.2 EFTS. Ceased training and posted to No.2 Manning Depot, 12 March 1943; to No.7 BGS, 16 April 1943; graduated 10 July 1943 when posted to No.1 AOS; graduated and promoted Sergeant, 20 August 1943. Posted on 3 September 1943 to "Y" Depot. To United Kingdom, 12 September 1943. Commissioned 16 January 1945. Repatriated 5 August 1945. Released 20 September 1945. Award presented in Toronto, 30 November 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 16 April 1945 when he had flown 44 sorties (207 hours 40 minutes), 25 July 1944 to 11 April 1945.

25 July 1944 - Ardouval
25 July 1944 - Stuttgart
28 July 1944 - Stuttgart
10 August 1944 - Oeuf en Ternois
11 August 1944 - Douai
14 August 1944 - Fontaine le Pin
15 August 1944 - Volkel
18 August 1944 - Terneuzen
11 September 1944 - Castrop Rauxel
13 September 1944 - Osnabruck
26 September 1944 - Calais
27 September 1944 - Duisburg
30 September 1944 - Sterkrade
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
21 October 1944 - Essen
25 October 1944 - Homberg
28 October 1944 - Walcheren
29 October 1944 - Walcheren
4 November 1944 - Bochum
9 November 1944 - Wanne Eickel
21 November 1944 - Dusseldorf
4 December 1944 - Karlsruhe
12 December 1944 - Cologne
23 December 1944 - Cologne
13 January 1945 - Saarbrucken
16 January 1945 - Zeitz

28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
4 February 1945 - Bonn
7 February 1945 - Goch
14 February 1945 - Dresden
15 February 1945 - Chemnitz
21 February 1945 - Duisburg
11 March 1945 - Essen
13 March 1945 - Herne
15 March 1945 - Misberg
19 March 1945 - Hannau
21 March 1945 - Bremen
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
11 April 1945 - Nuremburg

Pilot Officer Crew, as Observer in a successful Visual Marker crew, has shown a consistently high standard of operational efficiency, and his keenness and steadiness in action are worthy of high praise. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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CRICH, P/O Howard Clair (C45233) - **Air Force Cross** - No.4 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26th January 1945. Born in Regina, 15 December 1920. Educated in Clearwater, Manitoba (1928-1932), Tangenbury, Saskatchewan (1932-1935 and Griffin, Saskatchewan (1935-1940). Home in Griffin, Saskatchewan; enlisted in Regina, 21 May 1940 as aero engine mechanic. To No.1 Manning Depot, Toronto, 24 May 1940. To Technical Training School, St. Thomas, 21 June 1940. To No.8 (BR) Squadron, 23 October 1940. Promoted AC1, 12 November 1940.. To No.5 (BR) Squadron, 4 July 1941. Promoted LAC, 1 October 1941. To No.145 (BR) Squadron, 23 July 1942. To Torbay, 25 August 1942. To No.9 BGS, 5 December 1942. To School of Aeronautical Engineering, 30 January 1943. To No.3 Repair Depot, 13 February 1943. To No.3 Repair Depot, Vancouver, 14 February 1943. To No.9 (BR) Squadron, Bella Bella.24 February 1943. Promoted Sergeant, 1 June 1943. To No.4 (BR) Squadron, 23 August 1943. Classified as Flight Engineer (Special), 1 January 1944. Commissioned 28 January 1944. Promoted Flying Officer, 15 August 1944. To Western Air Command Headquarters, 10 March 1945. To No.7 Release Centre, Calgary, 9 June 1945; released 13 June 1945. Died in Calgary, 1 March 1978. Had completed 1,666 flying hours, 1,029 operational hours (121 sorties) including 173 hours in previous six months. Award presented 17 July 1947.

This flight engineer, with many hours of operational flying to his credit, has proven himself to be a most co-operative and energetic member of aircraft crew.

His cheerful devotion to duty and exceptional efficiency have set a splendid example to all aircrew on the Pacific coast. Pilot Officer Crich, with untiring and skilful effort, has rendered outstanding meritorious service.

Recommended by W/C R.R. Denis, 31 October 1944 as follows:

This officer has completed 1,029 operational flying hours as Flight Engineer on Canso aircraft. His devotion to duty, cheerfulness and calm efficiency have set a fine example to all aircrew on this Coast.

Notes: Assessed 17 June 1944 - "A very good crewman, does good work." (S/L R.W. Mitchell, No.9 Squadron).

Assessed 28 October 1944 - "A very capable engineer. Recommend that he be retained in the service and promoted to Flying Officer." (S/L R.H. Lowry, Station Tofino)

Training: Attended Flight Engineer School at No.9 BGS, 14 December 1942 to 22 January 1943, Flew in Battle aircraft, five hours 20 minutes plus four hours 45 minutes in turret manipulation. Graded in Guns, Ammunition and Pyrotechnics (230/250), Guns, Practical (85/100), Sighting, written (200/250), Turret, practical (160/200) and Aircraft Recognition (104/200). "Average type mentally. Popular. Has good appearance."

Application for Operational Wing dated 20 November 1944.

No.5 (BR) Squadron, August 1941 to September 1942 - Catalina and Canso aircraft (convoy and escort patrols), 384 hours 30 minutes, no sortie list.

No.9 (BR) Squadron, Western Air Command, as follows:

8 April 1943 - Stranraer - Patrol (2.50)
9 April 1943 - Stranraer - Patrol (5.50)
14 April 1943 - Stranraer - Patrol (2.05)
19 April 1943 - Stranraer - Patrol (4.40)
23 April 1943 - Stranraer - Patrol (3.30)
26 April 1943 - Stranraer - Patrol (5.00)
30 April 1943 - Stranraer - Patrol (6.35)
5 May 1943 - Stranraer - Patrol (4.40)
17 May 1943 - Stranraer - Patrol (5.00)
21 May 1943 - Stranraer - Patrol (40 minutes)
25 May 1943 - Stranraer - Patrol (4.25)
30 May 1943 - Stranraer - Patrol (3.30)
29 May 1943 - Stranraer (5.55)
30 May 1943 - Stranraer (3.30)
14 June 1943 - Stranraer - Patrol (40 minutes)

14 June 1943 - Stranraer - Patrol (2.05)
14 June 1943 - Stranraer - Patrol (4.55)
20 June 1943 - Stranraer - Patrol (5.20)
22 June 1943 - Stranraer - Patrol (5.50)
25 June 1943 - Canso A - Patrol (9.30)
14 July 1943 - Canso A - Patrol (13.40)
22 July 1943 - Canso A - Patrol (7.25)
27 1943 - Canso A - Patrol (6.25)
29 1943 - Canso A - Patrol (9.25)
26 August 1943 - Canso A - Patrol (7.15)
30 August 1943 - Canso A - Patrol (10.10)
2 September 1943 - Canso A - Patrol (8.55)
5 September 1943 - Canso A - Patrol (4.50)
8 September 1943 - Canso A - Patrol (10.55)
17 September 1943 - Canso A - Patrol (6.50)
24 September 1943 - Canso A - Patrol (7.50)
27 September 1943 - Stranraer - Patrol (2.30)
30 September 1943 - Canso A - Patrol (8.00)
5 October 1943 - Canso A - Patrol (1.20)
11 October 1943 - Canso A - Patrol (1.00)
11 October 1943 - Canso A - Patrol (8.20)
20 October 1943 - Canso A - Patrol (11.45)
2 November 1943 - Canso A - Sea Search (5.05)
3 November 1943 - Canso A - Sea Search (4.40)
5 November 1943 - Canso A - Sea Search (4.55)
14 November 1943 - Canso A - Patrol (5.30)
27 November 1943 - Canso A - Patrol (8.05)
7 February 1944 - Canso A - Patrol (9.10)
9 February 1944 - Canso A - Patrol (9.35)
11 February 1944 - Canso A - Patrol (12.00)
14 February 1944 - Canso A - Patrol (7.35)
17 February 1944 - Canso A - Patrol (9.10)
19 February 1944 - Canso A - Patrol (11.30)
21 February 1944 - Canso A - Patrol (9.45)
23 February 1944 - Canso A - Patrol (10.15)
27 February 1944 - Canso A - Patrol (2.05)
1 March 1944 - Canso A - Patrol (4.50)
4 March 1944 - Canso A - Patrol (12.25)
6 March 1944 - Canso A - Patrol (10.45)
8 March 1944 - Canso A - Patrol (3.55)
10 March 1944 - Canso A - Patrol (13.25)
19 March 1944 - Canso A - Patrol (7.05)
22 March 1944 - Canso A - Patrol (12.25)

26 March 1944 - Canso A - Patrol (12.15)
30 March 1944 - Canso A - Patrol (11.30)
3 April 1944 - Canso A - Patrol (6.05)
5 April 1944 - Canso A - Patrol (35 minutes)
9 April 1944 - Canso A - Patrol (12.45)
11 April 1944 - Canso A - Patrol (10.35)
15 April 1944 - Canso A - Patrol (13.15)
20 April 1944 - Canso A - Patrol (4.05)
23 April 1944 - Canso A - Patrol (11.50)
27 April 1944 - Canso A - Patrol (10.55)
2 May 1944 - Canso A - Patrol (9.00)
6 May 1944 - Canso A - Search (3.40)
16 May 1944 - Canso A - Patrol (11.15)
23 May 1944 - Canso A - Patrol (13.30)
16 July 1944 - Canso A - Patrol (10.10)
25 July 1944 - Canso A - Patrol (10.15)

No.4 (BR) Squadron

27 September 1944 - Canso A - Patrol (5.10)
1 October 1944 - Canso A - Patrol (10..00)
6 October 1944 - Canso A - Patrol (9.25)
15 October 1944 - Canso A - Patrol (9.50)
18 October 1944 - Canso A - Patrol (10.35)
27 October 1944 - Canso A - Patrol (8.45)
31 October 1944 - Canso A - Patrol (5.10)
2 November 1944 - Canso A - Patrol (10.05)
6 November 1944 - Canso A - Patrol (10.05)

TOTAL - 990 hours, 124 operational flights.

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CRICK, P/O William Charles Kingsley (C49637) - **Air Force Cross** - No.3 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, Manitoba, 3 November 1921 (RCAF press release announcing award). Educated there and at Surrey, B.C. Enlisted in Vancouver, 17 January 1942 as aero engine mechanic. To No.3 Manning Depot on enlistment. To Technical Training School, St. Thomas, 17 February 1942. Promoted AC1, 6 June 1942. To No.3 Repair Depot, 10 June 1942. Promoted LAC, 6 September 1942. To Alliford Bay, 28 December 1942. Promoted Corporal and posted to Tofino, 1 March 1943. To No.147 (BR) Squadron, 29 July 1943. To No.9 BGS, 31 August 1943. To No.3 Repair Depot, 30 October 1943. To No.3 OTU, 5 November 1943.

Promoted Sergeant, 14 December 1943. Classified as Flight Engineer (Special), 1 January 1944. To Patricia Bay, date uncertain. Promoted Flight Sergeant, 14 July 1944. Commissioned 5 September 1944. To Moncton, 10 February 1945. Taken on strength of No.3 PRC, Bournemouth, 24 February 1945. Repatriated to Canada, 17 January 1946. Released 27 March 1946. Upon returning to civilian life he worked at the Canadian Forest Products mill in New Westminster, becoming General Superintendent until his retirement. Died in Langley, British Columbia, 14 February 2009. As of award had flown 794 hours Award presented 6 May 1950.

Pilot Officer Crick has completed 794 hours flying as a staff flight engineer in the conversion flight of No.3 Operational Training Unit since November 1943. Almost all of this time has been on day and night circuits with pupil pilots undergoing their first seaplane training and represents a considerable nervous strain. Pilot Officer Crick has never flagged in his enthusiasm for this arduous duty and has set a valuable example to his fellows. The devotion to duty and ability he has shown over a lengthy period has been most commendable.

* * * * *

CRIGHTON, W/C Hector Naismith (C3906) - **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 2 April 1900 in Toronto. Both before and after the war he was noted as an athlete (national diving champion, 1920, intercollegiate basketball and football) while obtaining a BA from University of Toronto and MSc from University of Wisconsin. Educator thereafter. Enlisted in Toronto, 5 February 1941 and immediately commissioned as Flying Officer. Promoted Flight Lieutenant, 15 July 1942. To "Y" Depot, 15 February 1943. Posted overseas, 8 March 1943. Promoted Squadron Leader, 1 December 1943. Promoted Wing Commander, 1 June 1944. Repatriated 5 September 1945. Retired 16 October 1945. Was referee in sixteen Grey Cup games and in 1947 was named to the Canadian Rugby Union Rules Committee, an appointment which led to simplifying the rules. Award presented 9 April 1948. Died in Toronto, 17 April 1967. Subsequently named to the University of Toronto Hall of Fame and the Canadian Football Hall of Fame (1987).

This officer assumed the position of Senior Auxiliary Services Officer in November 1943, and through his untiring efforts has developed his Branch to a high degree of efficiency, whereby he has been able to serve and look after Royal Canadian Air Force personnel both on Canadian and Royal Air Force stations. The many ramifications of his Branch have been difficult to control and it is only through his utter devotion to duty, the long hours spent on organizing and the thoroughness in which he has tackled his problems that his branch has reached its present efficient level. He has made a splendid contribution to the Royal Canadian Air Force.

* * * * *

CRIMMINS, P/O William Dennis (J16533) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 10 March 1914 in Guelph, Ontario; home there Educated at St. Stanislaus Public School, Guelph Collegiate and International Correspondence Schools. Employed as general officer worker, clerk in a tobacco store, weaver. Enlisted in Hamilton, 2 July 1940. Posted to No.1 ITS, 27 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.1 WS; to No.1 BGS, 19 January 1941; graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March, 1941; to RAF overseas, 8 April 1941. Arrived in United Kingdom, 2 May 1941. To No.1 Signal School, 10 May 1941. To No.27 OTU, 12 July 1941. To No.150 Squadron, 13 September 1941. To No.12 Squadron, 13 April 1942. Commissioned 23 November 1942. To No.1656 Conversion Unit, 4 February 1943. Promoted Flying Officer, 23 May 1943. Promoted Flight Lieutenant, 1 October 1943 on posting to No.625 Squadron. Invested with award by the King, 9 November 1943. Killed in action, 16 December 1943 (No.625 Squadron, Lancaster LM424).

Pilot Officer Crimmins is a most gallant gunner whose cheerful confidence throughout his tour of operational duty has inspired a high standard of morale and courage in his crew. His coolness and determination in action have been outstanding.

The website "Lost Bombers" provides the following on his last sortie. Lancaster LM424, No.625 Squadron (CF-B), target Berlin, 16/17 December 1943. This aircraft was delivered to No.625 Squadron on 30 November 1943. It took part in the operation against Berlin of 16/17 December 1943; lost on its second major operation with a total of 13 hours. LM424 was one of two No.625 Squadron Lancasters lost on this operation (the other was ED951). Airborne at 1621 hours, 23 December 1943 from Kelstern. Believed crashed at Wetschen some 5 km E of Diepholz. Crew consisted of F/L W.D. Crimmins, DFC, RCAF (Squadron Gunnery Leader, killed), Warrant Officer D.Baker (killed), Sergeant S.A.Robinson (killed), Flight Sergeant G.W.F.Batchelor (killed), Sergeant W.H.Pallett (POW), Warrant Officer G.E.Adams, DFC (killed), Sergeant K.Watmough (killed).

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CROIL, A/V/M George Mitchell, AFC (C65) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1943 as per AFRO **London Gazette** of that date and 55/43 dated 15 January 1943. Born at Milwaukee, Wisconsin, 5 June 1893 (published in **Who's Who in Canada**). Family moved to Montreal when he was eleven. Joined Gordon Highlanders, 15 January 1915. To RFC, 24 July 1916. Served with No.47 Squadron in Aegean and Egypt; awarded AFC for training duties (also awarded Croix de Guerre). Applied to Air Board, 19 December 1919. Joined CAF at Camp Borden, 28 February 1920. Appointed Air Station Superintendent, 9 June 1920 at salary of \$ 3,360, Morley and High River, Alberta (forestry patrols, army co-operation exercises). Refresher flying course at Camp Borden, 11 November to

3 December 1921 (Avro aircraft, three hours solo and 25 minutes dual). To be Squadron Leader, CAF, 1 March 1923. To be Squadron Leader, RCAF, 1 April 1924 on strength of Air Headquarters, Ottawa. To Kingston, 1 October 1924 for staff college preparation. Appointed Liaison Officer to RAF, 18 March 1925, succeeding W/C W.G. Barker. To RAF Staff College, Andover, 10 May 1926. Promoted Wing Commander, 1 March 1927. Completed course at Andover, 29 July 1927. Visited RAF units, 25 August to 3 October 1927. Attended RAF Central Flying School for refresher course, 4 October to 4 November 1927. Returned to Canada, 6-21 November 1927. On strength of Air Headquarters, Ottawa, 22-24 November 1927. Appointed Commanding Officer, Camp Borden, 25 November 1927. To Imperial Defence College, 17 January 1933. Completed course at Imperial Defence College, 16 December 1933 and entitled to "p.s.a." symbol. Promoted Group Captain, 1 January 1934 on appointment as Senior Air Officer. Promoted Air Commodore, 1 January 1935. Promoted Air Vice-Marshal, 4 August 1938. Title changed to Chief of the Air Staff, 15 December 1938. Liaison officer to Air Ministry, commander of Camp Borden. Described as "decent but mediocre", he relinquished post of CAS, 29 May 1940 and was appointed Inspector General of the RCAF. CBE presented by Governor General, 16 April 1943. Retired 2 July 1944. Awarded Queen's Coronation Medal, 23 October 1953. Died in Vancouver, 8 April 1959.

This officer's extensive experience and devotion to duty over a considerable period of time has marked him as an officer of exceptional ability. Prior to the opening of hostilities he held the appointment of Chief of Staff and as such was largely instrumental in drawing up the Joint Air Training Plan and in laying plans for the future development of the Plan. As Inspector General his worth was outstanding both in his efforts in the measures taken for the defence of Canada and in his suggestions for the improvement of morale and discipline of the service. His leadership and mature judgement has been invaluable in the direction of the RCAF.

Notes: In application for Commercial Air Pilot Certificate dated 3 August 1920 he claimed approximately 1,000 hours on Maurice Farmans, Armstrong Whitworth (active service), BE.2c and BE.2e, BE.12 and 12A (active service), DH.2 (active service), Bristol Scout (instructing), Avro, Camel (instructing), Pup (instructing), Nieuport (instructing) and RE.7.

Air Board flying for 1920 reported as 13 hours ten minutes; 1921 as 57 hours 48 minutes.

The hardships of the time were demonstrated by a memo he wrote on 18 December 1931, applying to move his residence from Camp Borden to Barrie for the period 1 January to 31 May 1932. "My reasons for making this request to live outside of Camp are - that my wife has been forced to live in Camp for the past four winters. The difficulties of living under the conditions prevailing, and the monotony of living here are having a marked effect upon my wife's health. To such an extent is this the case that, last Spring, it was necessary for me to place her in the Barrie Hospital for a period of ten days as she was in such a run-down condition." He also had two children of school age who could not be properly educated on the base.

This was not approved; General McNaughton wrote (29 December 1931), "I regret that the responsibilities of the Officer Commanding as such that it necessitates that he should reside at the Station." Croil moved his family into Barrie (at considerable personal expense) but remained in the cottage provided for him on the station, sub-letting part of the cottage to a F/O Leigh who was attending a winter course.

Civil Government Air Operations Tour: On 29 July 1929, W/C L.S. Breadner (Acting Director, RCAF) sent a memo to the Chief of the General Staff. The subject was "Visit of Wing Commander Croil to Civil Government Operational Units." It read as follows:

1. During the past five years, Wing Commander Croil has been Liaison Officer, attending Staff College, and Officer Commanding, Camp Borden. During this period he has not had any opportunity to become conversant with the work carried out by the D.C.G.A.O.
2. The Officer Commanding, camp Borden, should be conversant with the duties pupils, trained by him, will be called upon to perform, to ensure that the training carried out at Camp Borden is directed along the right lines. He should also have an opportunity to obtain the advice of Commanding Officers in the field, on the quality of pilots being turned out, and the nature of the refresher flying that should be given Civil Operational pilots on their return for winter training.
3. It is therefore proposed to detail Wing Commander Croil to proceed by air, on a Wright Fairchild, to Lac di Bonnet, Cormorant Lake, Lac la Ronge, Winnipeg and High River. At Winnipeg, wheels will be substituted for floats, and the flight to High River will be over the land route.
4. If this flight is approved, it will not only give Wing Commander \Croil an opportunity to become familiar with operational conditions, but will also give him an opportunity of obtaining flying, which is difficult to obtain at Camp Borden, owing to his heavy administrative responsibility.

This was approved by McNaughton on 31 July 1929. Croil was to take leave of absence from Camp Borden, 2 September to 7 October 1929 (the Army section to be commanded by Major P. Earnshaw, DSO, MC, Royal Canadian Signals, and the RCAF command to be assumed by S/L C.McEwen). Croil was advised to spend enough time at each station to acquaint himself with their work. He duly left Camp Borden on or about 31 August 1929. On 1 September he reported being forced by low cloud to land on Carry Lake, 30 miles southeast of Oba Lake,. He resumed the trip when conditions improved (Fairchild 31 accompanied by F/L Beamish) and reached Sioux Lookout at 1845 hours of the 1st but was held by weather until the 4th. He reached Berens River at 1300 hours of 5 September. The aircraft was left at Ladder Lake and part of the trip was made by rail. He seems to have stayed less than 24 hours at some points. He returned to Ladder

Lake on 28 September and flew Fairchild 31 back east, arriving at Barrie on 3 October. He subsequently filed a seven-page report with photos on the trip.

Imperial Defence College: The following was dated 20 November 1933 and submitted by Vice-Admiral L.G. Preston, Commandant, Imperial Defence College:

A very sound and sensible Officer who has been always ready to consider new problems and new ideas with an open mind, upon which he has applied his natural judgement.

I think he has profited greatly by the course, which has undoubtedly broadened his outlook. He is a good speaker, and musters his facts in good sequence for his conclusion - better, in fact, than he does on paper. A pleasant personality, popular with both Staff and Students. **He has upheld his Dominion's view with ability, tact and knowledge.** [This last was added in ink].

Letter dated 24 November 1933, Colonel George Vanier (Canada House) to General A.G.L. McNaughton included comment, "As a matter of fact, Admiral Preston's verbal appreciation of Croil was even more favourable than the one contained in the report. The Commandant does not consider Croil brilliant but he thinks he is absolutely sound, with good reasoning powers."

Selected Assessments: Memo, 26 March 1925 signed by Major-General A.C. Macdonell, Commandant, RMC: "During the four and a half months Squadron Leader Croil was attached to the Royal Military College taking the Preparatory Course, I became acquainted with the qualifications and character of this officer. I consider him in all respects fit for employment on the Staff and for the command of troops in the field. He has shown himself exceedingly keen in all branches of the work. He has worked hard and has made good progress throughout the Course."

Report of RAF Staff College, Andover, dated 15 July 1927 and signed by Air Commodore G.R. Ludlow-Hewitt, Commandant:

Has strength of character, self-reliance and determination.

He is thoughtful and rather grave in outlook, with plenty of shrewd common sense.

Very conscientious and hard-working with sound capacity and reliability.

Though rather quiet and unassertive, he is pleasant, good humoured and tactful in manner.

Has shown very good improvement during the course and would continue to do so

if employed on work requiring the exercise of thought and mental activity.

Expresses himself well both in speech and writing.

A reliable and responsible officer.

Recommended for p.s.a.

Report of Central Flying School course, 4 October to 4 November 1927. Flew Avro Lynx (10.05 dualm 13.10 solo), Bristol Fighter (35 minutes dual, 55 minutes solo, Siskin (20 minutes dual) and Grebe (25 minutes solo). "Wing Commander Croil flies accurately and has good judgement. Though he has not completed the full course, and he would probably have done very well indeed if he had done so, he has a good knowledge of the system of instruction and speaks clearly through the telephones." Rated "Excellent" in suitability to instruct. G/C C.S. Burnett added (8 November 1927), "Had this officer been able to complete the course a higher standard would be attained. A first class officer who should make a capable instructor."

Report for 1930 gave flying time as seven hours 30 minutes as pilot.

Report for 1931 when he was Commanding Officer at Camp Borden. Flew 25 hours 30 minutes as pilot. "An efficient and energetic officer, tactful, forceful and conscientious. He is a good administrator and has the capacity for attending to details while making full use of his subordinates. Is a good disciplinarian and a good leader. A capable and reliable Commanding Officer." (Major-General E.C. Ashton, DOC Military District No.2, 21 December 1931). To this, Major-General McNaughton adds (8 April 1932, "An efficient and capable commanding officer with wide professional knowledge and experience. On the several occasions on which I have inspected his station I have been impressed with the satisfactory manner in which his command, which includes in addition to the RCAF a unit of the Permanent Active Militia, is organized and administered. He should be given experience in a senior RCAF Staff appointment."

Report for 1932 when he was at Camp Borden stated he had flown as pilot only ten hours five minutes (two hours 15 minutes as passenger). "Has done excellent work in the administration of Camp Borden. A hard worker and is prepared to accept responsibility. Has determination and lots of initiative. Judgement and common sense above the average. Is well qualified to fill a higher position than at present holding." (20 December 1932, AAQ No.2 Military District, signature illegible).

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CROISIAU, FS Georges Thomas Bon (R82128) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. A Belgian national (home in Brussels), born 10 September 1914. Reported to have fought in Spain

as a “gunner” (whether land or air is unclear); and served briefly in Finnish Air Force, 11 March to 23 March 1940. He enlisted in Ottawa, 28 November 1940 and was posted to No.4 Manning Depot. To No.1 Manning Depot, 3 March 1941. To No.4 BGS, 17 March 1941. Promoted LAC, 14 April 1941 and posted that date to Embarkation Depot. Posted overseas with effect from 12 June 1941. Promoted Sergeant, 1 September 1941 when classified as an Air Bomber, evidently as a result of further training oversea. Promoted Flight Sergeant, 1 December 1941. Reported missing, 7 September 1942 with No.70 Squadron; see entry for F/O Brian E. Johnston for details of being brought down, attempting evasion and capture. Prisoner of War in the Mediterranean. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Back in United Kingdom by May 1944. Commissioned 1 May 1944. Repatriated to Canada, 23 June 1944. Released 17 December 1944. Pho Photo PL-2473 shows him as an Aircraftman at Rockcliffe. PL-25100 shows several men repatriated after POW experience - WO J. Somerville (Barberton, Ohio), Warrant Officer D.H. Castling (New Westminster British Columbia), S/L F.H. Boulton (Coleman, Alberta), F/O G.I. Pridham (Toronto) and Warrant Officer G.T.B. Croisiau (Quebec); RCAF photo PL-25102 shows him in repatriation to Canada.

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CROMARTY, Sergeant Robert Francis (Can 22030A) - **Distinguished Flying Medal** - 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 20 April 1916. Home in Sydney, Nova Scotia; enlisted Saint John, New Brunswick, 4 September 1939 as Aero Engine Mechanic and taken on strength of No.118 (Coastal Artillery Cooperation) Squadron. Promoted AC1, 1 January 1940. To No.2 (Coastal Artillery Cooperation) Squadron, 27 September 1940. To No.9 SFTS, 24 January 1941. Promoted LAC, 1 April 1941 Promoted Corporal, 1 July 1942. Remustered to aircrew (Flight Engineer), 24 July 1943 and posted to No.9 BGS. To No.163 (BR) Squadron, 10 December 1943. Promoted Sergeant, 15 December 1943. To Iceland, 31 December 1943. To Canada, 15 March 1945. Commissioned 9 May 1945 (C53115). To No.4 Repair Depot, 13 May 1945. To No.124 Squadron, 2 August 1945. To Release Centre, 27 April 1946. Released 1 May 1946. Award sent by registered mail, 10 September 1948. Cited with F/O James M. McRae (RCAF, pilot, awarded DFC) and WO2 Joseph J.C. Bergevin (RCAF, WOP, awarded DFC). 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.

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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CROMPTON, F/L William Frank (C17086) - **Mention in Despatches** - No.12 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 12 March 1921. Home in Milner, British Columbia; enlisted Vancouver, 3 May 1941 as radar mechanic and taken on strength of No.4A Manning Depot. To McGill University, 31 May 1941. Promoted LAC, 17 November 1941. To No.1 Manning Depot, 21 November 1941. To No.31 Radar School, 11 December 1941. To "Y" Depot, 26 February 1942. To RAF overseas that same date. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Commissioned 9 April 1943. Promoted Flying Officer, 8 October 1943. Promoted Flight Lieutenant, 1 February 1944. Repatriated 8 August 1945. Released 5 October 1945.

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CRONYN, F/L Peter Hume (C24436) - **Distinguished Flying Cross** - No.427 Squadron (deceased) - Award effective 12 August 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born in London, Ontario, 5 April 1919. Labourer, two summers, 1935-1936; clerk for one summer, 1939; stock room attendant, 1940. Employed for a time by London Flying Club as instructor. Home and wife in London, Ontario; enlisted there 26 March 1941. To Trenton, 1 June 1941. Posted to No.20 EFTS, Oshawa, 6 July 1941; promoted Sergeant Pilot, 7 July 1941, apparently as instructor, as he was then granted Leave Without Pay. On 12 October 1942, Tiger Moth 8989, with RAF pupil 903882 LAC E.C.K. Kellow, doing night flying sequence when tire blew and aircraft did a violent ground loop. No injuries. Returned to RCAF strength, still at No.20 EFTS, 6 November 1942. Posted that date to No.5 Manning Depot. To No.6 SFTS, 5 December 1942; commissioned 5 March 1943. Posted to No.1 GRS, Summerside, 19 March 1943. To No.31 OTU, 26 May 1943; to "Y" Depot, 25 August 1943; promoted Flying Officer, 5 September 1943; to RAF overseas, 12 September 1943, embarking from Canada 13 September 1943. Disembarked in Britain, 19 September 1943. To No.82 OTU, 26 September 1943. To No.61 Base, 18 February 1944. Attached to Dalton Battle School, 18 February to 3 March 1944. Attached to No.1659 Conversion Unit, 3 March to 12 April 1944. To No.427 Squadron, 12 April 1944. Promoted Flight Lieutenant, 9 June 1944. Killed in action, 12/13 August 1944 (Halifax LV821, ZL-U); name on Runnymede Memorial. RCAF photo PL-31640 (ex UK-13578 dated 14 August 1944 (but taken earlier) is captioned as follows: "With their Lion Squadron Halifax of RCAF Bomber Group in the background, F/L P.H. Cronyn, left, pilot from London, Ontario, and his bomb aimer, F/O Jack Bilbe of Chapeau, Ontario, discuss their daylight attack on a flying bomb supply dump near Paris. Their plane, given a strictly unofficial DFC after 30 trips, bears sentimental names - Neil for F/O Bolbe's son,

Susan Patricia for F/L Cronyn's baby and the rest for other crew members' sweethearts."

Flight Lieutenant Cronyn, as pilot, has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

The original recommendation by W/C C.J. Gribb is in DHH file 181.009 D.1724, Library and Archives Canada RG.24 Volume 20607, drafted 16 August 1944 when he had flown 31 sorties (149 hours 20 minutes) as follows:

18 April 1944 - Le Bourget (5.20)
20 April 1944 - Lens (4.10)
26 April 1944 - Villeneuve St. Georges (5.35)
27 April 1944 - Aulnoye (5.00)
30 April 1944 - Somain (4.55)
1 May 1944 - St. Ghislain (4.45)
7 May 1944 - St. Valery-en-Caux (4.00)
10 May 1944 - Ghent (4.30)
11 May 1944 - Boulogne (4.10)
12 May 1944 - Louvain (4.35)
19 May 1944 - Le Clipon (3.25)
22 May 1944 - Le Mans (5.05)
24 May 1944 - Aachen (5.05)
27 May 1944 - Bourg Leopold (5.40)
31 May 1944 - Au Fevre (5.25)
14 June 1944 - Cambrai (4.50)
15 June 1944 - Boulogne (3.30)
16 June 1944 - Sautrecourt (4.15)
21 June 1944 - Oisemont Neuville en Bois (5.10)
27 June 1944 - Wizernes (4.10)
4 July 1944 - Villeneuve St. Georges (6.35)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (4.15)
12 July 1944 - Acquet (5.00)
18 July 1944 - Mondeville (4.50)
18 July 1944 - Wesseling (5.50)
28 July 1944 - Hamburg (5.30)
31 July 1944 - Coquereaux (4.30)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Foret de Casson (5.15)
7 August 1944 - La Hogue (4.25)
12 August 1944 - Brunswick - missing

This captain completed 31 operational bombing sorties against the enemy. Throughout his 31 sorties he has shown courage and determination of the highest order and his splendid record is considered worthy of commendation.

Flight Lieutenant Cronyn was reported missing on his 32nd operational trip to Brunswick. I strongly recommend that Flight Lieutenant Cronyn be awarded a non-immediate Distinguished Flying Cross.

The website "Lost Bombers" has the following on his last sortie. Halifax LZ821 of No.427 Squadron (ZL-N), target Brunswick, 12/13 August 1944. Airborne at 2115 hours, 12 August 1944 from Leeming. Crashed in the North Sea. Crew consisted of F/L P.H.Cronyn, DFC, RCAF; Flight Sergeant H.G.Davey, RCAF, Sergeant S.Corrán, F/O J.F.G.Murray, RCAF, F/O J.Bilbie, RCAF, F/O R.J.Burns, RCAF, and Flight Sergeant A.J.Dickinson, RCAF (body eventually washed ashore onto the island of Sylt; originally buried at Westerland; grave now located in the Kiel War Cemetery; all others are commemorated on the Runnymede Memorial).

Notes: Interviewed in London Recruiting Office on 18 February 1941 by F/O T.L. Ashton. Noted that he had attended Queen's University, 1938-1939 and University of Western Ontario, 1939-1940. Sports were skiing, tennis, golf and swimming; hobbies were model aeroplane building and photography. He was assessed under various headings: Approach ("confident", "easy"), Carriage ("upright"), Dress ("neat", "conservative", "clean"), Physique ("medium"), Speech ("clear"), Response ("quick", "deliberate"), and Manner ("alert", "confident", "sincere"). Rated "above average". Recruiting Officer also wrote, "Above average in appearance, build and intelligence. Comes from a splendid family and is keenly anxious to serve since both his father and uncle were pilots in the RAF in the last war.. Has ability and patience to impart knowledge. Gives the impression of being invariable at ease. Highly recommended as instructor type."

A letter on file, 17 March 1941, D.H. Nicoll (Instructor, London Flying Club) to Recruiting Office in London states that he had been enrolled in club flying school and had completed 18 hours 20 minutes dual and 50 hours solo flying. "During this time he has shown himself to be an apt pupil and has proven to be a smooth and confident pilot. I believe that with further instruction he could be developed into an excellent type of instructor."

Course at Central Flying School, 2 June 1941 to 5 July 1941. Previous flying time recorded as 45 hours dual, 110 hours solo. On course he logged 12 hours 20 minutes solo and 18 hours 45 minutes dual. "Above average knowledge of patten and strong, pleasant voice. Flying ability high average. Aerobatics good. Instrument flying average. Had some difficulty with spins under hood. Should develop into very capable instructor." (Sergeant Pilot J.E.J. Hutchinson). Examining Officer S/L J.B. Harvey wrote that he had been examined on 5 July 1941 on Fleet aircraft. Graded on Sequence ("Very good"), Voice ("Strong"), Manner ("Calm"), Ability to Impart Knowledge ("Very Good" and Ability as Pilot ("Above average"). "An excellent instructional manner and a good knowledge of sequence. Delivery interesting. Should develop into an above average instructor. Rates permanent category."

Subsequently at No.6 SFTS (7 December 1942 to 5 March 1943) he logged 39 hours day dual, 32 hours 30 minutes day solo, 4.05 night dual and 5.55 night solo. Flew 14.50 in formation, 15.00 on instruments. Took six hours 50 minutes dual to first solo. Also logged 15 hours in Link. "A high average clear hood and instrument pilot with no outstanding faults." (S/L J.J. Jordan, Chief Flying Instructor).

Course at No.1 GRS, Charlottetown was 29 March to 28 May 1943. Flew in Anson aircraft (44.35 day). Courses in D.R. Navigation Intermediate (61/100), D.R. Navigation Final (210/300), D.R. Navigation Air Work (219/300), Reconnaissance (144/200), Reconnaissance Air Work (76/100), Astro Navigation (64/100), Compasses and Instruments (158/200), Meteorology (146/200), Signals (90/100), Coding (88/100), Ship Recognition (148/200), Photography (82/100) and Visual Signals (Pass). Placed ninth in a class of 24. "Although this officer worked hard he could have improved upon these results had he so desired. A hard worker in the air, his previous flying experience should hold him in good stead when considering him for future employment." (Course Instructor's signature looks like F/L C. Fell). "This officer achieved good average results without undue effort. In view of his flying experience should make a good G.R. pilot." (CO's signature looks like W/C C.F.T. Neyrell - just a guess).

Course at No.31 OTU was 31 May to 11 August 1943. Flew in Hudson aircraft (13.10 day dual, 68.15 day as first pilot, 7.55 day as second pilot, two hours night dual, 7.30 night as first pilot, one hour 15 minutes night as second pilot). Of these times five hours was cloud flying. Also logged 17 hours in Link. Fired 200 rounds on ground, 2,600 rounds air-to-ground and 400 rounds air-to-air. On final gunnery exercise scored seven percent hits. All bomb dropping exercises were by day as follows - High Level 4,000-foot application (four bombs, average error 93.5 yards), High Level 4,000-foot stick (four bombs, average error 104 yards), Low Level 150-foot application (20 bombs, average error 25.5 yards), Low Level 150-foot stick (eight bombs, average error 22.5 yards). Ground training in Navigation (75 percent), Signals (81 percent), Armament (88 percent), Airmanship (73 percent), Reconnaissance (80 percent), Meteorology (64 percent), Photography (74 percent), Intelligence (90 percent) and Tactics (66 percent). "Above average. Worked well and as Squadron Commander set a good example." (S/L R.H. Thompson, Chief Ground Instructor). "An above average pilot and an excellent captain. He should be an asset to any squadron." (W/C N.B. Littlejohn, Chief Flying Instructor). "A very good officer. Can command, has initiative and organizing ability." (Officer Commanding No.31 OTU, signature looks like G/C Woodin).

Course at No.82 OTU was 28 September 1943 to 30 January 1944. Flew in Wellington aircraft (nine hours 10 minutes day dual to first day solo, 38 hours day solo, five hours 15 minutes night dual to first night solo, 42 hours 40 minutes night solo; also flew 95 hours five minutes as passenger and logged 13 hours 50 minutes in Link. Ground courses in Airmanship (264/300), Armament (294/300), Navigation (180/200), Signals (90/100). Flying Tests in General Flying (260/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (60/100) and Link (33/50). Also spent six hours on A.M.B.T. Procedure (whatever that is). Character assessed

as 70/100. "A very capable and reliable pilot and captain who shows great promise of being an excellent operational captain. Assessed above average." (W/C R. Kirby, 2 February 1944).

Report from No.1659 Conversion Unit stated he had reported 4 March 1944 and was posted to No.427 Squadron 27 April 1944. Crew assessed as "Above average" with the added remark, "Sound capable pilot." There was also a report on H2S training involving Cronyn, F/O J.G. Murray (navigator) and F/O J. Bilbe (air bomber). Ground course was 14-18 March 1944 and air course was 6-11 April 1944. Set time on ground for Navigator and Bomb Aimer was 18 hours 45 minutes plus 16 hours 30 minutes set time in air. Cronyn's flying time seems to have been 11 hours 55 minutes by day and five hours 40 minutes by night. The crew made two bombing runs on Lundy Island in one trip, one run on Lundy Island on another; two bombing runs on Bristol on one trip, one bombing run on Bristol on another; four bombing runs on Norwich on one trip, five bombing runs on Norwich on another; two bombing runs on Goole on one trip and three bombing runs on Leeds on another. All assessed as "A good average" and the general assessment was "Keen and efficient operators. Navigator's D.R. and Bomb Aimers response identification quite satisfactory." (F/L .E. Jamieson).

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CROOK, P/O Norman Joseph (J88295) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 28 August 1914. Home in Toronto; enlisted there 9 June 1942. Granted Leave Without Pay until 13 August 1942 when posted to No.1A Manning Depot. To No.6 ITS, 10 November 1942; graduated and promoted LAC, 22 January 1943; to No.1 AOS on 6 February 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 15 July 1944. Repatriated 22 November 1944. Promoted Flight Lieutenant, 15 January 1945. Retired 26 February 1945. Award presented 22 June 1949. Founder of Trent University, Peterborough, Ontario. Died in that city, 30 June 1996. RCAF photo PL-32302 (ex UK-14581 dated 7 September 1944) is captioned as follows: "Veteran fliers of the Porcupine squadron of RCAF Bomber Group, Pilot Officer N.J. Crook (Toronto), a navigator, confers with his skipper, P/O H.G. McVeigh, DFC (Port Arthur) beside the rear turret of their Halifax bomber. P/O McVeigh won the Distinguished Flying Cross as a Warrant Officer when he successfully brought back his aircraft to Britain after it was badly shot up by the last of four fighter attacks, dropped 7,000 feet and had two of his crew members bale out. Despite the fact he had only three engines left, P/O McVeigh got the bomber safely to an emergency drome in England."

This officer is a navigator of high merit. He has participated in very many attacks on enemy targets and his ability has played a good part in the successes obtained. On one occasion, whilst over Metz, his aircraft was extensively damaged in an encounter with three enemy fighters. Despite this he navigated the aircraft safely to base, skilfully avoiding heavily defended areas en route. He has set a fine example of determination and devotion to duty.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation by W/C A.J. Lewington, drafted 26 September 1944 when he had completed 32 sorties (146 hours five minutes) :

This officer has now completed his tour of operations comprising of 32 attacks on a wide range of important and well defended targets. His navigational ability has been of a very high order throughout and has contributed much to the successes obtained.

On one occasion when attacking Metz his aircraft was attacked three times by fighters and was very severely damaged. So much so that two members of the crew abandoned on order of the Captain, and the aircraft lost 7,000 feet before control was regained. At that time the port outer engine cut so the bomb load was jettisoned and a course set for England. Pilot Officer Crook coolly and skilfully navigated his damaged aircraft back to a diversion base, avoiding the heavily defended areas en route, and a high speed landing was made at an emergency landing field.

I consider that this officer's courage, skill and determination plus his fine record of achievement fully merits the immediate award of the Distinguished Flying Cross.

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CROOME, S/L Rodney Syoboda (J8645) - **Mention in Despatches** - No.406 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 15 September 1914. Home in London, England; enlisted in Toronto, 17 February 1941 and posted to No.1 Manning Depot. To No.5 SFTS, 24 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.15 EFTS; graduated 20 August 1941 when posted to No.11 SFTS; graduated and commissioned 7 November 1941. To "Y" Depot, 24 November 1941. To RAF overseas, 9 December 1941. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 7 November 1943; promoted Squadron Leader, 4 May 1945. Retired in Britain, 26 October 1945. Certificate sent to London, England, 11 August 1948. Unit not identified in AFRO which merely says "Overseas".

See **The RCAF Overseas: The Sixth Year**, pp.327 and 329.
Destroyed a He.219 on 14/15 February 1945 and damaged an
unidentified enemy aircraft on 3/4 March 1945.

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CROSBY, FS Knowles Eugene (R65465) - **Distinguished Flying Medal**
- No.419 Squadron - Award effective 7 July 1942 as per **London Gazette** dated 10 July 1942 and AFRO 1097/42 dated 17 July 1942. Born 9 November 1919. Home in South Ohio, Nova Scotia; enlisted Halifax, 24 September 1940. To No.2 ITS, 14 October 1940; promoted LAC, 6 December 1940 and posted that date to No.2 WS; to No.4 BGS, 25 April 1941; graduated and promoted Sergeant, 25 May 1941. To Embarkation Depot, 27 May 1941; to RAF overseas, 18 June 1941. Commissioned 13 July 1942. Repatriated 22 February 1944. To "H", 29 May 1944. Released 6 July 1945. Died in Nova Scotia, 17 January 2004 as per **Legion Magazine** of September 2004. See Swanson, FS M.L. for citation. Invested with award by the King, 24 November 1942. Photo PL-21651 is a portrait. Photo PL-24166 also shows him.

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CROSBY, F/O Robert Gordon (C22655) - **Mention in Despatches** -
No.438 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 11 March 1916 in Vancouver. A geologist; enlisted in Vancouver, 12 September 1940. To No.1 MD, Brandon, 12 September 1940; to No.2 ITS, Regina, 14 October 1940; promoted LAC on 4 November 1940 and posted to No.5 EFTS, Lethbridge; to No.3 SFTS, Calgary, 23 December 1940 where he remained until 1 March 1941. Attended Central Flying School, Trenton, 2-26 March 1941 and promoted Sergeant 27 March 1941. On staff of No.19 EFTS, Virden, 15 May 1941 to 13 September 1942 (promoted WO1 on 27 September 1941); at No.6 SFTS, Dunnville, 11 October 1942 to 13 January 1943 (when he finally qualified for RCAF pilot's badge, 30 December 1942 and commissioned 31 December 1942). At the time he reported to No.6 SFTS he had flown 86 hours 15 minutes (dual day), 1,154 hours 30 minutes (solo day), two hours (dual night) and 34 hour 20 minutes (solo night). Posted overseas via No.3 PRC, February 1943. No.14 (P) AFU, 16 March 1943; to No.5 (P) AFU, 16 March 1943 (same day ?); to No.55 OTU, 20 April 1943; to No.56 Squadron, 13 July 1943 (but may not have reported before 16 July 1943). First operational sortie on 9 September

1943. Flew 12-15 ops, 20 operational hours with that unit. Promoted Flying Officer, 1 July 1943. Shot down 3 January 1944. He had gone out at 1125 hours with his Flight Commander, F/L Brian L.G. Hawkins, on an Offensive Patrol over northern France - a "rhubarb" in Pas de Calais area. Crossed coast at 5-6,000 feet above cloud, dived through it and pulled up into it. Cloud was at 3,000 feet. No flak reported by Hawkins - but Crosby was hit, baled out, and evaded (JP446). Attacked a target (not sure what it was - a train ?). Arrived in Gibraltar on 28 April 1944. Repatriated to Canada but was back in Britain as of 11 August 1944. With No.438 Squadron, 29 August 1944 (**NOTE:** May have crash and burned on 6 November 1944). Promoted Flight Lieutenant, 12 November 1944. To No.439 Squadron, 20 November 1944. Missing in action again, 22 January 1945; reported safe, 27 January 1945. Promoted Squadron Leader, 4 December 1944. Repatriated 3 May 1945 and released 25 September 1945. RCAF photo PL-41348 (ex UK-18079 dated 10 January 1945) shows him standing beside cockpit of his Typhoon soon after being appointed a squadron Commanding Officer. Public Records Office Air 2/9229 has recommendation dated 19 July 1944 submitted by S/L A.R. Hall, Commanding Officer of No.56 Squadron:

Flying Officer R.G. Crosby having been forced to abandon his aircraft whilst on an operational sortie over France near Hucqueliers by his courage and resourcefulness, overcoming difficulties, made his escape back to England. I consider his efforts merit the award of the Mention in Despatches.

This is accompanied by a report filed by him with MI.9, having left Gibraltar on 5 May 1944. Another copy is available in Public Record Office WO 208/3319.

I took off from Martlesham Heath at 1230 hours on 3 January 1944 in a Typhoon aircraft on a "rhubarb" northwest of Hesdin (N.W. Europe 1:250,000, Sheet 1, G 9513) flying number two to Flight Lieutenant Hawkins. I attacked the target west of Embray (G 9127) and after breaking off the attack due to jammed starboard guns, I found the Glycol vapour was pouring from around the exhaust ports. I called up number one and told him that I would have to abandon aircraft. I baled out from approximately 1,000 feet.

I landed in a clearing in a small wood west of Hucqueliers (G 8835). I hid my parachute, mae west and harness and ran into another wood nearby, where I hid in the undergrowth until evening. At dusk I began walking in a southeasterly direction and found a jacket on a scarecrow. At 2100 hours I reached the outskirts of Avesnes (G 933) where I went to a house. I was given food, a hat and a pitchfork and escorted to a crossroads east of Maninghem (G 9031). I then walked to Radingham (H 0033) where I spent the remainder of the night in a barn.

In the morning (4 January) I approached one of the farm workers, and he took me to the farm house where I was given food. After the meal I started walking to Matringhem (H 0631) where I approached a man. He gave me a meal and took me to a woman who kept me in her home overnight. Her son supplied me with a jacket, trousers, shoes, raincoat, a hat and food. On the evening of 5 January a man called and escorted me to his home at Verchin (H 0625) where I exchanged some of my clothing. I stayed there one night. On 6 January he took me by horse wagon to Renty (G 9937) to the home of a woman friend of his. I stayed at this house for two nights. This woman communicated with Paris on my behalf.

On the morning of 8 January Gestapo officers called at the house looking for someone who was in hiding there. The daughter of the house roused me out of bed and escorted me across the fields to a farm house. The Gestapo searched the house, but did not discover my aids box, which had been left lying on the table. The woman of the house was arrested. I hid in a barn at the farm house until the afternoon, being fed by the farmer. In the afternoon the girl returned with a car accompanied by a driver and an American pilot (2nd Lieutenant Paul Mariot). I was taken in the car to a house in a village (name unknown) where a doctor was obtained for Mariot, who was injured in a crash landing. Mariot and I stayed at this house until midnight, when the doctor took us by car to Verchin, where I stayed at the same house as on 5 January. The American was taken to another house. I stayed

overnight, and on 9 January I met another American pilot (Lieutenant Neil Lathrop) at the house of a helper.

Lathrop accompanied me to the house where I was staying, and we remained there until the following day (10 January) when we went to the house where Mariot was staying. The three of us stayed there until 12 January when we went to another house in the village, where Lathrop and I stayed until 22 January. Mariot was moved to the doctor's house on 13 January, and I did not see him again.

On 22 January Lathrop and I were moved to another house in the village, where we stayed until 18 February. We were then moved to the house where I had met Lathrop. During this time I met another two Americans, Sergeant Paul Pearce and Sergeant Bill Hendrickson. They stayed in the village after our departure. We stayed at this house for approximately ten days, when we were moved to another house in the village, where we stayed until 10 March; we were then taken by car to Pauquembegues (0237). The remainder of our journey was arranged for us.

For purposes of Air Ministry Honours and Awards Committee, this was edited to the following citation:

Flying Officer Crosby was compelled to abandon his aircraft when on an operational sortie over France on 3rd January 1944. He landed in a small wood near Hucqueliers and, after burying his parachute and life saving jacket, ran off into another wood and hid until evening. At dusk he moved on and after taking a jacket from a scarecrow, went to a house on the outskirts of Avesnes where he was given a hat and a pitchfork. Flying Officer Crosby was then escorted to some cross roads and spent the rest of the night in a barn. Next morning a farm worker took him to a farm house where he was fed. Continuing his journey he met another man who gave him food and took him to a woman who sheltered him. From this point Flying Officer Crosby's journey home was made with the aid of helpers. He arrived in the United Kingdom, via

Gibraltar, on the 6th May 1944.

CROSBY, S/L Robert Gordon (C22655) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Award sent by registered mail 24 February 1950.

During a lengthy operational career this officer has attacked the enemy with determination on a wide variety of sorties. He has led fighter patrols, anti-shiping missions, armed reconnaissances, and dive-bombing operations against railway sidings, strong points, and enemy troop concentrations. During the recent German offensive in Belgium, his squadron under his leadership destroyed or damaged a large number of enemy vehicles and shot down six enemy fighters in three days. Squadron Leader Crosby has invariably led his squadron with outstanding courage and determination against even the most heavily defended targets.

NOTE: On 22 January 1945 he was reported missing, believed killed. He actually survived, but a report filed by F/L J. Carr (Acting Commanding Officer, No.439 Squadron) makes for interesting reading:

Nine aircraft of this squadron took off at 1610 hours on 22 January 1945 led by S/L Crosby, on a Ramrod carrying 1,000-lb bombs (C.25 tail fused), to dive bomb the town of Uetterath, Germany, which is about five miles north of Geilenkirchen [sic]. On reaching the target area, the squadron orbited once over the target and then S/L Crosby led it into a 70° dive from approximately 7,500 feet. He appeared to fly straight into a concentrated barrage of heavy, light and accurate flak. At 1645 hours, his No.2, F/O Harrison, saw strikes on his aircraft and almost immediately a huge black puff of black smoke which turned into a red ball of flame. The whole of the aircraft with the exception of the engine and parts of the wings disintegrated and went down flaming and crashed into the town of Uetterarth. F/O Harrison claims that the bombs were still on when the aircraft exploded but lost sight of them in the debris. S/L Crosby was not

seen to have baled out.

A letter dated 23 March 1945 reads:

In view of the fact that the officer concerned has been involved in three serious accidents, i.e. shot down by an enemy aircraft, burned on making a forced landing whilst on operations, and has had his aircraft explode and disintegrate when he received a direct hit by flak, it is considered that he has incurred excessive duress and has consequently been withdrawn from further operational flying.

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CROSS, F/O James Sherley (J36927) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 6 April 1922. Home in Coburg, Ontario; enlisted Toronto 30 July 1942. To No.1 Manning Depot, 7 October 1942. To No.1 SFTS (guard), 23 November 1943. To No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; posted next day to No.9 EFTS. Ceased training and posted to No.1 Manning Depot, 26 April 1943; to No.1 AOS, 5 June 1943; graduated 15 October 1943 when commissioned). To "Y" Depot, Halifax, 29 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 31 October 1943; promoted Flying Officer, 15 April 1944. repatriated 13 August 1945; released 2 October 1945. Award presented at Government House, 7 November 1949. Photo PL-48178 shows him with his wife and mother after investiture.

This officer has completed a successful tour of operations against highly defended targets such as Magdeburg, Wanne Eickel, Hemmingstadt and Goch. In March 1945, Flying Officer Cross was detailed to bomb Chemnitz. Shortly after leaving base, heavy icing was encountered. This rendered many of the navigational instruments useless throughout the journey. Despite this, Flying Officer Cross pressed on through heavy anti-aircraft fire and successfully bombed his objective. On many other occasions this officer has shown cool courage and a high standard of skill in the face of danger. His outstanding skill, determination and devotion to duty have set a fine example to his

squadron.

NOTE: In a letter to H.A. Halliday dated 13 March 2000, Mr. Cross provided a list of his sorties as recorded in his log book:

4 July 1944 - Nickel Raid, Saumar (5.55)
16 November 1944 - Julich; army co-op; holed by flak in engineers's compartment (5.45, day)
18 November 1944 - Munster; landed Middleton St. George (6.30, day)
21 November 1944 - Castrop-Rauxel; good prang; landed Leeming (7.35)
30 November 1944 - Duisburg (6.40)
18 December 1944 - Duisburg; bombed on Gee, diverted East Kirby (5.50)
24 December 1944 - Dusseldorf aerodrome; bombed visually; gaggle diverted to Rivenhill (4.20, day)
29 December 1944 - Troisdorf; Target Indicators; moonlight (7.20)
30 December 1944 - Cologne marshalling yards, Wanganui; good prang (6.30)
2 January 1945 - Ludwigshaven; 14x500 pounders, incendiaries; good prang; very concentrated; landed Woodbridge (6.30)
4 January 1945 - Hanover; sky markers; dozen bullet holes in starboard wing; lost one fuel tank; bit shaky; 2,000-pounder and incendiaries (5.40)
6 January 1945 - Hanau; rather scattered; sky markers; 2,000-pounder and incendiaries (6.55)
13 January 1945 - Saarbrucken; 6,000 pounds; good trip (7.45)
14 January 1945 - Grenbroich; i/c u/s part trip; 6,000 pounds; good trip, API (6.55)
16 January 1945 - Magdeburg; hang-up; hairy trip (6.45)
1 February 1945 - Mainz; engine trouble; good raid; landed Woodbridge (6.20)
7 February 1945 - Goch; army co-op; called off by Master Bomber (5.50)
8 February 1945 - Wanne Eickel; heavy search lights; some flak; ASI [airspeed indicator] and DRC [directional radio compass] unserviceable; heavy icing on return (6.20)
14 February 1945 - Chemnitz; good prang; on DR navigation for two hours (8.30)

17 February 1945 -Wessel; called off due to weather; landed East Fortune (6.15, day)
20 February 1945 -Monheim oil target; good prang although bombed on glow (7.10)
21 February 1945 -Worms; very good prang; well concentrated (7.30)
23 February 1945 -Essen; bombed on Gee through cloud; good attack gaggle (6.15, day)
24 February 1945 -Kamen oil target; fair trip; almost caught a load (6.50, day)
27 February 1945 -Mainz; bombed sky markers; seemed well concentrated (6.50, day)
1 March 1945 -Mannheim; gaggle; bombed smoke puffs, 9/10 clouds (6.50, day)
2 March 1945 -Cologne; engine cut 10 minutes from target; lost height to 2,000 feet below minimum; returned to base (6.15, day)
5 March 1945 -Chemnitz; longest yet; bombed through cloud; radar unserviceable; on DR for three hours; very heavy icing and corresponding losses; landed Thorney Island (9.10)
7 March 1945 -Hemmingstadt on Danish peninsula; easy do (6.00)
8 March 1945 -Hamburg; little flak; no Gee' on DR three hours (6.15)
12 March 1945 -Dortmund; bombed through 10/10 clouds; huge smoke column penetrated through clouds (6.45, day).

The above list conforms to a sortie list that accompanied the original recommendation submitted 18 May 1945. The submission by W/C Hugh Ledoux had a more detailed text:

This officer has successfully completed his first tour of operations over highly defended targets such as Magdeburg, Wanne Eickel, Henningstadt and Goch in Germany.

On the night of March 3rd, 1945, Flying Officer Cross was detailed to bomb Chemnitz. Shortly after takeoff heavy icing was encountered and the clogging of ice rendered the airspeed indicator useless. The Gee and all navigational aids were also unserviceable throughout the journey.

Undeterred by this situation and the fact that the mission would have to be completed on D.R. navigation, the crew pressed on and bombed most effectively

through predicted and heavy flak barages. On many other operational details Flying Officer Cross exhibited cool courage and a high standard of skill and efficiency in spite of dangerous adverse conditions.

His devotion to duty and outstanding determination to better the enemy no matter the odds have inspired all crews of his squadron. I strongly recommend that his services be rewarded by the Non-Immediate award of the Distinguished Flying Cross.

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CROSS, F/O John Edgar (J28225) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 21 November 1921. Home in Leamington, Ontario; enlisted as Airframe Mechanic, Galt, 14 February 1941 when posted to No.1 Manning Depot. To No.8 Repair Depot, 7 April 1941. Promoted AC1, 3 July 1941. Promoted LAC, 1 August 1942. Remustered to aircrew and posted to No.2 ITS, 10 October 1942; may have graduated 19 December 1942 but not posted until 9 January 1943 when sent to No.15 EFTS. Ceased training and posted to No.3 Manning Depot, 6 February 1943. To No.3 AOS, 20 February 1943; to No.2 AOS, 28 May 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 6 January 1944. Repatriated 27 November 1944. To No.2 Air Command, 12 January 1945. Retired 22 March 1945. Award presented 11 June 1949.

Flying Officer Cross has completed a very successful operational tour. He has participated in attacks against a wide range of targets including Stuttgart, Kiel, Duisburg and Sterkrade. He has proved himself to be a skilful navigator and a fearless and reliable member of aircrew. In July 1944, his aircraft was detailed for a mission against Kiel. On approaching the target area it was attacked by a Messerschmitt 109. Although driven considerably off course, Flying Officer Cross navigated his aircraft to the target and enabled his pilot to execute a successful bombing run. During another sortie against Duisburg in October 1944, the aircraft in which this officer was flying

was attacked by a Focke Wulf 190 shortly after leaving the target area. Again driven off track, Flying Officer Cross guided his aircraft safely to base, skilfully avoiding heavily defended areas on the way.

RCAF Press Release No. 7035 dated 16 October 1944, from "MacPherson", read as follows:

WITH CANADIANS FLYING IN THE R.A.F.: --- Flying Officer J. Cross, navigator, of Leamington, Ontario (20 Fox Street), finished his first tour of operations with vivid impressions of a blaze of fires from the German industrial city of Duisburg and the streaking pinpoints of light from the tracer fired by an enemy night fighter as the bomber left the target.

Cross is now screened from further operational duties, but two of his last four missions in a Halifax bomber made up in thrills and excitement for what otherwise might have been a dull tour.

On the return from Duisburg, Cross's Halifax was attacked by a German night fighter, whose aim was bad. Tracer from the enemy's guns passed a 100 feet under the tail of the Halifax, but it was enough to bring down on the Hun the wrath of the bomber's gunners.

Both turrets opened fired and the pilot put the Halifax into violent evasive action which lost the German.

Just the week before, Cross's crew were not so fortunate. They were participating in the attack on the Ruhr city of Bochum when one of the engines refused to function. Three fighters attacked, but failed to do any damage to the Halifax.

The fourth German was more persistent and as the crippled bomber turned from the target, the enemy fighter attacked, firing cannon shell and machine gun bullets. He followed along behind the bomber for 15 minutes.

Finally the gunners in both turrets got the enemy

fairly in their sights and opened fire. Strikes were seen on the German and he plunged earthward. A short time later, it was announced that the enemy fighter had been destroyed.

The limping Halifax staggered for its British base, but the pilot found that it was impossible to feather the faulty engine, and ordered the crew to stand by to bail out.

Before he could give the order to abandon the aircraft, the propeller flew off the damaged engine and eliminated the possibility of fatal damage to the Halifax.

Crew members went back to their positions and the pilot brought the bomber home to a safe landing on three engines.

Cross enlisted for ground crew duties in the R.C.A.F. in February, 1941, but soon re-mustered to aircrew. He arrived overseas in August, 1943, and was assigned to a squadron in May, 1944.

He completed a total of nearly 40 missions, of which eight were to major targets, including Kiel, Stuttgart, Bottrop and Sterkrede.

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CROSS, W/C Robert Stewart (C2213) - **Officer, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Toronto, 7 November 1896 as per RCAF Press Release reporting award; educated in Ottawa (Lisgar Collegiate). Joined the 38th Battalion, CEF, 15 February 1915; to 80th Battalion, 22 September 1915; to 119th Battalion (Lindsay), 15 February 1916; to 50th Battalion, 10 August 1916. Invalided to England, 6 November 1916. To 35th Company, Canadian Forestry Corps, 2 May 1917. To 38th Battalion, 3 October 1917. Wounded 19 or 20 March 1918, on 21 July 1918, on 10 August 1918 and on 30 September 1918. Struck off CEF strength, 21 June 1919. Life insurance manager. Enlisted in Ottawa, 6 June 1940 for

Administrative Branch. Promoted Flight Lieutenant, 1 August 1941. At CWAT (whatever that is), 1 October 1942. To No.7 Manning Depot, 7 April 1942. To No.6 Manning Depot, 7 June 1942; to AFHQ, 26 July 1942. Promoted Squadron Leader, 15 October 1942. To No.2 Air Command, 19 March 1943. To No.17 SFTS, 21 March 1943. To No.2 Training Command Headquarters, 18 October 1943. Promoted Wing Commander, 1 June 1944. To Release Centre, 15 May 1946. Retired 28 May 1946, settling in Regina. Award presented 5 November 1946. Died in Ottawa, 1965,

This officer's devotion to duty and willingness to co-operate have made a tremendous contribution to the organization of this command. Untiring in his energy and possessed of a high degree of initiative, the manner in which this officer has carried out his arduous duties has been an inspiration to all who have been associated with him and has been reflected in improved efficiency throughout the Command. He has rendered loyal and devoted service of a very high order.

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CROSSEY, F/O Richard Edward Fitzpatrick (J37520) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 8 June 1924. Home in Montreal; enlisted there 28 July 1942 and posted to No.5 Manning Depot. To No.1 SFTS (guard), 19 September 1942. To No.1 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.6 BGS, Mountain View until 17 April 1943; to No.9 AOS, 12 June 1943; graduated and commissioned 29 October 1943. To General Reconnaissance School, 12 November 1943; to "Y" Depot, Halifax, 14 January 1944; to No.3 Personnel Reception Centre, Bournemouth, 5 March 1944; promoted Fklying Officer, 29 April 1944. Repatriated 14 May 1945; released 26 June 1945. Award presented 22 May 1946. Postwar he was a consulting mechanical engineer and founder of Crossey Engineering. Bachelor of Engineering, McGill University (1949). Died in Toronto, 28 October 2008 as per **McGill News** (Spring/Summer 2009). RCAF photo PL-43071 (ex-UK-20055) dated 9 April 1945 is captioned as follows: "Dr. F.C. James, Principal of McGill University, Montreal, Quebec, chatting with F/O R.E. Crossey, Montreal, navigator with the Lion Squadron of the RCAF Bomber

Group, on his return from a daylight sortie on the German city of Hanover." No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 April 1945 when he had flown 31 sorties (191 hours 20 minutes).

This navigator has completed thirty-one heavy operational bombing attacks against the enemy; his timing [and] track keeping has been of a splendid calibre, and his work in general excellent.

Flying Officer Crossey is an example of cheerful, unselfness [sic] and sacrifice and has proven himself to be an outstanding member of a gallant crew; his cheerful confidence has inspired a high standard of morale in all who come in contact with him.

The sortie list was as follows:

11 September 1944 - Le Havre (4.10)
12 September 1944 - Dortmund (5.20)
20 September 1944 - Calais (3.20)
24 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (6.05)
28 September 1944 - Cap Gris Nez (4.40)
6 October 1944 - Dortmund (7.05)
28 October 1944 - Cologne (4.40, duty not carried out)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (5.55)
6 November 1944 - Gelsenkirchen (5.40)
16 November 1944 - Julich (4.50)
21 November 1944 - Castrop Rauxel (7.05)
6 December 1944 - Osnabruck (6.20)
18 December 1944 - Duisburg (6.35)
26 December 1944 - St. Vith (7.00)
1 February 1945 - Mainz (1.40, duty not carried out)
2 February 1945 - Wanne Eickel (6.20)
4 February 1945 - Gardening (5.20)
7 February 1945 - Goch (6.30)
13 February 1945 - Bohlen (8.20)
14 February 1945 - Gardening (7.25)

17 February 1945 - Wesel (6.00)
21 February 1945 - Werms (7.30)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.35)
3 March 1945 - Gardening (5.30)
21 March 1945 - Hemmingstedt (5.20)
23 March 1945 - Bottrop (5.40)
25 March 1945 - Hanover (6.15)
9 April 1945 - Gardening, Kiel Bay (5.50)
13 April 1945 - Gardening, Kiel Bay (6.50)

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CROSSLEY, F/L Charles Carleton (C1654) - **Commended for Valuable Services in the Air** - North West Staging Route - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born in York County, Ontario, 14 September 1891. Educated at King Public School, 1898 to 1906 with continuation courses to 1908, and Elliott Business College, 1908-1912. Engaged in farming and gardening with his father, 1908 to 1917. RNAS, 1917-1918 specializing in navigation. Returned to farming for the period 1919 to 1926 when he joined the Ontario Provincial Air Service. Home address was King City, Ontario when he enlisted in RCAF, Ottawa, 6 January 1940 in General List; granted rank of Pilot Officer and Temporary Flying Officer that date. Posted to strength of Station Ottawa, 29 January 1940. Attended Link Trainer Flying Instructor Course, Station Ottawa, 6 February 1940 to 13 March 1940 (28 hours in Link). To Trenton, 17 March 1940. In April, May and July he pays five visits to Fort Erie on temporary duty and one trip to No.7 EFTS, Windsor. He is apparently on ferrying trips with Ansons and Fleets, at which time he is released from Link Trainer instructional duties. Posted to No.3 Training Command, Montreal, 16 September 1940. However, even after that he continues to make several temporary duty visits to Trenton and Fort Erie. Early in 1941 he makes several visits to Moncton, Windsor Mills, St. Eugene. Promoted Flight Lieutenant, 15 June 1941. Posted to No.3 Training Command Communication and Ferry Flight, St. Hubert, 16 June 1941. To Station Rockcliffe, date uncertain. With Headquarters, Ferry Flight, Rockcliffe as of 24 January 1942; to Northwest Staging Route, 4 February 1943; to No.5 Staging Unit, Whitehorse, 5 February 1943; to No.1 Staging Unit, Grande Prairie, 13 February 1943; to No.124 Squadron, 26 April 1943; to

AFHQ, 28 May 1943; on temporary duty at North Bay, 8-9 June 1943; on temporary duty, Churchill, 22 June to 13 July 1943; to No.124 Squadron, Rockcliffe, 13 July 1943; to No.124 Ferry Squadron, St. Hubert, 29 February 1944; to No.1 Training Command Headquarters, Toronto, 3 August 1944; retired 4 August 1944. Died 14 April 1974.

On April 6th an aged woman living in a remote area was seriously injured and, in order to save her life, immediate hospitalization was necessary but all roads were impassable. Although the landing of an aircraft in the vicinity appeared to be impossible the urgent necessity of getting the injured woman to a hospital, as expressed by the doctor and the people of the community, influenced this officer to make the attempt. At great personal risk Flight Lieutenant Crossley executed a difficult landing in a muddy field and with the patient aboard attempted to take off from a narrow mud road. The aircraft was damaged by fence posts as it veered on the take-off. Emergency repairs were made and he succeeded in getting the injured woman to hospital where she has since recovered. Throughout, this officer displayed ability, resourcefulness and courage of a high order.

The story of this award is well documented, beginning with a letter dated 13 April 1943 (Dr. A.M. Carlisle, MD to Squadron Leader P.B. Cox, Grande Prairie, Alberta, re "Mercy Flight to Debolt"):

Mrs. Annie Globitz of Crooked Creek is a widow of 47 years and has two sons in the Army, the older having been in England for the past two years. On April 6th, she was kicked by a horse, receiving two broken ribs and a split right kidney. The next day the district nurse brought her by a truck nine miles to Debolt and the ride almost killed her. She was in shock and was passing a lot of blood by the urine. She appeared to need an immediate transfusion and removal of the right kidney.

The roads were impassable from there even for trucks and the Smokey River could not be crossed. I explained these conditions to Flight Lieutenant Crossley who flew to Edmonton and got a light Norseman

plane. He returned saying no aircraft could land anywhere near there. The Debolt community led by the veterans kept agitating for more action so next day I flew with Flight Lieutenant Crossley to again reconnoitre the area. We succeeded in landing on a field near and next day took off from the highway and brought the lady to hospital here. I am glad to report that she is now in good condition and should make a nice recovery. The whole community is most grateful for the timely and daring assistance of the RCAF in this worthy case.

This was followed by a letter dated 19 April 1943, Wing Commander W.J. McFarlane (NWSR, Edmonton) to the Air Officer Commanding, No.4 Training Command, Calgary:

1. On April 8th information was received at this Headquarters to the effect that a Mrs. Glaubitz [sic] of Debolt, Alberta has been kicked by a horse and seriously injured, suffering severe broken ribs which had penetrated the liver and kidneys causing internal haemorrhage and making her condition extremely critical.
2. Due to gthe conditions of the roads caused by the spring breakup it was impossible to get this woman to a hospital by any ordinary means and her life was despaired of unless hospitalization could be provided.
3. On April 9th, Flight Lieutenant Crossley, together with Dr. Carlisle and Flying Officer Puffer flew to Debolt, Alberta and after looking the situation over, Flight Lieutenant Crossley executed a skilful landing in a muddy field. The aircraft was then towed to a road from which the surface mus had been scraped and Flight Lieutenant Crossley attempted a most difficult take-off with the patient aboard.
4. The road was very narrow with a line of telephone posts on one side. In keeping clear of the telephone posts, the aircraft ran off the other side of the road, damaging the wing on some fence posts.
5. Realizing the seriousness of the patient's

condition, Flight Lieutenant Crossley made emergency repairs and executed a successful take-off bringing the woman to Grande Prairie where she was transferred to the local hospital and hopes are held for her recovery.

6. It is felt that this officer displayed great skill and knowledge and risked himself and his aircraft beyond the line of ordinary duty in performing this humane act and it is considered that he should be highly recommended.

These statements were accompanied by a map and a further report (no date) from Flying Officer S.A. Puffer (No.1 Staging Unit, Grande Prairie) to the Officer Commanding, No.1 Staging Unit:

1. As instructed, I have indicated the position of Debolt on the map, and charted the area flown over.
2. Landing was effected in a wet, muddy stubble field near a graded road, just east of Debolt, and the aircraft towed onto the road. There is a telephone line along the road, and it proved that there was insufficient clearance when the first attempt was made to take off as the shoulder of the road was somewhat soft. Take-off was finally effected from a curving road diversion farther east, which, although clear of the telephone lines, was in the timber.
3. The flying time spent on the mission, Grande Prairie to Debolt, and return, was approximately 60 minutes.
4. May I be permitted to say that in my opinion Flight Lieutenant Crossley exhibited very considerable resource in repairing the damage to the aircraft; also courage and skill of an extremely high order in a very difficult situation.

On 28 May 1943, A/V/M J.A. Sully (AFHQ) wrote to No.4 Training Command Headquarters, Calgary, suggesting that Crossley's Commanding Officer should put forward a formal recommendation for an award. The letter carries a minute dated 2 June 1943, from W/C J.L. Jackson (Acting Senior Personnel Staff Officer,

No.4 Training Command) to the Air Officer Commanding, No.4 Training Command, which can only be described as sour:

It would hardly appear to me that Flight Lieutenant Crossley's good work on this occasion would warrant more notice than has already been taken, as indicated in the flagged folio, this file; as there are many people overseas performing far more hazardous work every day, without any form of commendation.

Nevertheless, an award was made based on a submission dated 12 June 1943 as follows:

On April 6, 1943, an aged woman was seriously injured by a horse at Debolt, Alberta, approximately 40 miles from Grande Prairie, Alberta. In order to save her life, immediate hospitalization was necessary but all roads were impassable. At great personal risk, Flight Lieutenant Crossley executed a difficult landing in a muddy field and, with the patient aboard attempted to take off from a narrow muddy road. His aircraft was damaged by fence posts as he veered on the take-off, but he executed emergency repairs with string and adhesive tape and succeeded in getting the injured woman to the hospital where she has since recovered. Throughout, this officer displayed ability, resourcefulness and courage of a high order and is to be commended.

Other correspondence dated 12 June 1943 identifies the lady as Mrs. Annie Globitz, "a widow of 47 years and has two sons in the Canadian Army, one having been in England for the past two years."

Notes: A statement of RNAS service gives his date of birth as 14 September 1894 - the only document in the file giving 1894 rather than 1891 as his year of birth. It lists the following appointments:

Temporary Probationary Flight Officer, RNAS, 23 November 1917
Probationary Flight Officer, RAF, 1 April 1918
Temporary Commission as Second Lieutenant (Aeroplanes and Seaplanes), RAF, 29 May 1918
Transferred to Unemployed List, 19 May 1919

Relinquished commission and permitted to retain rank of Second Lieutenant, 1 September 1921.

At some point at St. Hubert (probably January 1941) he wrote the following summary of flying up to that point:

RFC Cadet Wing, S.P.S., University of Toronto, 1917. Washed out after six weeks as not quite good enough for unit. Accepted RNAS. Posted HMS President, Royal Naval College, Greenwich, December 9, 1917. Posted Vendome, France, for Elementary Flying Instruction and further ground subjects.

Flying Experience - Posted to British Flying School, Vendome, France, February 25th 1918. Trained on Caudron, Anzani Engine, Curtiss Canuck OX-5. Posted to No.209 T.D.S. Lee-on-Solent, April 6th, 1918. Trained on Short Seaplane and FBA Flying Boats. Posted to 66 Wing, Adriatic Group, July 2nd, 1918. Engaged on Anti-Submarine and Convoy Patrol flying Short 320 Seaplanes. Posted later to 271 Squadron 67 Wing RAF Taranto, and engaged in same duties. Flew Hamble and Snider seaplane scouts with this squadron. Transferred to 223 Squadron and flew Camel. Total time on Active Service about 118 hours, logged.

1921 - Posted to Canadian Air Force, Camp Borden for refresher course on Avro and SE.5. Time 8.00 hours.

1926 - Joined Provincial Air Service, Ontario Government Forestry Branch. Service from June 1926 to date of enlistment, December 1st, 1939. Flew HS2L (Liberty) Flying Boats, Second Pilot, Air Engineer, 300 hours. 1927, DH.60, fairchild 71, Buhl Air Sedan (Service Modified), 1928 to 1939. Total 5,234.00 hours. This time is not logged but may be verified by referring to the Director of the Provincial Air Service, Sault Ste Marie, or to personal file, RCAF. Duties included Forestry Patrols, Fire Suppression, Transportation, Survey and Flying Instruction.

1940-41 - RCAF Link Trainer Instructor - 48 hours under the hood, 125 hours at desk instructing. Twin experience on Anson, DH (Dragonfly), 90 Beechcraft and

Boeing. First pilot 110 hours. With Ferry Flight, Trenton, Air Navigation School, Trenton, and Communication Flight, Montreal.

On file are brief reports on his CAF experience. He reported to No.1 Squadron, Camp Borden, 13 January 1921 and started flying SE.5a aircraft. "He is a good pilot, very keen and a good type of officer." (F/L G.A. Thompson, 31 January 1921). Report by F/L R.A. Logan (Ground School) listed courses taken as Artillery Observation (one hour), Wireless (one and one-half hours), Photography (one and one-half hours), Armament (3 ½ hours), Engines (one and one-half hours), Aeroplanes (two hours) and Navigation (2 ½ hours). Described as "keen." Another report states: "This officer is very keen and has plenty of confidence. He has natural flying ability, which combined with fairly good skill makes him a good pilot. His judgement is little erratic, however, but will improve as time goes on." (F/L R.S. Grandy, "A" Flight, School of Special Flying, 17 January 1921).

On 29 November 1939 the OPAS provided a summary of his flying with them as follows:

1928 - 463.45
1929 - 573.15
1930 - 589.35
1931 - 660.08
1932 - 441.05
1933 - 381.45
1934 - 488.25
1935 - 290.10
1936 - 419.30
1937 - 319.10
1938 - 381.00
1939 - 254.45

TOTAL - 5,262.33

Elsewhere OPAS service described as 1926 to enlistment date; 5,262 hours 33 minutes flown; officer in charge of Biscotasing, 1928 to date. A letter of reference dated 7 December 1939 (G.E. Ponsford) declared, "I consider Mr. Crossley one of the finest pilots we have ever had in the Service, and have always found him diligent and willing in the carrying out of any work or responsibility that may have been assigned to him. His

integrity is above reproach, and I would not hesitate to recommend him to anyone who may require to use his service."

Another letter of reference ("To whom it may concern") is dated 6 December 1939 and signed by P. McEwen, District Forester, Sudbury and reads, "I have known Mr. C.C. Crossley very well for the past five years. During this time, as a Pilot of the Provincial Air Service of Ontario, he has been in charge of flying operations at Biscotasing Air Base for our Department under my supervision. There are three planes with their personnel at this base under Mr. Crossley. His record will attest his ability as a pilot and as a man, and in ability to carry out his work I have found him to be all that could be desired. He is keen, intelligent, energetic and honest and morally his life is above reproach. I am very pleased to be able to give unreserved attestation to Mr. Crossley's character and ability."

Interviewed for the RCAF, 1 December 1939. At that time he was described under various headings including "Personality" ("Pleasing. Experienced. Rather rural outlook and background but interested in manual hobbies." Elsewhere he gave his hobbies as "cabinet maker, stone mason" and his sports as "Football, hunting, fishing, cycling, hiking." However, the following Summary was particularly interesting: "Officer calibre. Appears to have slowed down with advancing years. Experienced in the planes and engines of yesterday. Slightly bushed but keen to serve. His experience in air operations should be of value but this interviewer cannot say where."

On 16 May 1940 he was involved in an accident, Harvard 1333, Station Trenton. He reported this as follows:

1. Today, on my third solo flight in a Harvard, I had the misfortune to land with the undercarriage retracted, and have been requested to submit a report giving as accurate an account as possible to what preceded. I had previously been taking a check out from Flying Officer Martin, with whom I had done three landings, the third quite to his satisfaction, and he had left me to carry on solo. The take off and climb were normal.
2. After I had straightened out to level flight on the

downwind leg I checked the horn, which functioned properly.

3. My actions from this point are not entirely clear, but I do remember moving the undercarriage retracting lever forward. Whether it was fully forward or not, I cannot say. I did not recheck the horn, however.

4. This would have revealed the condition and warned me that the undercarriage was still up. Turning in for my approach I found my position too far back for the proper glide, and deferred putting down my flaps for a few moments. At the proper point I lowered the flaps and concentrated on my approach, using enough engine to maintain a minimum of 85 mph. My attention was taken by another Harvard taxiing toward my landing path, but I naturally expected him to stop giving me plenty of clearance. To make sure of clearing him I used a little throttle, and as I passed noticed him waving, but did not realize the significance, till I throttled back to land, the horn came on and the propellor ticked the ground. The aircraft jolted roughly to a stop, with the propellor blades arching back. As the controls had functioned properly on all previous landings, I can only blame the human element and take full responsibility for my error.

On or about 13 January 1941 he applied to the Air Officer, No.3 Training Command, volunteering to ferry bombers to Britain.

On 31 March 1942, with No.124 (Ferry) Squadron and flying Norseman 3526 (Corporal Thomas Kerr, crewman), engaged in salvage of Lockheed 7646, made a hard landing at Kapuskasing and damaged an oleo leg. Squadron diary suggests it was 3528.

Flying Times: An incomplete report of his RCAF flying times indicates that as of 30 November 1941 he had flown 340 hours 35 minutes day solo and 18 hours 25 minutes day dual in single-engine aircraft; two hours 50 minutes night solo in single engine aircraft; 215 hours 50 minutes day solo in multi-engine aircraft, 24 hours 25 minutes as day as second pilot, multi-engine aircraft, five hours day dual in multi-engine aircraft; one hour night solo in multi-engine aircraft, and one hour 35 minutes at night as second pilot, multi-engine aircraft - total,

648 hours 40 minutes to that date. Flying thereafter was as follows:

No.124 Ferry Squadron:

December 1941 - 9.45 day solo, single engine aircraft; 7.50 by day as first pilot, multi-engine aircraft;
January 1942 - 15.45 day solo, single engine aircraft; 1.10 by day as first pilot, multi-engine aircraft;
February 1942 - 23.20 day solo, single engine aircraft
March 1942 - 40.10 day solo, single engine aircraft.
April 1942 - 39.40 day solo, single engine aircraft.
May 1942 - 39.30 day solo, single engine aircraft; 15.35 by day as first pilot, multi-engine aircraft.
June 1942 - 10.20 day solo, single engine aircraft; 27.40 by day as first pilot, multi-engine aircraft; 6.40 by day as second pilot, multi-engine aircraft.

Northwest Staging Route:

July 1942 - 25.10 day solo, single engine aircraft; 25 minutes day dual, single engine aircraft; 30.15 by day as first pilot, multi-engine aircraft; 4.30 by day as second pilot, multi-engine aircraft.
August 1942 - 122.45 day solo, single engine aircraft.
September 1942 - 99.40 day solo, single engine aircraft.
October 1942 - 64.30 day solo, single engine aircraft.
November 1942 - 1.35 day solo, single engine aircraft; 19.55 by day as first pilot, multi-engine aircraft.
December 1942 - 40.45 day solo, single engine aircraft.
January 1943 - 55.50 day solo, single engine aircraft.
February 1943 - 10.10 day solo, single engine aircraft.
March 1943 - nil flying.
April 1943 - 17.20 day solo, single engine aircraft.

No.124 Ferry Squadron:

May 1943 - nil flying
June 1943 - 47.10 day solo, single engine aircraft.
July 1943 - 75.15 day solo, single engine aircraft.
August 1943 - 23.00 day solo, single engine aircraft.
September 1943 - 23.30 day solo, single engine aircraft.
October 1943 - 23.05 day solo, single engine aircraft; 7.10 by day as first pilot, multi-engine aircraft.

November 1943 - 21.55 day solo, single engine aircraft; 20.00 by day as first pilot, multi-engine aircraft.
December 1943 - 23.15 day solo, single engine aircraft; 16.00 by day as first pilot, multi-engine aircraft.
January 1944 - 40.00 day solo, single engine aircraft; 10.05 by day as first pilot, multi-engine aircraft.
February 1944 - 35.35 day solo, single engine aircraft; 14.15 by day as first pilot, multi-engine aircraft.
March 1944 - 16.55 day solo, single engine aircraft; 15.50 by day as first pilot, multi-engine aircraft.
April 1944 - 28.00 day solo, single engine aircraft; 27.55 by day as first pilot, multi-engine aircraft.
May 1944 - 19.20 day solo, single engine aircraft; 22.00 by day as first pilot, multi-engine aircraft; 40 minutes as second pilot, day, multi-engine aircraft.

On 10 March 1954, living in King City, he wrote the RCAF, requesting an opportunity to take an RCAF refresher course for instructors. He was then with Faraway Airways, King, Ontario.

Selected Assessments: Assessed below average on Link Trainer Instructor Course. To be given close supervision and if immediate improvement is not shown recommendation to be submitted. (1 April 1940).

"Loyal, conscientious officer who is keen on flying and has had considerable flying experience. Good habits and deportment." (15 December 1940).

"This officer has considerable service and civil flying experience. He is dependable and loyal. His interest pertaining to the Service is above average. It is considered that he is capable of assuming more responsibility and accelerated promotion is recommended." (F/L D.W. Saunders, No.3 Communications and Ferry Flight, St. Hubert, 8 May 1941).

"Highly experienced northern bush pilot, extremely thorough and conscientious, but owing to age is not able to adapt himself well to present modern aeroplanes. Thorough knowledge of airmanship." (S/L H.M. Kennedy, OC No.12 Communications Squadron, Rockcliffe, 12 December 1941).

"This pilot is an old 'bush pilot' who is nothing if not hard working and sincere. His experience in modern aircraft is

limited but he makes up for it with general flying knowledge." (S/L H.O. Madden, Rockcliffe, 1 November 1942).

"This officer is thoroughly conscientious and reliable. While with this unit he has cheerfully undertaken any task given him, however difficult or disagreeable." (S/L H.O. Madden, 13 February 1943).

"Employed as pilot of a Norseman aircraft hauling freight from Whitehorse to Snag and Aishihik, this officer has done an outstanding job. He is an all around skilful pilot on single-engine aircraft but lacks administrative experience." (W/C W.J. McFarland, Northwest Staging Route, 17 April 1943).

"This officer has been employed in freighting supplies from Whitehorse to intermediate stations. He has proven to be a most capable pilot and has done an outstanding job under most difficult conditions with limited equipment." (W/C W.J. McFarland, Northwest Staging Route, 27 April 1943).

"A gentleman of unsurpassed sense of duty and loyalty." (F/L S.M. Punnett, Rockcliffe, 27 May 1943).

Ralston Letter: There is a most interesting letter from J.L. Ralston (Minister of National Defence) to C.G. Power (Minister of National Defence for Air) dated 7 April 1942 which hints at a story crying out to be told; the part respecting Crossley is at the end:

My dear colleague;

I want very much to express my appreciation of the efficiency and consideration given to all of us in the Army on the trip West from which I have just returned this morning. Everywhere we were met, looked after, and sent on our way with a feeling that the Air Force was on its toes.

I must mention especially Flight Lieutenant Pritchard and Flying Officer Norris who piloted us across Canada and back and Flight Lieutenant Schouling who looked after Prince Rupert trip and also to Tofino. They were all most cooperative in helping to fit into a schedule which was necessarily "ad hoc" due to

unexpected demands of the situation as we met it at different points.

Regarding the "incident" near Kapuskasing, I think that Pritchard deserves the congratulations and thanks of us for the cool and marvellously skilful way in which he handled it. It must have been to him a pretty nerve-wracking situation. He certainly thought fast and he set her down perfectly. I have had rougher landings on water than he gave us on the half-melted snow of that little lake.

I must mention too Flight Lieutenant Crossley of Kapuskasing who constituted a most efficient life boat crew, he being "the cook, the captain bold, and the mate of the Nancy Brig." He succeeded in what appeared to be an impossible take-off and although I have had a good many flights I think the one with him was probably the most agreeable of my experience having regard to what it was taking me from and to. He is patient, industrious, and determination and resourcefulness personified.

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CROSSMAN, P/O George Travis (J17501) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Sakville, New Brunswick, 6 September 1921. Home there; member of the New Brunswick Rangers (1936); enlisted in RCAF, Moncton, 13 September 1940. To No.5 (BR) Squadron, 8 October 1940 for General Duties. To No.1 Equipment Depot, 2 January 1941. To No.1 ITS, 16 January 1941; graduated and promoted LAC, 20 February 1941 when posted to No.1A Manning Depot; to No.1 Manning Depot, 18 March 1941; to No.1 AOS, 31 March 1941; to No.1 BGS, 22 June 1941; graduated and promoted Sergeant, 2 August 1941 when posted to No.1 CNS; to Embarkation Depot, 2 September 1941; to RAF overseas, 22 September 1941; commissioned 29 April 1943. Promoted Flying Officer, 29 October 1943. Repatriated 4 July 1944; released 27 April 1945. Award presented 5 July 1945. Postwar attended Mount Allison University and Dalhousie School of Dentistry, practicing for 30 years in the military (commissioned 1953 and serving on HMCS **Magnificent**, with 8th Canadian Hussars, Queen's Own Rifles

(Germany), Fort Churchill and Greenwood. Retired as a Major.
Died in Halifax, 2 November 2007. Shown in RCAF photo PL-25164.

This officer has completed, successfully, a large number of bombing sorties in the course of which he has displayed exceptional ability and devotion to duty. A highly efficient navigator, Pilot Officer Crossman's resourcefulness and initiative have contributed to much of the success of the flights on which he has been engaged.

DHist file 181.009 D.2617 (RG.24 Vol.20627) has original recommendation by W/C K.A. France dated 21 June 1943 when he had flown 28 sorties (161 hours 15 minutes). Sortie list and submission as follows:

25 June 1942 - Bremen (5.25)
8 July 1942 - Wilhelmshaven (4.05)
9 July 1942 - Mine Laying (3.20)
13 July 1942 - Duisburg (3.05)
21 July 1942 - Duisburg (2.00 - turned back)
23 July 1942 - Duisburg (3.15)
25 July 1942 - Duisburg (3.35)
26 July 1942 - Hamburg (5.15)
28 July 1942 - Hamburg (5.15)
1 September 1942 - Saarbrucken (6.20)
13 September 1942 - Bremen (5.05)
15 September 1942 - sea search (2.45)
19 September 1942 - Saarbrucken (5.05)
2 October 1942 - Krefeld (5.10)
6 October 1942 - Osnabruck (5.25)
15 October 1942 - Cologne (5.30)
21 December 1942 - sea search (5.45)
3 January 1943 - Mine Laying (5.10)
9 January 1943 - Mine Laying (4.40)
26 January 1943 - Lorient (7.30)
29 January 1943 - Lorient (7.10)
4 February 1943 - Lorient (6.30)
13 February 1943 - Lorient (7.00)
16 February 1943 - Lorient (7.00)
3 March 1943 - Hamburg (6.20)
25 March 1943 - Duisburg (1.10, turned back)
10 April 1943 - Frankfurt (8.00)
14 April 1943 - Stuttgart (7.35)

29 May 1943 - Wuppertal (6.00)
11 June 1943 - Dusseldorf (5.40)
13 June 1943 - Bochum (5.10)

Pilot Officer Crossman has successfully completed 28 operational bombing flights and at all times has shown exceptional ability and devotion to duty of the highest order.

To this the Station Commander added his remarks:

Pilot Officer has set for himself a high standard of efficiency as a Navigator, which on more than one occasion has been responsible for the success of the operational flights on which he has been engaged. He has shown resourcefulness and initiative which is highly commendable.

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CROSSWELL, P/O Percy Bruce (J88362) - **Mention in Despatches** - No.429 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 21 January 1924. Home in Prince Albert, Saskatchewan; enlisted Winnipeg, 16 September 1942. To No.2 Manning Depot, 30 September 1942. To No.7 BGS, 14 November 1942; to No.9 Pre-Aircrew Education Detachment, 21 March 1943; to No.1 Air Gunner Ground Training School, 15 April 1943; to No.9 BGS, 14 June 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to RAF overseas, 25 August 1943. Commissioned with effect from 21 April 1944. Shot down and taken prisoner, 22/23 April 1944; promoted Flying Officer, 21 October 1944. Died as a Prisoner of War, 13 April 1945; name on Runnymede Memorial.

The website "Lost Bombers" has the circumstances of his being shot down. Halifax LK802 (AL-F) of No.429 Squadron, target Dusseldorf, 22/23 April 1944. It was one of two No.429 Squadron Halifaxes lost on this operation (the other was LV963). Airborne at 2300 hours, 22 April 1944 from Leeming. Shot down by flak, crashing into a flooded area near Herkingen (Zuid-Holland), on the Island of Overflakkee and 7 km SSW of Middelharnis. Crew consisted to Sergeant P.B. Crosswell, DFC (later commissioned; shot while trying to escape from Stalag-Luft III late on 13 April 1945 and died the next day), F/O J.F.Fennessey, RCAF

(killed), Sergeant H.I.Austen (killed), Flight Sergeant A.A.Achtymichuk, RCAF (killed), F/O R.B.Low, RCAF (POW, held in Camp L.3, POW number 4463), Master Sergeant A.F.Kempton, USAAF (injured), Sergeant W.J.Miller, RCAF (POW, held in Camps L.6 and 357, POW number 3578)

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CROTEAU, Sergeant Joseph Marcel Albert (R187075) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 6 April 1922. Home in Bonnyville, Alberta; enlisted Edmonton, 31 August 1942 and posted to No.2 Manning Depot. To No.7 BGS, 14 November 1942; to No.9 Pre-Aircrew Education Detachment, 21 March 1943; to No.1 Air Gunner Ground Training School, 30 April 1943; to No. 9 BGS, 14 June; graduated 23 July 1943 when promoted Sergeant. To "Y" Depot, Halifax, 6 August 1943; to United Kingdom, 25 August 1943; commissioned 2 June 1944; promoted Flying Officer, 2 December 1944. Repatriated 16 January 1945; released 5 March 1945. Invested with award by King George, 11 August 1944. Photo PL-32381 shows him.

As rear gunner, this airman has participated in several sorties including attacks on such targets as Essen, Frankfurt and Karlsburg. During the attack on the last named target, his aircraft was engaged by a fighter. Sergeant Croteau used his guns with deadly effect, however, and his bullets set the enemy aircraft on fire. It fell to the ground and exploded on impact. His skill and determination were characteristic of that he has shown on all occasions.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Volume 20600) has original recommendation by W/C R.A. McLernon drafted 13 May 1944 when he had flown nine sorties (44 hours 50 minutes); no sortie list but text as follows:

Sergeant Croteau has flown as rear gunner on several sorties on such targets as Dusseldorf, Essen, Frankfurt and Karlsruhe. On all his trips his cool judgement and continual vigilance has inspired his crew with great confidence. On the night of April 24th, 1944, his crew was detailed to attack Karlsruhe. Shortly before arriving at the target, he sighted a

Junkers 88. The enemy fighter was closing in rapidly and Sergeant Croteau gave evasive action. Handling his guns with cool determination, Sergeant Croteau fired two short bursts at the enemy and it was seen to descend completely enveloped in flames. The pilot and other members of the crew saw the aircraft descend, hit the ground and explode. Thus, by his excellent marksmanship, he saved this aircraft and crew from probable destruction and set an excellent example to all gunners on the squadron. I consider his devotion to duty fully merits the award of the DFM.

Combat Report states that he had trained in England at No.9 AGS, No.23 OTU and No.1664 Heavy Conversion Unit. Aircraft was Halifax W/425, serial LW467, time 0030 hours, height 20,000 feet, position 49° 01" North 06°50" East, haze and no moon, visibility fair. No searchlights, flak or fighter flares. Fighter (which carried a light) seen astern down; Halifax undertook a corkscrew to port, losing 1,500 feet. Croteau opened fire at 450 yards (250 rounds with two stoppages); mid-upper (St. Yves) did not fire and Ju.88 did not fire. Narrative of combat as follows:

Fighter sighted 1,000 yards away, with one pale yellow light in nose; as it closed in to 600 yards rear gunner saw it was a twin engine, as nose light was put out. Rear gunner opened fire with two bursts as the bomber dived to port. Hits were seen on starboard motor and it immediately broke into flames. It was then clearly identified as a Ju.88 by mid-upper and rear gunner.

The Ju.88 dived down and was seen to be completely enveloped by flames and to disintegrate in the air. The pilot, engineer, mid-upper and rear gunner all saw the enemy aircraft burning on the ground.

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CROTHERS, FS Thomas (Can 10269, later C53032) - **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 25 August 1913. Home in Toronto; enlisted there 1 September 1939 as Wireless Electrical Mechanic

and posted to Trenton. To No.1 WS, 22 February 1940. Promoted AC1, 29 February 1940. To No.10 (BR) Squadron, 1 April 1940. Promoted LAC, 29 May 1940. To No.8 (BR) Squadron, 14 May 1941; to No.10 (BR) Squadron, 22 July 1941. Promoted Corporal, 1 October 1941. To No.9 Repair Depot, 28 February 1942. Promoted Sergeant, 1 June 1942. Remustered to aircrew and posted to No.9 BGS, 21 November 1942; graduated 20 December 1942. To Halifax, 30 December 1942. To No.116 (BR) Squadron, 13 January 1943. Promoted Flight Sergeant, 1 May 1943. To No.10 (BR) Squadron, 10 August 1943. Promoted WO2, 1 December 1943. Promoted WO1, 1 May 1945. Subsequently commissioned (C53032) with effect from 17 January 1945. Posted to No.167 (Composite) Squadron, 1 May 1945. Promoted Flying Officer, 17 July 1945. To Release Centre, 23 September 1945. Retired 28 September 1945.

This non-commissioned officer, while serving as a wireless mechanic air gunner, has completed many hours of operational flying in the North Atlantic area. He has proven himself to be a valuable and skilful member of the crew. He has consistently displayed cheerfulness, courage and devotion to duty that are most praiseworthy.

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CROUCHER, F/L Gordon (J26857) - **Distinguished Flying Cross** - No.408 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 2 January 1916. Home in Verdun, Quebec; enlisted Montreal, 7 July 1942. To No.5 Manning Depot, 26 July 1942. To No.5 Equipment Depot (guard), 26 August 1942. To No.4 WS, 25 September 1942; promoted LAC, 26 October 1942; graduated 16 April 1943 when posted to No.6 BGS; graduated and commissioned, 31 May 1943. To "Y" Depot, 14 June 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 1 December 1943. Promoted Flight Lieutenant, 15 June 1944. Killed in action, 28/29 July 1944 (Lancaster LL687); name on Runnymede Memorial. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. WOP/AG and Squadron Signals Leader. Had served in Canada one year, overseas one year.

Flight Lieutenant Croucher has been with this squadron for several months and has been leading the Signals

Section with very great efficiency. Operationally he is exceptionally keen and an inspiration to all serving with and under him. His cheerful good nature combined with his untiring energy have made his section an exemplary one.

The website "Lost Bombers" provides the following on his last sortie. Lancaster LL687, No.408 Squadron (EQ-M), target Hamburg, 28/29 July 1944. A Lancaster II, delivered to No.426 Squadron on 12 December 1943; transferred to No.408 Squadron on 27 December 1943; to No.115 Squadron on 20 March 1944 and returned to No.408 Squadron on 18 July 1944. When lost it was on its 13th operation. Various coded EQ-M and EQ-H, also known as "Berlin Special". It had taken part in the following operations: with No.408 Squadron as EQ-H, no operations. With No.426 Squadron as OW-L, Berlin, 1-2 January 1944; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944; Berlin, 30/31 January 1944; Berlin, 15/16 February 1944; Schweinfurt, 24/25 February 1944; Stuttgart, 15/16 March 1944; with No.115 Squadron, no raids; with No.408 Squadron as EQ-M, Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Hamburg, 28/29 July 1944. No record of total hours. LL687 was one of three No.408 Squadron Lancasters lost on this operation (the others were DS634 and LL725). The squadron also lost a Halifax this night (NP716). Airborne at 2238 hours, 28 July 1944 from Linton-on-Ouse. Crashed 0200 near Spreckens, 5 km SSW of Bremervurde. Crew consisted of F/O D.T.Ryan, RCAF (killed), Sergeant D.Scott (POW), Warrant Officer R.D.Whitson, RCAF (killed), P/O A.H.Durnin, RCAF (killed), F/L G.Croucher, RCAF (killed), Sergeant J.L.A.Blais, RCAF (killed), Flight Sergeant H.E.Truscott, RCAF (killed), Flight Sergeant J.A.K.Imrie, RCAF (killed). This crew were very experienced in bomber operations and all were within a few days of being screened.

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CROWE, F/L Clinton Norton (J22104) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 4 December 1915. Home in Peterborough, Ontario; enlisted Toronto, 12 December 1940 for General Duties and posted to No.1A Manning Depot. To Rockcliffe, 3 January 1941. Promoted AC1, 12 March 1941. Promoted LAC, 12 June 1941. Remustered to aircrew, 18 July 1942 and posted to No.5 ITS; may have graduated 12

September 1942 but not posted to No.9 BGS until 26 September 1942; graduated and commissioned, 18 December 1942. To Mountain View, 27 December 1942. To No.1 BGS, 9 January 1943. To No.2 Air Gunner Ground Training School, 1 March 1943, apparently to instruct. Promoted Flying Officer, 18 June 1943. To "Y" Depot, 25 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flight Lieutenant, 18 December 1944. Repatriated 23 March 1945. To No.5 OTU, 1 May 1945. To No.9 Release Centre, 7 September 1945. Retired 13 September 1945. Living in California as of July 1950. 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 courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 20 January 1945 when he had flown 50 sorties (244 hours three minutes), 20 April 1944 to 16 January 1945.

20 April 1944 - Lens (4.25)
24 April 1944 - Karlsruhe (5.50)
26 April 1944 - Essen (5.15)
8 May 1944 - St.Pierre (4.10)
9 May 1944 - Calais (3.25)
10 May 1944 - Ghent (3.55)
27 May 1944 - Bourg Leopold (4.15)
31 May 1944 - Au Febvre (4.20)
2 Jue 1944 - Neufchatel (3.35)
6 Jue 1944 - Coutrances (4.30)
7 Jue 1944 - Acheres (5.05)
9 Jue 1944 - Le Mans (5.50)
14 Jue 1944 - St.Pol (4.00)
15 Jue 1944 - Boulogne (3.40)
17 Jue 1944 - Oisemont-Neuville-au-Bois (4.10)
21 Jue 1944 - St.Martin (4.10)
24 Jue 1944 - Bamieres (3.50)
27 Jue 1944 - Foret d'Eawy (4.50)
1 July 1944 - Biennais (4.10)
4 July 1944 - Biennais (4.25)
6 July 1944 - Biennais (3.30)
18 July 1944 - Caen (4.20)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme du Forestel (4.05)
24 July 1944 - Ferfay (3.30)
14 August 1944 - Potigny (2.35)

15 August 1944 - Brussels (2.35)
16 August 1944 - Stettin (8.05)
26 August 1944 - Kiel (5.15)
29 August 1944 - Stettin (9.15)
20 September 1944 - Calais (2.00)
5 October 1944 - Saarbrucken (4.40)
14 October 1944 - Duisberg (3.15)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.10)
9 November 1944 - Wanne Eickel (3.45)
18 November 1944 - Munster (3.45)
21 November 1944 - Coblenz (4.25)
21 November 1944 - Aschaffenburg (5.00)
27 November 1944 - Freiburg (5.00)
2 December 1944 - Hagen (5.40)
4 December 1944 - Urft Dam (5.00)
6 December 1944 - Leuna Oil Plant (6.20)
28 December 1944 - Bonn (4.00)
29 December 1944 - Gelsenkirchen (4.30)
2 January 1945 - Nuremburg (6.40)
5 January 1945 - Royan (5.10)
5 January 1945 - Hannover (4.25)
7 January 1945 - Munich (6.35)
14 January 1945 - Merseburg (6.35)
16 January 1945 - Zeitz (6.28)

Flying Officer Crowe is an outstanding and exceptional Air Gunner who has participated in many attacks on such enemy targets as Munich, Nuremburg, Stettin and others.

By his vigilance, courage and skill, under enemy fire, this officer has contributed to the many successes achieved by his crew, and has been an inspiration to the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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CROWELL, WO2 Oscar Lewis (R88199) - **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 7 August 1917. Home in Smithville, Nova Scotia;

enlisted in Halifax, 7 March 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 2 May 1941. Promoted AC1, 20 September 1941. To No.117 (BR) Squadron, 24 September 1941. To No.3 Repair Depot, 20 November 1941. Promoted LAC, 1 April 1942. To No.9 BGS, 3 August 1943. To No.3 Repair Depot, 2 October 1943; to No.117 (BR) Squadron, 12 October 1943. Remustered to aircrew and reposted to No.9 BGS, date uncertain. Qualified as Flight Engineer and promoted Sergeant, 27 January 1944. His career is confusing; he appears to have been posted to Iceland as of 31 December 1943 for service with No.162 (BR) Squadron (when he was supposedly undergoing Flight Engineer instruction) but was reposted to No.161 (BR) Squadron on 21 May 1944. Promoted Flight Sergeant, 29 October 1944. Promoted WO2, 27 April 1945. To Halifax, 1 June 1945. Retired 18 August 1945. Died in Smithville, 4 April 2005.

This airman has completed numerous operational flights and during his tour of duty has invariably shown the greatest courage and devotion to duty. At all times he has been a leader in the squadron and his initiative as Flight Engineer has been an inspiration to all with whom he has served.

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CROWLEY, Corporal Peter Felix (R76173) - **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 30 May 1906. Home in Frenchville, Cape Breton Island, Nova Scotia. Enlisted in Halifax, 12 November 1940 as Aero Engine Mechanic. To Technical Training School, 6 December 1940. Promoted AC1, 26 April 1941. To No.4 SFTS, 30 April 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Corporal, 1 October 1942. Repatriated 23 April 1945. Retired 26 June 1945. 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 in Halifax, 12 November 1940, serving 14 months in Canada, 30 months overseas. Fitter IIE.

Corporal Crowley has set a very fine example as a Junior Non-Commissioned Officer Aero Engine Mechanic. He has worked hard and long hours, often under most

adverse weather conditions.

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CROWTHER, F/O Gordon Charles (J12975) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 July 1943 as per **London Gazette** dated 27 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 22 April 1923 (birth date on MI.9 report and obituary notice). Home in Toronto (cashier); enlisted there 9 September 1941. To No.1 Manning Depot, 1 October 1941. To No.6 SFTS (guard), 27 October 1941. To No.5 ITS, 23 November 1941; graduated and promoted LAC, 16 January 1942 when posted to No.6 AOS, graduated 25 April 1942 when posted to No.5 BGS; graduated 6 June 1942 when posted to No.1 ANS; graduated and commissioned, 20 July 1942. To RAF Ferry Command, 6 August 1942. To RAF overseas, 20 August 1942. Promoted Flying Officer, 20 January 1943. Had made 14 operational sorties when shot down, 14 April 1943. Evaded capture. Repatriated 28 July 1943. To No.1 CNS, 31 October 1943. To No.1 AOS, 13 December 1943. To No.7 Photo Wing, 11 June 1944. To No.1 AOS, 14 June 1944. To No.1 BGS, 16 July 1944. To No.1 Manning Depot, 22 October 1944. Retired 7 December 1944. Award presented 17 June 1945. Enrolled in Aeronautical Engineering, University of Toronto. Also a car salesman. Died in Toronto, 29 January 2011. Photo PL-20584 shows him.

In air operations this officer has displayed courage and fortitude worthy of the highest praise.

NOTE: Public Record Office WO 208/3313 has MI.9 report noting he had left Gibraltar on 1 June 1943 and arrived Hendon 2 June 1943 (interviewed that day).

I was navigator of a bomber which left Middleton-St.George about 2130 hours on 14 April 1943 to bomb Stuttgart. The other members of the crew were:

S/L Taylor, RCAF (captain and pilot) - believed baled out, fate unknown

Sergeant McKinnon (wireless operator) - believed in hiding in France.

F/O Brown, RCAF (bomb aimer) - fate unknown and
P/O Simpson, RCAF (rear gunner), fate unknown

We reached our target and dropped our bombs. On our return we were attacked near St. Quentin, probably by night fighters, and the aircraft was set on fire. The captain gave the order to bale out.

I baled out first. I think that the rear gunner and bomb aimer may not have heard the order to leave the aircraft. The aircraft hit the ground and crashed.

On landing I broke an ankle. I crawled away from the aircraft and hid my parachute and Mae West. I walked for about three quarters of an hour to a wood, where I went to sleep. Later I heard someone else come into the wood, and after day break I found McKinnon there. We spent the day together, and as I had no escape aids box I shared the contents of McKinnons's.

My ankle was badly swollen and I had great difficulty in walking. McKinnon therefore left me. About 2200 hours I managed to walk for about two hours. I think that my position was somewhere south of St. Quentin. My plan was to try to make south, avoiding Paris. I tried unsuccessfully to get help from several people at a neighbouring village.

I spent the morning of 16 April in a barn. Later that morning some gypsies gave me some food, and some other French people took me to a house in Mezieres, ten kilometres southwest of St. Quentin (Northwest Europe 1:250,000, Sheet 5). My helpers here gave me 500 francs and a complete outfit of civilian clothes, including shoes. They also attended to my broken ankle. Later a man came to see me and on 19 April I was taken to a house in Urvillers (Sheet 5).

From this point my subsequent journey was arranged for me.

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CROWTHER, F/L Raymond Maurice (J26093) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 23 June 1920. Home in Edmonton; enlisted

there 10 April 1942 and posted to No.3 Manning Depot. To No.1 ANS (guard), 1 June 1942. To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.15 EFTS until 6 November 1942; may have graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943'; graduated and commissioned 30 April 1943. Posted to No.31 GRS, date uncertain. To "Y" Depot, 7 August 1943. To United Kingdom, 12 September 1943, arriving overseas 20 September 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 18 December 1944. Further trained at No.30 OTU; to No.1656 Conversion Unit, 6 June 1944. On a form dated 25 April 1945 on repatriation to Canada. Retired 27 July 1945. Rejoined RCAF on short service commission, Flying Control Branch, 5 March 1952 (43375); retirement date uncertain. Award presented by Governor General at Government House, 12 June 1953.

Flight Lieutenant Crowther has completed numerous sorties against many heavily defended targets including Duisburg, Stuttgart, Essen and Bremen. On several occasions his aircraft has been damaged by anti-aircraft fire. Throughout his tour of operations, this officer has shown the utmost determination in pressing home his attacks, together with great courage and devotion to duty.

Notes: Involved in accident on 27 July 1944, 0119 hours, No.1656 Conversion Unit at Wrexham, Halifax II, serial BB221, category "E". Engaged on night training cross-country flight. Port outer engine cut at 20,000 feet and port inner caught fire shortly afterwards. Both engines feathered and Graviner operated on port inner. Emergency landing requested from Wrexham and approach made at 130 mph. Touched down about half way along the runway (short one in use, 1,100 yards) and overshot at the end, where there is a drop of about 20 feet. Aircraft crashed on golf course on the other side of this drop and caught fire. All crew got out safely. Of the above, W/C R.T. Sturgess wrote, "Pilot carried out correct procedure for two-engined landing which would have been successful had a longer runway been in use." G/C L.W. Dickens wrote, "I consider this pilot showed sound airmanship and kept his head under difficult circumstances. It was bad luck that he landed on a short runway. It is recommended that a commendation be inserted in the pilot's log book." At the time of the accident he had 21 solo hours on Halifax aircraft (nine at night) and 224 solo

hours all types (71 at night). No injuries. Others in crew were Sergeants R.F. Wilshire (1850371, flight engineer), W. Thorpe (1582893, air bomber), N.G. Prescott (1587098, WOP), H.L. Basson (1676349, navigator), J.R. Scarfe (R213922, RCAF, mid-upper gunner) and B. Rink (R213515, RCAF, rear gunner).

On a form dated 25 April 1945 on repatriation to Canada he stated he had flown 37 sorties, the last one on 22 March 1945. He gave his flying time overseas as 223 hours 50 minutes operational and 313 hours 45 minutes non-operational. Major aircraft flown were Oxford (127.05), Wellington (77.45), Halifax (47.05) and Lancaster (285.40).

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CROXTON, P/O Bruce Darwin (J15152) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in Grand Prairie, Alberta, 1 December 1917. Clothing salesman and boiler fireman before the war. Home in Vancouver; enlisted in Edmonton, 29 June 1941. To No.1 Manning Depot, Toronto, 2 July 1941. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; to No.4 BGS, 22 December 1940; graduated and promoted Sergeant, 2 February 1941; posted that date to No.1 ANS. To Embarkation Depot, 13 March 1941; posted overseas, 5 April 1941. To No.11 OTU, 26 April 1941. To No.12 Squadron, 2 July 1941. Promoted Flight Sergeant, 1 October 1941. To No.419 Squadron, 10 February 1942. To No.2 School of Air Navigation, 13 May 1942. Commissioned 19 January 1942. Promoted Flying Officer, 1 October 1942. To No.3 (Observer) AFU, 11 July 1942. Repatriated via No.31 Personnel Depot, Moncton, 16 August 1942. To No.34 OTU, 21 August 1942. To Eastern Air Command, 7 December 1942. To No.4 ITS, 31 January 1944. To No.24 EFTS, Abbotsford, 25 March 1944. Promoted Flight Lieutenant, 4 August 1944. To No.5 OTU, Boundary Bay, 15 August 1944. To No.15 SFTS, Claresholm, 19 October 1944. Graduated as pilot, 16 March 1945. To No.3 ANS, Portage la Prairie, 31 March 1945. To No.8 Release Centre, Vancouver, 19 June 1945. Retired 7 July 1945. Rejoined on short service commission as pilot, 8 November 1951 (43149); to Officer School, London, 28 November 1951. Attended a helicopter training course with Okanagan Helicopters, 8 March to 4 May 1955. Posted to No.108 (Composite) Flight, Bagotville, 16 May 1955; commission converted to Permanent Commission, 1

July 1955. To No.108 (Composite) Flight, Rockcliffe, 17 January 1956. Promoted Flight Lieutenant, 1 April 1958. To No.5 (Helicopter) OTU, 1 June 1958. To No.4 OTU, Trenton, 1 January 1959. To Station Cold Lake, 9 June 1962. Retired 12 September 1964. Award presented 31 May 1944. Died in Surrey, British Columbia, 2 December 1976. RCAF photo PL-4452 (ex UK-183) is captioned as follows: "Sergeant Pilot T.V. Johnston of Horizon, Saskatchewan, Sergeant Observer B.D. Croxton, 10124-114th Street, Edmonton, Alberta, and P/O P.J. Oleinek, 10146-95th Street, Edmonton, talk it over just before boarding their bomber for a flight." RCAF photo PL-4455 (ex UK-186) is captioned as follows: "Sergeant Observer B.D. Croxton, 10124-114th Street, Edmonton, Sergeant T.V. Johnston, Horizon, Saskatchewan, P/O P.J. Oleinek, 10146-95th Street, Edmonton, Alberta, Sergeant E.H. Emond, Ottawa, Sergeant W.B. Clark, Sarnia, Ontario and Sergeant Gunner W.I. Fairley, Regina, Saskatchewan, study maps and weather conditions before climbing aboard their bomber to carry out a well planned job to help in the battle for freedom."

This officer is a first class navigator and bomb aimer whose abilities have contributed in a large way to successes of crews with whom he has flown. He has at all times displayed high qualities of courage, tenacity and initiative.

NOTE: Public Record Office Air 2/9591 has undated recommendation drafted by W/C John Fulton when he had flown 30 sorties (180 hours). Sortie list and submission as follows; sorties of 21 June 1941 and 18 January 1942 added from his application for Operational Wing, 3 March 1944, which also provided the flying hours:

21 June 1942 - Nickel to Paris, with No.11 OTU (6.00)
2 August 1941 - Cherbourg, attack on docks (4.45)
5 August 1941 - Aachen, industrial target (6.15)
7 August 1941 - Essen, industrial target (4.15)
12 August 1941 - Berlin, industrial target (7.40)
14 August 1941 - Magdeburg, industrial target (7.15)
26 August 1941 - Cologne, industrial target (6.20)
28 August 1941 - Duisburg, industrial target (5.05)
7 September 1941 - Berlin, industrial target (7.55)
11 September 1941 - Rostock, industrial target (7.25)
19 September 1941 - Stettin, industrial target (8.30)
29 September 1941 - Stettin, industrial target (9.00)

14 October 1941 - Nuremburg, industrial target (6.55)
21 October 1941 - Bremen, attack on docks (6.30)
23 October 1941 - Kiel, attack on docks (5.50)
31 October 1941 - Hamburg, attack on docks (6.00)
7 November 1941 - Berlin, industrial target (6.10)
9 November 1941 - Sea search, North Sea (6.20)
16 December 1941 - Wilhelmshaven, attack on docks (4.55)
28 December 1941 - Wilhelmshaven, attack on docks (5.25)
9 January 1942 - Brest, attack on docks (5.25)
10 January 1942 - Wilhelmshaven, attack on docks (6.45)
14 January 1942 - Hamburg, attack on docks (6.40)
17 January 1942 - Bremen, attack on docks (5.45)
18 January 1942 - Sea search, North Sea (2.15)
26 January 1942 - Hanover, industrial target (5.40)
8 March 1942 - Essen, industrial target (4.20)
10 March 1942 - Essen, industrial target (4.10)
25 March 1942 - Essen, industrial target (3.30)
28 March 1942 - Lubeck, industrial target (5.50)
8 April 1942 - Hamburg, attack on docks (6.30)
12 April 1942 - Essen, industrial target (4.00)

Pilot Officer Croxton has now completed his first tour of operations as Observer. He has taken part in two attacks on Berlin, and in attacks on Rostock and Lubeck.

He is a first class navigator and bomb aimer, and his abilities have contributed in no small measure to the successes of the crews with whom he has flown. He has at all times displayed the qualities of courage and initiative while on operations.

His ability, tenacity and courage qualify him for official recognition.

Notes: A summary of his helicopter training at Okanagan identifies his instructor as T.P. Cornwall who wrote (May 1955), "This officer came to me with approximately 35 hours. He was average in most manoeuvres but weak in auto-rotating and normal landings. We concentrated on these points and he has shown great improvement. His mountain flying is fair but safe. He enjoys flying helicopters and will do a good job as he gains more experience." Ground School took 29 hours 30 minutes. Instruction on the Bell 47 began 8 March to 24 March 1955 (27

hours 15 minutes) and with the Sikorski S-55 it ran from 28 March 1955 (a one hour familiarization flight) to 4 May 1955 (50 hours in all - first solo on 3 April in a 15-minute hop).

A listing of his flying times (dated 30 December 1960) stated that in the previous ten years he had flown the following machines - H-21 (1,075 hours), H-34 (470), H-19 (201), Bell 47 (60) and C-45 (15).

A letter dated 7 January 1960 from Air Commodore F.S. Carpenter (AOC Air Transport Command, Trenton) to G/C D.J. Williams (CO of Trenton) was placed on the files of F/L Baird (No.102 KU), F/L McLaughlin (No.102 KU), F/L Croxton (OTU) and F/L Richards (OTU):

I have just received a personal message from General Power, Commander in Chief, Strategic Air Command, in which he praises the co-operation of the RCAF during Operation "USAF Mid Air."

General Power goes much further than thanking us for our assistance. His message reads in part, and I quote."largely through the efforts of the Eastern Area Rescue Co-ordination Centre, the 102 Composite Flight and the No.4 OTU at Trenton, survivors of the crash were located and the rescue accomplished, under extremely adverse conditions, before complications could take a greater toll of life. This action demonstrated not only the outstanding professional ability of the air rescue teams but also the superb spirit of co-operation which exists between the military commands of our two great countries. I extend to you and to your responsible subordinates my gratitude for a job well done." End of quote.

As you well know, much of the difficult, and often hazardous duty undertaken by our aircrews and ground crews during a search and rescue operation is taken for granted. Please make known to Flight Lieutenants Ward, Baird, Nicolson, Wallis, Armstrong, Crawford, Tilson and the many other officers and airmen of your staff the very fine expression of appreciation voiced by General Power. Please also include my own congratulations for the exemplary manner in which they

so successfully conducted this search and Operation Silburn at Val d'Or earlier.

Another letter from Air Commodore Carpenter to the CO of Station Trenton (1 March 1961) grew from a letter by Major-General H.A. Sparling (General Officer Commanding, Central Command, Oakville) thanking Air Transport Command for cooperation during winter exercises in the Bonnechere-Petawawa area. Sparling wrote, in part, "In particular, your personnel involved in the delivery of supplies to the forward troops and in casualty evacuation tasks were most helpful. Both the air and ground crews displayed a great deal of zeal and sense of comradeship towards the troops involved and, in general, were most helpful to the execution of the exercise." The RCAF members who participated were listed as follows:

From No.4 (T) OTU - one H-34 helicopter:

F/L H.M. Tilson
F/L B.D. Croxton
F/L R.W. Dunster
Staff Sergeant S.D. Suley
Staff Sergeant C.F. Babb
LAC T.A. Losier
LAC J. Rondeau

From No.102 KU - two Otters

F/L J.A. MacLachlan
F/L E. Ward
F/O B. Lebens
LAC A. Maidment
LAC D. Hornik

Selected Assessments:

"This officer has done a good job as a Navigation Instructor at this unit." (W/C N.W. Timmerman, 5 March 1943).

"This officer has made application for remustering to Pilot. He points out that he has been overseas since 1941 and has handled Wellington II's, Wellington ICs and III, Anson and Lockheed 10's. He also has Link Trainer instruction from his pilot overseas and put in 15 hours. He is considered suitable in all

respects and is recommended for pilot training by his CO, No.34 OTU and this is concurred in by this Headquarters." (F/L M.D. MacMahon, for AOC-in-C, Eastern Air Command, 22 April 1943). To this is added the following: "He should complete his year at OTU and then be granted a pilots course when suitable replacement is obtained." (S/L G. Jacobson, DOF/Nav, 3 May 1943).

"An average instructor who has improved gradually. Needs to display more energy and initiative/" (W/C N.W. Timmerman, 20 July 1943).

"A Navigation Instructor who at all times has performed his duties very satisfactorily." (W/C H. Malkin, No.5 OTU, 5 September 1944).

"F/O Croxton is a relaxed individual with unusual ability to get along with people, though this does not detract from his efficiency in getting a job done. He has the strength of his convictions, and does not fail to assert himself when occasion demands. His personality enables him to do this with minimum friction. Croxton is an enthusiastic ball player and golfer. He gives unstintingly of his time to those under him. His social behaviour is mature, he has no financial problems, has a large and happy family and is in good health. F/O Croxton could be employed in administrative or instructor duties without any apprehension. His general service knowledge and interest in the service are considerable, due to his former employment at PSU (O), and he maintains these attributes at all times." (F/L T.A. Causey, No.108 Communications Flight, 21 February 1958).

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CROZIER, FS David MacLeod (R84062, later J16383) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 15 June 1915 at Ponoka, Alberta. Educated in Walkerton, Ontario; home there. Enlisted in Hamilton, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 12 May 1941 when posted to No.4 AOS; graduated 4 August 1941 when posted to No.4 BGS; graduated 13 September 1941 when posted to No.2 ANS; promoted Sergeant, 15 September

1941; to No.31 OTU, 2 November 1941. To "Y" Depot, date uncertain; to RAF overseas, 11 November 1941. Further trained at No.25 OTU, Finningley. Commissioned 13 December 1942 (J16383). Cited with P/O E.F.G. Healey and P/O J.R. Pennington. Killed in action 13 January 1943 (Lancaster R5680, T/106, shot down by a night fighter). Award presented by Governor General to next-of-kin, 27 June 1945.

Pilot Officers Healey and Pennington and Flight Sergeant Crozier were pilot, navigator and air bomber, respectively, of an aircraft engaged in recent sorties against le Creusot, Genoa, and Milan. On all occasions they achieved much success, and each in his respective role displayed a high standard of skill and determination. Throughout the many sorties in which they have taken part, these members of aircraft crew have invariably displayed gallantry and devotion to duty worthy of high praise.

Note: Public Record Office Air 50/208 has Combat Report submitted 24 December 1942 for combat of 21 December 1942:

The following is a report of the encounter with an enemy aircraft by Lancaster "O" of No.106 Squadron.

Captain: F/O Healey.
Navigator: F/O Pennington
Air Bomber: Flight Sergeant Crozier
Air Gunner (Mid-Upper): Flight Sergeant Kennedy
Wireless Operator: P/O Lumley
Flight Engineer: Sergeant Dunbar
Air Gunner (Rear): Sergeant Edwards

Lancaster "O", W4770

Aircraft "O" of No.106 Squadron, on the 21st December 1942, proceeding home from the target - Munich - was attacked by an enemy aircraft at Tirllemont at 2303 hours whilst at 13,000 feet on a course of 288 degrees True with Indicated Air Speed 187 m.p.h. Visibility was very good with bright moonlight and no cloud. No ground cooperation with fighters or anything unusual was observed. Enemy aircraft was not seen but as only one fired, it was assumed that there was only one in vicinity. No lights were seen.

Both cannon and machine gun were fired by the enemy aircraft and as it attacked from beneath on the port bow or beam, it could not be seen against the dark background. Only one attack was made. On seeing the tracer crossing from port to starboard, the Mid-Upper Gunner told the pilot to turn port and dive. This was carried out in a very violent spiral dive to port and 7,000 feet was lost very rapidly and course resumed. The evasive action taken would make almost impossible for the gunners to locate it.

There were no casualties, but extensive damage was found on the fuselage due to flak whilst over the target and the fire from the enemy aircraft.

The website "Lost Bombers" provides the following on his final sortie: Lancaster R5680 of No.106 Squadron (ZN-T), target Essen, 13/14 January 1943. R5680 was delivered to No.106 Squadron from No.39 Movements Unit, 20 June 1942 and took part in the following operations: Bremen, 25/26 June 1942; Wilhelmshaven, 8/9 July 1942; Danzig 11 July 1942-Dusk-aborted; Essen 18 July 1942- daylight, raid recalled; credited with one Bf.109 shot down over Hamburg, 26/27 July 1942;Dusseldorf, 31 July/1 August 1942; Gardening Baltic, 8/9 August 1942; Dusseldorf, 15/16 August 1942; Gardening Spinach, 16/17 August 1942; Kassel, 27/28 August 1942; Duisburg, 20/21 December 1942; Munich, 21/22 December 1942; Essen, 13/14 January 1943 (missing). When lost this aircraft had a total of 138 hours. R5680 was one of two 106 Squadron Lancasters lost on this operation (the other was W4261). Airborne at 1708 hours, 13 January 1943 from Syerston. shot down by a night-fighter and crashed 1940 hours, 13 January 1943 near Apeldoorn (Gelderland), Holland. Crew consisted of P/O D.M. Crozier, F/L E.F.G. Healey, DFC, DFM, Sergeant A.Dunbar, F/O J.R.Pennington, DFC, P/O M.H.Lumley, Sergeant C.H.Jurgensen and Sergeant F.J.Edwards.

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CRUICKSHANK, F/L Alfred Stanley (J22339) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 18 May 1916. Home in Toronto; enlisted there 10 February 1941. To No.1 Manning Depot, 16 February 1941. To No.1 BGS, 23 March 1941 (guard); to No.1 ITS,

16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.3 EFTS; graduated 8 August 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 24 October 1941. Posted next day to No.2 ANS. To No.16 SFTS, 5 January 1942. To No.39 SFTS, 2 April 1942. Promoted Flight Sergeant, 24 April 1942. To No.16 SFTS, 25 June 1942. Promoted WO2, 24 October 1942. Commissioned 3 November 1942. Promoted Flying Officer, 1 April 1943. To "Y" Depot, 31 January 1944. Promoted Flight Lieutenant, 3 November 1944. Further postings and release date uncertain. In RCAF again as pilot, 12 April 1951 (39938) for uncertain period. Award presented 22 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.1761 (RG.24 Vol.20609) has recommendation dated 30 March 1945 when he had flown 35 sorties (221 hours 40 minutes), 18 November 1944 to 25 March 1945.

As a captain of aircraft Flight Lieutenant Cruickshank has developed his crew to one of the finest in Bomber Command. He has proved to be a determined leader and through his courage and skill has been responsible for delivering some powerful blows to the enemy. On February 24th, 1944, he was deputy leader for a raid on Kamen. On March 1st and March 22nd he was fully responsible for leading a heavy formation of bombers to Mannheim and Dorsten respectively...

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CRUICKSHANK, W/C George Alexander (C2249) - **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 Winnipeg 18 June 1940 in Accountant Branch. Flight Lieutenant as of 15 June 1941. In AFHQ as of 21 October 1941 (probably earlier). Promoted Squadron Leader, 15 June 1942. Promoted Wing Commander, 1 August 1943. Transferred to Reserve, 27 September 1944. Award presented 24 April 1948.

This officer is the Director of Financial Services, Royal Canadian Air Force, and as such his duties are most onerous and complex. He has performed his duties with the utmost enthusiasm and has not spare himself in attaining the most successful results which could be expected in the trying circumstances. He has displayed initiative, imagination and forethought of a very high order which have been of material assistance

to high Departmental officials in the furtherance of the war effort.

Note: It is possible (but has not been confirmed as of May 2013) that this is the George Alexander Cruickshank, born in Minot, North Dakota, 13 February 1897 and died in Abbotsford, British Columbia, 17 November 1970. His family moved to Canada soon after his birth. He was a Member of the House of Commons for Fraser Valley (elected 1940, re-elected 1945 and 1949; defeated 1953).

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CRUICKSHANK, F/L John Alexander (J12986) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 3 July 1917. Home in Toronto; enlisted London, Ontario, 20 June 1941. To No.1 Manning Depot, 28 August 1941. To No.4 BGS (guard), 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.1 Manning Depot again; to No.2 AOS, 15 January 1942; to No.3 AOS, 19 January 1942; graduated 25 April 1942 when posted to No.2 BGS; graduated 6 June 1942 when posted to No.1 ANS; graduated and commissioned, 20 July 1942. To RAF Ferry Command, 6 August 1942. Promoted Flying Officer, 30 January 1943. Promoted Flight Lieutenant, 17 November 1943. Promoted Squadron Leader, date uncertain. Further information on postings, repatriation and release uncertain. Award sent by registered mail 13 November 1948. 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.2909 (RG.24 Vol.20633) has recommendation dated 29 May 1944 when he had flown 27 1/2 sorties (171 hours 55 minutes), 23 October 1942 to 22 April 1944 (no sorties for period 29 March to 26 August 1944). Squadron Bombing Leader.

This officer has now completed 27 1/2 sorties for a total of 107 points over enemy territory, including such heavily defended areas as Berlin (2), Dusseldorf, and Lorient (4), and four daylight sorties.

Flight Lieutenant Cruickshank has displayed outstanding ability and a strong sense of duty and holds a fine record of achievement on the squadron. He has acted as Bombing Leader with the squadron since its inception and by his high degree of skill, courage and initiative has proven an inspiration to all

personnel. He has handled his section in a most outstanding manner and by his example [of] cheerful courage has maintained a very high standard of morale, not only among his section members, but in the squadron in general.

The sortie list was as follows:

13 October 1942 - Kiel (7.20)
22 October 1942 - Frisian Islands (4.20, daylight)
23 October 1942 - Krefeld (4.05, daylight)
6 November 1942 - Wilhelmshaven (5.35, daylight)
22 November 1942 - Stuttgart (8.35)
26 November 1942 - St. Nazaire (7.50)
16 December 1942 - Gardening, Brest (6.15)
15 January 1943 - Norden (4.15, daylight)
23 January 1943 - sea search (4.00)
26 January 1943 - Lorient (7.10)
3 February 1943 - Hamburg (3.25, recalled)
4 February 1943 - Lorient (6.15)
7 February 1943 - Lorient (4.45)
13 February 1943 - Lorient (6.50)
14 February 1943 - Cologne (5.55)
28 February 1943 - St.Nazaire (6.45)
14 March 1943 - Gardening (4.30)
28 March 1943 - St. Nazaire (6.15)
22 August 1943 - Leverkusen (5.15)
27 August 1943 - Nuremburg (9.05)
16 September 1943 - Modane (8.15)
22 September 1943 - Hanover (6.00)
3 October 1943 - Kassel (6.40)
11 November 1943 - Cannes (9.50)
20 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.25)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (5.10)

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CRUICKSHANK, S/L Ross Alexander (C5886) - **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. Home in Dresden, Ontario; enlisted in Windsor, 4 July 1941 in Armament Branch. Flying Officer as of 10 November 1941. At No,10 SFTS as of 8 November 1941. Promoted Flight Lieutenant, 1 October 1942. To "Y" Depot, 25 April 1943. To RAF overseas, 31 May 1943. Promoted Squadron Leader, 27 November 1944.

Repatriated 28 October 1944. To No.1 Training Command, 23 November 1944. To Mountain View, 28 November 1944. To No.7 Release Centre, 24 September 1945. Retired 11 October 1945. DHist file 181.009 D.4364 (RG.24 Volume 20648) has a recommendation for MiD submitted from No.64 Base to No.6 Group Headquarters, 28 July 1944, stating he had served 23 months in Canada, 13 months in England. Armament Officer.

This officer has shown qualities of efficiency and endurance above average. Increased responsibilities and lack of sleep have only tended to bring out his best efforts, particularly noticeable since D-Day and the uncertain weather since encountered. His loyalty and devotion to duty is an example worthy of the high traditions of the Royal Canadian Air Force.

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CRUIKSHANK, P/O Donald Herbert (J17887) - **United States Air Medal and Two Oak Leaf Clusters** - 9th USAAF - Air Medal and Two Oak Leaf Clusters - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 4 July 1920 in Fredericton. Home in Saint John, New Brunswick; enlisted in Moncton, 5 December 1940 and posted to No.2 Manning Depot. To "B", 2 January 1941. To No.2 WS, 2 March 1941; promoted LAC, 3 April 1941; to No.7 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, 19 August 1941. To RAF overseas, 17 September 1941. Promoted Flight Sergeant, 18 February 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated 31 July 1943. To No.34 OTU, 29 September 1943. To Boundary Bay, 17 March 1944. To No.5 OTU, 31 March 1944. Promoted Flight Lieutenant, 3 December 1944. To No.4 Release Centre, 25 July 1945. Retired 2 August 1945. Postwar housing administrator for the city of Saint John, New Brunswick and airport manager for that city. Died 11 December 2010 in Saint John. Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in five operational missions, each of 2 1/2 hours or more duration, and four operational missions, each of less than 2 1/2 hours duration.

Same order awards the first Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration, and ten operational missions, each of less than 2 1/2 hours duration."

Order further awards second Oak Leaf Cluster for "...having participated in five operational missions, each of 2 1/2 hours or more duration, and twenty operational missions, each of less than 2 1/2 hours duration.

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CRUIKSHANK, LAC James Frederick (R183361) - **Mention in Despatches** - No.431 Squadron ("Overseas" in AFRO) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 4 July 1921. Home in Sunny Brae, Cape Breton, Nova Scotia; enlisted Halifax, 30 November 1942 as Guard and posted to No.1 Manning Depot. Reclassified as Armourer (Guns), 28 December 1942. To Mountain View, 23 January 1943. To No.9 BGS, 16 March 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 12 September 1943. Repatriated 29 December 1945. Retired 6 February 1946. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 26 July 1944 when he was on strength of No.431 Squadron.

This airman enlisted November 1942, and has served in the United Kingdom since September 1943, and has filled the position of LAC in his trade for the last nine months. This airman has been in duty with this squadron as Armourer for the past six months. Long hours and trying conditions have served to demonstrate his zeal, his devotion to duty and his skill. He has set a fine example to his comrades.

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CRUIKSHANK, F/O Lloyd Salter (J28265) - **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 1 June 1916. Home in Winnipeg; enlisted there 11 April 1942. To No.3 Manning Depot, 25 June 1942. To No.15 SFTS (guard), 1 August 1942. To Calgary, 6 August 1942. To No.4 ITS, 12 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.23 EFTS until 9 January 1943. Ceased training and posted to No.2 Manning Depot, 14 February 1943. To

No.7 BGS, 5 March 1943; may have graduated 25 May 1943 but not posted to No.1 AOS until 29 May 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 8 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 6 September 1945. Retired 10 September 1945. Award presented 11 June 1949. Died in Winnipeg, 22 June 1997. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 15 January 1945 when he had flown 33 sorties (169 hours 25 minutes), 27 May 1944 to 6 January 1945.

This officer as bomb aimer has always exhibited skill and determination of a very high order in attacks carried out against Germany and in occupied territory. In all his work in the air and on the ground he has shown courage and unswerving devotion to duty.

The sortie list was as follows:

27 May 1944 - Le Clipon (4.10)
31 May 1944 - Leubringhen (3.20)
4 June 1944 - Calais (3.55)
6 June 1944 - Conde sur Noireau (6.15)
9 June 1944 - Le Mans (6.00)
12 June 1944 - Arras (4.30)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (4.00)
21 June 1944 - Disemont-Neuville-au-Bois (5.40)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (3.55)
27 June 1944 - Wizernes (3.55)
12 July 1944 - Bremont (4.40)
18 July 1944 - Vaires (5.10)
20 July 1944 - Anderbalk (3.25)
23 July 1944 - St. Nazaire (6.00)
25 July 1944 - Stuttgart (8.40)
1 August 1944 - Acquet (4.20)
3 August 1944 - Foret de Nieppe (4.00)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Foret de Chantilly (5.10)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.05)
15 August 1944 - Soesterburg (3.55)

25 August 1944 - Brest (5.30)
31 August 1944 - Isle de Cezembre (5.40)
6 September 1944 - Emden (4.00)
11 September 1944 - Castrop Rauxel (5.05)
16 November 1944 - Julich (5.15)
27 November 1944 - Neuss (5.55)
2 January 1945 - Nuremberg (8.55)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (6.40)

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CRUICKSHANKS, FS Austin Chesley (R50148) - **British Empire Medal**
- Station Botwood - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Lower Caledonia, Nova Scotia, 16 June 1904. Home in New Glasgow, Nova Scotia. Educated at Sunny Brae High School to 1921 and took a one-year course in automotive engineering, Nova Scotia Technical School. Worked in father's lumber mill, 1921-1923; garage mechanic and service manager, 1923 to enlistment. Enlisted in Halifax, 27 January 1940 as Aero Engine Mechanic. To Technical Training School, 29 March 1940. Promoted AC1, 27 April 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 June 1941. To No.5 (BR) Squadron, 5 July 1941. To No.116 (BR) Squadron, 6 July 1941. Promoted Sergeant, 1 March 1942. To Botwood, 18 August 1942. To Shelburne, 7 November 1942. To No.116 (BR) Squadron, 31 March 1943. Promoted Flight Sergeant, 1 June 1943. To No.10 (BR) Squadron, 27 April 1944. To Repair Depot, Moncton, 1 October 1944. To No.6 Reserve Equipment and Maintenance Unit, 16 February 1945. To Release Centre, 8 July 1945. Retired 10 July 1945. Award sent by registered mail 21 December 1949. The **New Glasgow Evening News** of 17 June 1987 carried his obituary as Austin Chesley Cruickshank.

This non-commissioned officer is an outstanding Aero Engine Mechanic whose efforts have contributed in a major degree to the efficiency of this unit in carrying out reconnaissance work over the North Atlantic. His continual good spirits and ability have won the confidence of all working with him.

A note on his file states that he was "twice recommended for the British Empire Medal". The first appears to be a submission dated 7 October 1942 by a F/O E.S. Perkins, endorsed by S/L M.G. Doyle:

Sergeant Cruickshank [sic] is considered the outstanding Aero Engine Mechanic at this Station (Botwood) and his efforts have contributed to a major degree to the efficiency of this unit in carrying out reconnaissance work over the North Atlantic. His continual good spirits and ability have won the confidence of all working with him. For these qualifications he is strongly recommended for the award of the British Empire Medal for Meritorious Service.

The next submission was raised on 31 July 1944 by W/C A.M. Cameron:

This NCO has applied himself diligently to every task given him and has carried out duties far in excess of those normally required by the service. His outstanding proficiency in his trade and his cheerfulness and devotion to duty in carrying on more often than not under adverse conditions have been an inspiration to all those with whom he has come in contact.

Selected Assessments: "Very reliable NCO. Knows the trade and possesses the ability to organize. Above average in all respects." (S/L M.G. Doyle. No.116 Squadron, 8 July 1942)

"Excellent type of senior NCO. Earned a reputation for reliability. Well above average id officer material." (W/C C.L. Annis, No.10 Squadron, 26 May 1943).

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CRUSE, WO Robert Cecil (R123889) - **Mention in Despatches** - No.284 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 August 1921. Enlisted in Winnipeg, 15 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS (guard), 23 November 1941. To No.2 ITS, 4 January 1942; to Trenton, 4 March 1942; promoted LAC, 28 March 1942. To No.2 WS, 23 April 1942; graduated 6 November 1942 and posted next day to No.7 BGS; graduated and promoted Sergeant, 7 December 1942. To No.31 OTU, 27 December 1942. To "Y" Depot, 3 April 1943. To RAF overseas, 7 April 1943. Promoted Flight Sergeant, 7 June 1943. Repatriated 15 April 1945. To No.2 Air Command, 2 May 1945. To No.5 Release Centre, 18 June 1945. Retired 10 July 1945.

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CRYDERMAN, F/L Norman Johnson (C8119) - **Mention in Despatches** - RCAF Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 12 March 1910. Home in Winnipegosis, Manitoba; enlisted Winnipeg, 23 April 1941 as Radio Mechanic. To No.2A Manning Depot, 12 May 1941. To University of Manitoba, 5 June 1941. Commissioned 13 September 1941. To No.31 Radio School, 12 December 1941. Promoted Flying Officer, 13 March 1942. To RAF overseas, 19 March 1942. Promoted Flight Lieutenant, 13 September 1943. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To No.27 Echelon Signals, 15 July 1945. To No.10 Repair Depot, 1 September 1945. Retired 19 October 1945. Winnipeg **Free Press** of 17 May 1950 should be checked for a possible obituary.

CUDDINGTON, P/O Leonard Frederick (J16758) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. American in the RCAF. Born 14 October 1912 in Vancouver; home in Carlsbad, New Mexico. Enlisted in London, Ontario, 8 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.12 EFTS; to No.1 Manning Depot, 29 March 1941; to No.2 SFTS, 6 April 1941. Ceased pilot training, 23 April 1941 and posted to No.1 Manning Depot; to No.5 AOS, 24 May 1941; ceased Observer training and posted to Trenton, 7 July 1941; to No.6 BGS, 30 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 22 October 1941. Commissioned 11 December 1942. Promoted Flying Officer, 11 June 1943. Transferred to American forces, 29 June 1943. Invested with award by King George, 21 March 1944.

An outstanding air gunner, Pilot Officer Cuddington has always maintained a keen and accurate lookout while his fine co-operation with his crew has greatly contributed to the successes attained. He has participated in a very large number of attacks against some of the enemy's most heavily defended targets including Berlin, Essen and Turin. This officer's unflinching confidence in times of stress is worthy of the highest praise.

Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 32 sorties (204 hours 15 minutes). Of these, 27 sorties were deemed successful.

This officer has proved to be one of the outstanding air gunners in the squadron. He has always maintained a keen and accurate look-out while his crew cooperation

has been exemplary and has greatly contributed to the success of the sorties in which he has taken part. Among the targets attacked in the 32 operations in which he has taken part are Berlin, Turin and Essen (four times). His never-failing confidence and his cheerful devotion to duty whatever the concentration of anti-aircraft fire makes him well worth of recommendation for the award of the Distinguished Flying Cross

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CUELENAERE, P/O Marcel Redmond Charles (J16384) - **Distinguished Flying Cross** - 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 22 May 1918 in Leask, Saskatchewan. Educated there, 1925-1936, University of Alberta and University of Saskatchewan, 1936-1940 (Law); home in Leak (clerk); enlisted in Saskatoon, 3 March 1941. To No.2 Manning Depot, 22 April 1941. To No.7 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; promoted LAC, 19 August 1941 and posted that day to No.6 EFTS; to No.4 SFTS, 9 October 1942. Graduated 2 January 1942 and promoted Sergeant. To "Y" Depot, Halifax, 3 January 1942. To RAF overseas, 23 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.12 SFTS (AFU), 1 April 1942. To No.16 OTU, 23 June 1942. To No.106 Conversion Flight, 16 September 1942. To No.97 Squadron, 10 October 1942. Commissioned 28 November 1942. Attached to No.3 Flying Instructor School, 20 March to 3 April 1943. To No.1654 Conversion Unit, 29 April 1943. Promoted Flying Officer, 28 May 1943. To No.1668 Conversion Unit, 2 September 1943. His service documents consistently list this as No.1668 CU, but signals and accident reports consistently mention No.1660 CU when he crashed. Injured 26 September 1943 (abrasions to right foot) at No.1660 Heavy Conversion Unit. Lancaster W4937 took off at 2014 from Swinderby for night conversion training. Swung on touchdown at 2209 by Sergeant G.B. Loney, RCAF, corrected the situation. However, just as he was centralising the rudders, P/O Cuelenaere's foot jammed between the rudder pedals and almost immediately the Lancaster swerved off the runway, main wheels buckling from the strain. Invested with award by King George, 21 March 1944. To No.5 Lancaster Finishing School, 20 April 1944. Promoted Flight Lieutenant, 28 April 1944. Repatriated to Canada for leave, 11 August 1944. Embarked from Canada again, 3 October 1944. Disembarked in United Kingdom, 12 October 1944. To No.51 Base, 31 October 1944. To No.5 Lancaster Finishing School, 27 November 1944. To No.630 Squadron, 2 December 1944. Promoted Squadron Leader, 7 January 1945. To No.55 Base, 1 June 1945. To No.63 Base, 2 July 1945. Repatriated to Canada, 22 July 1945. Released 29 September 1945. Died 30 January 1995 in Prince Albert, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. Photo PL-25541R (right) is a wartime photo. Photo PL-28366 (ex UK-9190 dated 24 March 1944) shows him after investiture with guests, Corporal Bob Strachan (Chilliwack) and Section Officer Eileen Harris (RAF). RCAF photos PL-42638 (ex UK-19501) and PL-42639 (ex UK-19502), both dated 15 March 1945, has the following caption: "S/L M. Cuelenaere, DFC, Chilliwack, British Columbia, is a

second tour pilot with an RAF Lancaster squadron. The only Canadian in his crew, he has bombed enemy synthetic oil plants at Politz and Brux, hidden deep in enemy territory and fiercely defended by flak belts and fighter fields.”

Pilot Officer Cuelenaere has taken part in many operational sorties which have included some long distance flights to Italy and attacks against some of the most heavily defended targets including those in Berlin, Essen, the Ruhr and western Germany. On all occasions he has displayed courage and determination of the highest order.

NOTE: Public Record Office Air 2/8955 has recommendation drafted late April 1943 (date unclear) when he had flown 30 sorties (209 hours 35 minutes). Sortie list and submission as follows:

22 October 1942 - Genoa (9.05)
24 October 1942 - Milan (9.25, daylight)
27 October 1942 - GARDENING (8.10)
6 November 1942 - Genoa (9.25)
9 November 1942 - Hamburg (5.40)
20 November 1942 - Turin (7.35)
28 November 1942 - Turin (7.50)
6 December 1942 - Mannheim (6.05)
8 December 1942 - Turin (8.30)
9 December 1942 - Turin (8.00)
20 December 1942 - Duisburg (4.15)
21 December 1942 - Munich (8.25)
8 January 1943 - Duisburg (5.00)
12 January 1943 - Essen (4.35)
16 January 1943 - Berlin (7.20)
17 January 1943 - Berlin (9.25)
31 January 1943 - Hamburg (6.40)
2 February 1943 - Cologne (5.05)
11 February 1943 - Wilhelmshaven (5.05)
14 February 1943 - Milan (9.20)
18 February 1943 - Wilhelmshaven (5.30)
21 February 1943 - Bremen (5.40)
26 February 1943 - Cologne (5.50)
28 February 1943 - St. Nazaire (5.55)
1 March 1943 - Berlin (6.55)
3 March 1943 - Hamburg (4.40)
5 March 1943 - Essen (4.25)

8 March 1943 - Nuremburg (8.00)

9 March 1943 - Munich (7.20)

11 March 1943 - Stuttgart (6.20)

Pilot Officer Cuelenaere has recently completed eleven operational sorties in one month. His targets were for the most part the more heavily defended in Western Germany.

Whenever photography has been possible this officer has brought back good photographs which have included Aiming Point photographs of Milan on the night of 14/15th February 1943 and St. Nazaire on the night of 28th February/1st March 1943.

Many of these attacks have been carried out in adverse conditions and prove his courage and great determination in pressing home his attacks. Pilot Officer Cuelenaere has completed 30 sorties in all which have included many long distance flights to Italy, three attacks on Berlin and many on Essen and other of the very heavily defended towns of the Ruhr and Western Germany. His coolness, courage and determination have set an example which has materially helped the squadron to reach its present high level of efficiency.

CUELENACRE, A/S/L Marcel Redmond Charles, DFC (J16384) - **Bar to Distinguished Flying Cross** - No.630 Squadron - Awarded 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Award presented 14 February 1948.

Squadron Leader Cuelenacre has completed a number of sorties on his second tour of operational duty. Included in these were attacks against such strongly defended targets as Politz, Brux, Bohlen and Leipzig. In April 1945 he was captain of an aircraft detailed to attack Lutzendorf. When on the outward journey and still some considerable distance from the target the starboard outer engine of his aircraft failed, but by skilful and determined flying he succeeded in reaching the target on time and completed his mission successfully. This officer has set a magnificent example of courage and determination at all times.

Notes: Application for Operational Wing dated 14 October 1943 stated he had flown 30 sorties (205 hours 50 minutes) with No.97 Squadron, 12 March to 14 October 1943.

Repatriation form dated 20 July 1945 stated he had flown 41 sorties (287 hours 30 minutes operational); last sortie was 23 April 1945. Had also flown 726 hours 55 minutes non-operational. Types flown overseas were Oxford (157.35), Wellington (85.30), Manchester (29.10), Halifax (30.05) and Lancaster (710.05).

Training: Course at No.2 ITS was 21 June to 21 July 1941. Courses in Mathematics (96/100), Armament, practical and oral (72/100), Signals (96/100), Hygiene and Sanitation (26/40 on supplemental), Drill (73/100), and Law and Discipline (56/60). Placed 28th in a class of 56. "Average type of aircrew, who applied himself well on his course, stood high in his class and has the ability to become a good pilot. Might later be considered for a commission."

Course at No.6 EFTS was 20 August to 10 October 1941. Tiger Moth aircraft (26.10 dual, 38.55 solo. Of this, 7.25 on instruments. Logged 10.30 in Link. "This airman developed into a good average pilot; should have very little difficulty with service flying." (Sergeant L. Waite). Ground school courses in Airmanship (154/200), Airframes (85/100), Aero Engines (86/100), Signals, practical (100/100), Theory of Flight (55/100), Air Navigation (163/200), Armament, oral (167/200). Placed 16th in a class of 36.

Course at No.4 SFTS was 13 October 1941 to 2 January 1942. Crane aircraft (42.05 day dual, 53.25 day solo, 3.45 night dual, 9/00 night solo. Spent 20.05 on instruments and 20 hours in Link. "An average pupil in all respects. Has natural ability but is a little harsh on the controls. Will improve here with experience. Is inclined to be slightly careless and certainly does not look around enough in the air. Requires further formation and instrument flying practice." (S/L A.E. Thompson). Ground courses in Airmanship and Maintenance (170/200), Armament, written (68/100), Armament, practical (77/100), Navigation (118/150), Meteorology (40/50), Signals, written (49/50) and Signals, practical (80/100). "Above average student. Smart, intelligent airman. Anxious to make good in the Service. Applied himself well while at GIS. Attitude toward the Service excellent." Placed 24th in a class of 53.

Course at No.12 (Pilots) AFU was 1 April to 28 June 1942. Oxford aircraft (30.05 dual day, 59.40 solo day, 3.10 dual night, 5.00 solo night. Of these times, 2.55 in formation and 8.55 on instruments). Also logged 8.30 in Link.

Course at No.16 OTU was 28 June to 16 September 1942. Wellington aircraft (6.25 day dual, 33.00 as captain by day, 5.00 as second pilot by day; 5.25 night dual, 34.55 as captain by night). Also logged 20 hours in Link. Dropped 69 bombs by day and 21 by night. "A keen and intelligent pilot. He kept his crew together very well indeed. His flying both by Day and Night has given no trouble. Volunteered and recommended for Pathfinder." (W/C G. Lowe, 10 September 1942)

Course at No.1514 Beam Approach Training Flight, 18-25 May 1942 on Oxford aircraft (11 hours 50 minutes, all beam flying, plus five hours in Link). Rated average. "At times this NCO has difficulty in differentiating signals both aural and visual. Needs further practice in all exercises/"

Selected assessments: “A good officer and a sound instructional pilot” (W/C W.G. Gardiner, No.5 Lancaster Finishing School, 30 June 1944. He had flown 1,071 hours; 150 hours 45 minutes in previous six months). This was endorsed by G/C P.W. Johnson - “He shows promise of becoming a satisfactory officer.”

“This officer has been under my command for about a month and I am well impressed with his work so far. He is well disciplined, able and a good Flight Commander” (W/C J.E. Gindron, No.630 Squadron, 23 January 1945, when he had 1,112 hours 40 minutes, 41 hours 40 minutes in previous six months). Opinion endorsed by G/C N. Taaffe - “A keen, capable officer. He organizes his flight in a satisfactory manner. With more experience he should become a really good flight commander and later a Squadron Commander.”

“A very conscientious and able officer who has carried out his duties as a Flight Commander admirably. He should make an excellent Squadron Commander.” (W/C F.W.L. Wild, 13 June 1945, when he had flown 1,205 hours, 102 hours 40 minutes in previous six months).

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CULL, F/L Richard Henry (J5065) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 28 February 1922 in Seba Beach, Alberta; home there (student, University of Saskatchewan); enlisted Edmonton, 13 September 1940. To No.4 SFTS (guard), 23 September 1940. To No.2 ITS, 28 October 1940; graduated and promoted LAC, 28 November 1940 when posted to No.5 EFTS, Lethbridge; graduated 16 January 1941 when posted to No.3 SFTS, Calgary; graduated and commissioned, 5 May 1941. To Station Trenton (instructor's course), 18 May 1941; No.31 EFTS, 30 September 1941. Promoted Flying Officer, 5 May 1942. To No.133 Squadron, 6 September 1942. Promoted Flight Lieutenant, 1 February 1943. To Halifax, 16 March 1943. Arrived in UK, 16 April 1943. To No.412 Squadron, 12 June 1943; to No.401 Squadron, 6 February 1944; to Air Defence Great Britain, 11 September 1944; to Air Fighting Development Unit, 11 September 1944; to Central Flying School, 16 October 1944; to No.83 Group Pool, 9 March 1945; to No.401 Squadron, 17 March 1945; to No.412 Squadron, 22 June 1945; to Canada, 7 August 1945; released 25 September 1945. Aerial victories as follows: **7 June 1944**, one Ju.88 destroyed west of Caen plus one Bf.109 damaged; **1 July 1944**, one FW.190 damaged, Cabourg; **17 July 1944**, one Bf.109 destroyed south of Domfront; **3 August 1944**, one FW.190 damaged; **17 August 1944**, one FW.190 damaged; **20 April 1945**, one Bf.109 destroyed and one FW.190 destroyed, Hagenow. Also claimed three locomotives and ten rail cars damaged, ten MET destroyed plus 41 MET damaged. First tour was 140 sorties (230 hours); second tour was 55 sorties (75 hours). Photo PL-30223 shows him beside Spitfire. Award presented 27 May 1950.

This officer is now on his second tour of operational duty. On his first tour Flight

Lieutenant Cull destroyed two enemy aircraft and damaged three more. He has destroyed two more enemy aircraft during his second tour. He has also taken part in attacks against enemy rail and road transport. This officer has proved himself to be a conscientious and courageous pilot who has set an excellent example to all.

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CULLEY, F/O James Edwin (J35535) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 14 March 1923 in Toronto; home there (artist and book keeper); enlisted there 23 July 1942. Granted Leave Without Pay until 27 September 1942 when posted to No.1 Manning Depot. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.9 EFTS. Ceased pilot training and posted to No.1 Manning Depot, 26 April 1943; to No.4 BGS, 16 May 1943; graduated 6 August 1943 and posted next day to No.1 AOS; graduated and commissioned, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Debert, 3 August 1945. Retired 26 September 1945. Award presented 22 June 1949. 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)." 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.2988 (RG.24 Vol.20633) has recommendation dated 15 January 1945 when he had flown 31 sorties (167 hours), 30 July to 31 December 1944.

This officer, Air Bomber of the crew captained by Flying Officer Forbes, has now completed thirty-one trips over enemy territory including a wide variety of targets both in France and Germany. He has at all times displayed outstanding ability, and his courage, skill and determination in action has been a constant source of inspiration to his crew.

Flying Officer Culley has acted in the capacity of H2S Leader for some considerable time, and his keenness, energy and reliability has contributed in a large measure to raising the standard of efficiency in that section.

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

The sortie list was as follows:

30 July 1944 - Villers Bocage (4.00)
1 August 1944 - Le Hey (3.25)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (2.45)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (4.40)
9 August 1944 - Foret de Croc (4.05)
12 August 1944 - Mont Richard (5.35)
14 August 1944 - Bois Tassily (4.15)
25 August 1944 - Ferfay (4.25)
27 August 1944 - Mimoycques (4.10)
28 August 1944 - Ferme de Grand Bois (4.00)
6 September 1944 - Emden (4.40)
11 September 1944 - Le Havre (4.30)
11 September 1944 - Gardening, Kiel (6.00)
20 September 1944 - Calais (2.40)
4 October 1944 - Bergen (6.30)
6 October 1944 - Dortmund (6.10)
14 October 1944 - Duisburg (5.10)
15 October 1944 - Wilhelmshaven (4.40)
16 October 1944 - Essen (5.50)
24 October 1944 - Gardening Oslo (1.40, incomplete)
28 October 1944 - Cologne (5.25)
16 November 1944 - Julich (5.30)
21 November 1944 - Gardening, Oslo (6.35)
27 November 1944 - Neusse (5.25)
30 November 1944 - Duisburg (6.30)
4 December 1944 - Karlsruhe (6.40)
17 December 1944 - Duisburg (6.30)
26 December 1944 - St. Vith (6.10)
28 December 1944 - Gardening, Oslo Fiord (6.35)
31 December 1944 - Gardening, Oslo Fiord (6.50)

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CULLIMORE, Sergeant Charles Leonard (R116526) - **British Empire Medal** - No.1 Equipment Depot - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46

dated 5 July 1946. Born 23 May 1911. Home in Birmingham, England; enlisted in London, Ontario, 3 July 1941 as Cook and posted to No.1 Manning Depot. To No.1 SFTS, 2 August 1941. Promoted AC1, 3 October 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 14 May 1942. To RAF overseas, 13 June 1942. Promoted Corporal, 1 October 1942. Reclassified as Chef, 1 June 1943. Repatriated 9 July 1945. To No.1 Composite Training School, 20 July 1945. To No.13 EFTS, 5 September 1945. To No.6 Repair Depot, 22 September 1945. To No.1 Equipment Depot, 5 October 1945. Promoted Sergeant, 1 March 1946. Retired 20 May 1946. Medal presented 18 October 1947.

Sergeant Cullimore, at the time a Corporal in rank, was required to organize and run a cafeteria to mess over 500 personnel. He has built up an efficient and well-run organization quickly in spite of many difficulties. His perseverance, unfailing good humour, and long hours of work have been an inspiration not only to those under him, but to all ranks. The manner in which he has always undertaken and discharged responsibilities far in excess of those normally expected has been most commendable.

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CULLITON, F/L John Patrick (C3773) - **Commended for Valuable Services in the Air** - Station Rockcliffe - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Enlisted in Winnipeg, 15 January 1941 and granted rank of Flying Officer. At Rockcliffe as of 27 June 1941. Promoted Flight Lieutenant, 15 April 1942. To No.4 Release Centre, 15 February 1945; retired 23 February 1945. Living in Sioux Lookout in May 1950. Photo PL-21996 has the following caption: "The log books of these test pilots at No.1 Test and Development Establishment at Rockcliffe show they have flown 91 types from Tiger Moths to Lancasters - F/C F.C. King (Toronto), S/L H.R. McLaughlin (Winnipeg), F/L J.P. Culliton (Fort William), F/L J.C. Snyder ((Waterloo), F/L R.L. Davis (Burnaby)." There is a John Patrick Culliton (1915-1991) buried in Ayton Union Cemetery, West Grey, Ontario. Is this our man ?

For the past three and one-half years this officer has been a test pilot at Test and Development Establishment. He has flown on many hazardous flights with skill and determination. As officer in charge of writing pilots' notes and then as officer in charge of flying, he has displayed energy and ability of a high order. By his constant good work he has made an outstanding contribution to the prosecution of the war.

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CULVERSON, FS Jack Rowland (R63846) - **British Empire Medal** - No.1 Bombing and

Gunnery School - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 20 January 1920. Enlisted in Toronto, 2 April 1940 as Armament Assistant. To Trenton, 7 May 1940. Promoted AC1, 29 July 1940. To Rockcliffe, 8 August 1940. To No.2 BGS, 5 October 1942. To Air Armament School, 23 October 1940. Posted to No.4 BGS and promoted Corporal, 6 January 1941. To No.2 BGS, 5 February 1941. Promoted Sergeant, 1 June 1941. To No.1 ANS, 4 November 1941. To No.7 BGS, 20 April 1942. Promoted Flight Sergeant, 1 August 1942. To Mountain View, 21 September 1942. To No.1 BGS, 23 June 1943. To No.10 BGS, 18 February 1945. To Minot, 23 March 1945. To Yarmouth, 30 March 1945. Retired 11 July 1945. Award presented 27 January 1946. Died in Toronto, 24 February 2001.

This armament instructor has maintained a high standard of instruction at Bombing and Gunnery Schools for the past four years. By the untiring and efficient performance of his duties at all times, he has been an inspiration to his pupils and staff. The devotion to duty of this non-commissioned officer over a long period on instructional work is most praiseworthy.

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CUMBERLAND, FS David Alexander (R58307, later J15824) - **Distinguished Flying Medal** - No.142 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 11 March 1920 in Britannia Beach, British Columbia; home there (mechanic); enlisted Vancouver, 13 July 1940. To Trenton, 16 August 1940. To No.2 ITS, 31 August 1940; promoted LAC, 12 October 1940; to No.3 AOS, 14 October 1940; to No.2 BGS, 6 January 1941; promoted Sergeant, 11 February 1941; to No.1 ANS, 16 February 1941. To Embarkation Depot, 26 March 1941; to overseas, 8 April 1941. Arrived in Britain, 2 May 1941. To No.23 OTU, 4 May 1941. To No.142 Squadron, 9 July 1941. To No.2 School of Air Navigation, 23 March 1942 or 2 May 1942. Commissioned 13 July 1942. To No.24 OTU, 20 August 1942, Promoted Flying Officer, 13 January 1943. Invested with award by King George, 15 December 1942. To Overseas Headquarters, 19 January 1944 for special leave (30 days) in Canada. Returned to Britain (March 1944) and although he expected a second tour, he was medically reboarded and found to be restricted to less than 6,000 feet, making a second tour impossible. Repatriated 11 May 1944. To No.5 OTU, 23 June 1944. Promoted Flight Lieutenant, 4 August 1944. To Release Centre, 14 September 1945. Released 18 September 1945. Photo PL-23755 is a portrait. Died in Seattle, Washington, 18 October 1989 as per **Legion Magazine** of February 1990.

This airman has attained a very high standard of navigation. Whatever the opposition he has consistently obtained good results. He has participated in attacks against the majority of the highly defended targets in the Ruhr. This airman has at all times set an inspiring example.

Public Records Office Air 2/9598 has recommendation raised on 21 July 1942 when he had flown 28 sorties (169 hours 40 minutes).

5 Aug 41 - Boulogne (7.30)- 2.20 over target
14 Aug 41 - Rotterdam (6.15)
16 Aug 41 - Cologne (6.40)
19 Aug 41 - Kiel (1.00)- Rear turret u/s, returned to base.
31 Aug 41 - Essen (6.05)- Bombed area in Ruhr; believe fires started.
7 Sept 41 - Berlin (7.50)- Bombed ¼ mile east of target.
8 Sept 41 - Kassel (6.35- Hit target - machine factory.
11 Sept 41 - Rostock (7.40)
15 Sept 41 - Hamburg (7.10)
29 Sept 41 - Stettin (8.45)
10 Oct 41 - Cologne (6.50)
30 Nov 41 - Emden (5.50)
16 Dec 41 - Wilhelmshaven (5.15)
28 Dec 41 - Wilhelmshaven (5.15) - Nine SBC x 30-lb incendiaries; Bullseye. One photograph.
9 Jan 42 - Brest (5.40)- Four bursts near **Gneisenau**.
10 Jan 42 - Wilhelmshaven (6.45)- Fires in NW part of city.
14 Jan 42 - Hamburg (6.10)- Bullseye - three bursts on target.
26 Jan 42 - Hanover (4.50) - Bombed Rotterdam - port motor unserviceable; six bursts at head of dock.
31 Jan 42 - St.Nazaire (7.15) - 10/10 cloud; bombed new 'drome west of Vannes; photo of bullseye.
6 Feb 42 - Brest (6.30)
11 Feb 42 - Bremen (5.35)
12 Feb 42 - German cruisers (3.15) - Daylight; [bombs] landed 100 yards off port bow of **Scharnhorst**; machine hit twice.
27 Feb 42 - Kiel (4.25)
5 May 42 - Stuttgart (8.45)
8 May 42 - Warnemunde (7.30)- Target identified and bombed
30 May 42 - Cologne (5.15) - Started fire south of aiming point.
1 June 42 - Essen (5.00)- Started fire in south of town.
14 July 42 - GARDENING (4.05)- Completed minelaying task.

This Canadian observer has attained a very high standard of navigation since he has been in this squadron. His results have always been of the highest order despite the gravest opposition from enemy defences and climatic conditions.

The most heavily defended areas of the Ruhr or German North Sea ports have not daunted his fearless courage or deterred him from locating and bombing his objective.

His skilful work and cheerful disposition have been an inspiration to his crew and have done much to raise the standard of navigation in the squadron. He is strongly recommended for the Distinguished Flying Medal.

Notes: Application for operational wing dated 18 January 1944 stated he had flown 29 sorties (181 hours 50 minutes), July 1941 to July 1942

Assessed at No.24 OTU, 10 July 1943 when he had flown 709 hours 35 minutes (69.55 in previous six months). "A keen, willing officer of average ability."

Assessed at No.24 OTU, 8 January 1944 when he had flown 773 hours 45 minutes (64.10 in previous six months). "This officer has worked hard and has at all times proved himself to be keen and efficient."

Assessed at No.5 OTU, 7 December 1944. "This officer is employed as a navigation instructor. He is very conscientious and carried out these duties in a very satisfactory manner," (S/L W. Grierson-Jackson).

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CUMBERLAND, FS Robert Burns (R87040) - **British Empire Medal** - No.145 Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 25 January 1912. Home in Saskatoon; enlisted there 3 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 31 January 1941. Promoted AC1, 21 June 1941. To No.11 (BR) Squadron, 25 June 1941. Promoted LAC, 21 September 1941. To No.145 (BR) Squadron, 31 May 1942. Promoted Corporal, 1 June 1942. Promoted Sergeant, 10 December 1942. To AFHQ, 25 October 1943. To No.145 (BR) Squadron, 30 October 1943. To Torbay, 9 December 1943 (but perhaps still with No.145 Squadron). Promoted Flight Sergeant, 1 January 1945. To No.6 (BR) Squadron, 11 September 1945. Retired 17 September 1945. DHist file 181.009 D.3690 (RG.24 Vol.20640) has a letter dated 10 January 1945 from A/V/M A.E. Stedman (Director General Air Research) to Sergeant Cumberland, then on the strength of Station Torbay. It advises him that his "suggestion of an improved method of stowage of marine distress signals, Very cartridges, and the Very pistol" was passed by EAC to AFHQ. His improved method of stowage is now being adopted for

general use where applicable. Award presented at Esquimalt, 21 July 1956.

This non-commissioned officer has at all times displayed outstanding devotion to duty and interest in the welfare of the service. He has suggested a method of stowage of Marine Distress Signals which has been generally accepted in certain aircraft. His ability and initiative have been given unstintingly to this squadron and he has been instrumental in raising and maintaining its efficiency.

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CUMBERS, FS (now P/O) John William (R210110/J88456) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 10 June 1925 in Winnipeg; home there; served two years in Winnipeg Sea Cadets; enlisted there 11 December 1942. Granted Leave Without Pay until 1 February 1943 when posted to No.2 Manning Depot. To Bo.5 ITS, 28 March 1943; to No.9 Pre-Aircrew Education Detachment, 14 April 1943; to No.1 Air Gunner Ground Training School, 14 May 1943; graduated and promoted LAC, 24 June 1943; to No. No.9 BGS, Mont Joli, Quebec, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943; to United Kingdom, 25 August 1943. Commissioned 23 July 1944. Repatriated 28 October 1944. To No.2 Air Command, 4 December 1944. To No.2 BGS, 6 December 1944. Promoted Flying Officer, 23 January 1945. To No.5 Release Centre, 18 February 1945. Retired 22 February 1945. Flew often with Flight Sergeant (later Pilot Officer) E.A. Snider. Combat of note: **4/5 July 1944**, target Villeneuve St.George, aircraft met fighters five times and two attacks developed - at 0040 hours (Bf.109 attacked from behind and slightly to left; opened fire at 200 yards, breaking away at 150 yards; both gunners fired and '109 seen going down on fire; at 0136 a FW.190 seen trying to sneak up; shot down burning and exploded on ground. Award sent by registered mail February 1952. Photo PL-31715 shows him in his turret; PL-31713 with FS E.A. Snider.

Flight Sergeant Cumbers is a most resolute and gallant air gunner. He has taken part in very many sorties and has played a worthy part in the successes obtained. On a recent occasion, when returning from an operation against Villeneuve-St.Georges, his aircraft was attacked by a fighter. As the attacker closed in, Flight Sergeant Cumbers delivered a burst of fire which struck the enemy aircraft, setting it on fire. His coolness and determination were characteristic of that which he has shown throughout his tour of operational duty.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has recommendation by W/C Blane dated 13 July 1944 when he had flown 25 sorties (144 hours), as

follows:

This airman has taken part in numerous sorties over well defended enemy targets, and it was on the return journey from a successful operation on Villeneuve-St. George that his aircraft was attacked by a Focke Wulfe 190. It was during this attack that Sergeant Cumbers proved himself a skilful, cool and determined air gunner.

The enemy fighter came in to attack on the starboard quarter above and commenced firing at the close range of 100 yards. At this point Sergeant Cumbers opened his fire and with a burst of well directed firing scored against the enemy fighter.

The Focke Wulfe 190 was then observed to be on fire and diving straight to earth, apparently out of control. It was then seen by the second pilot, engineer and both gunners to explode on the ground.

Sergeant Cumbers has set a fine example by his keenness and confidence, and I recommend him for the immediate award of the Distinguished Flying Medal.

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CUMING, F/L Howard Nelson (J19790) - **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 25 August 1920 in either Whitewood or Kipling, Saskatchewan; home in Whitewood, Saskatchewan (clerk and hockey player); enlisted Regina, 5 June 1941 and posted to No.2A Manning Depot. To No.7 SFTS (guard), 2 August 1941; to No.3 WS, 27 September 1941; promoted LAC, 28 October 1941; graduated 4 March 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 14 April 1942; posted that date to "Y" Depot. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 14 October 1942. Commissioned 24 October 1943. Repatriation and release dates unclear. Settled in Brampton after the war and became a businessman. Moved in 1960 to Deep River. In the early 1970s he achieved a life-long dream, bought an airplane and learned to fly. Died in Peterborough, Ontario, 13 November 2008.

CUMING, F/L Howard Nelson (J19790) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Award presented in Toronto, 30 November 1949.

Flight Lieutenant Cuming has completed a very large number of hours flying on convoy and anti-submarine patrols with Coastal Command. He commenced his second tour of duty with Transport Command in India as signals leader of his squadron and has completed many hazardous sorties in this capacity. On one occasion he took an important part in a large scale airborne operation against Rangoon. The efficiency, toughness and leadership displayed by this officer have been of great value to his unit.

RCAF Press Release, May 1945, from F/L McVeity (transcribed by Huguette Oates) reads:

BURMA FRONT: -- "No obstacle, however dangerous, will deflect him from carrying out his orders." This is Canadian tribute to the veteran fighters who voluntarily composed the first Indian paratroopers to fight in the India-Burma campaign leading to the liberation of Rangoon. The praise came from F/L H.N. Cuming, Whitewood, Saskatchewan, who as senior jump master of the Burma-based RCAF "Elephant" squadron trained for several weeks with the Indian air troops.

Training for F/L Cuming, as for two score other Canadians, consisted of preparing the paratroopers to jump, despatching them from moving planes and taking a familiarization jump themselves. The course, carried out in secret, allowed the Canadians plenty of opportunity to observe the Indians at work and play.

"We've heard many stories about the fighting keenness of the 14th Army Indian troops, and I can believe them all. As long as they are allowed a crack at the Jap they are happy as hell," said Cuming. "They are always eager, but show no excitement over jumping. Sometimes it is necessary to hold them back at the door. During our flight to Rangoon, they slept most of the way and woke up in cheerful mood to go about the business of rigging themselves for the jump. There was not one hesitation at the door. They have a war cry which they give when emplaning and before jumping. The number one man calls out in his native tongue, 'Is it, or isn't it?' The other chorus, 'It is!' and then everybody cheers. It's like our "Are we downhearted?"

"You just can't help admiring them and I agree with the other Canadians that I would rather have them with me than against me," said Cuming, who postponed his home posting, as tour expired, to take part in the paratroop assault on

Rangoon.

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CUMMINGS, F/O Russell Spence (J28886) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 24 June 1923 in Calgary (birth date published when he died); home Britannia Bay, Ontario; enlisted Ottawa, 20 April 1942. Trained at No.5 ITS (graduated 24 October 1942), No.1 BGS (graduated 26 June 1943) and No.4 AOS (graduated 20 August 1943). Commissioned August 1943. Released 15 September 1945. Served again in RCAF, 9 March 1953 to 25 January 1971, retiring to Winnipeg. Died in London, Ontario, 18 September 1995. Award presented 10 December 1947. 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.3260 (RG.24 Vol.20637) has recommendation dated 9 November 1944 when he had flown 28 sorties (159 hours 50 minutes), 6 June to 4 November 1944.

This officer, as Air Bomber, has completed 28 operations against the enemy, including such heavily defended targets as Bochum, Sterkrade, Kiel and Stuttgart. At all times, Flying Officer Cummings has operated with a very high degree of accuracy. Through his aggressive spirit and high sense of crew co-operation, this officer has made a notable contribution to a successful crew who have rained telling blows on the enemy. In recognition of Flying Officer Cummings' cool courage and devotion to duty and his steadiness under fire, I recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

6 June 1944 - Conde-sur-Noireux (6.00)
7 June 1944 - Versailles (5.10)
10 June 1944 - Versailles (5.50)
14 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sterkrade (4.50)
27 June 1944 - Wizernes (3.55)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (3.50)
12 July 1944 - Bremont (4.10)
17 July 1944 - Caen (4.30)

18 July 1944 - Vaires (4.50)
20 July 1944 - Anderbelk (3.35)
25 July 1944 - Stuttgart (8.45)
7 August 1944 - Caen (4.15)
8 August 1944 - Foret de Chantilly (5.00)
9 August 1944 - La Breteque (4.10)
10 August 1944 - La Pallice (4.10)
12 August 1944 - La Neuville (3.55)
14 August 1944 - Falaise (4.15)
15 August 1944 - Soesterburg (3.40)
31 August 1944 - Ile de Cezembre (5.05)
15 September 1944 - Kiel (6.05)
18 September 1944 - Domberg (3.45)
25 September 1944 - Calais (4.50)
27 September 1944 - Sterkrade (5.30)
1 November 1944 - Oberhausen (5.50)
4 November 1944 - Bochum (5.15)

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CUMYN, W/C Philip Arthur (C2163) - **Member, Order of the British Empire** - AFHQ (Executive Assistant to Chief of Air Staff) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Etzatlan, Jalisco, Mexico, 10 December 1904 (RCAF Press Release 2659 announcing award). Enlisted in Montreal, 5 June 1940 in Administration Branch. At AFHQ as of 8 April 1941. Flight Lieutenant as of 15 September 1941. Promoted Squadron Leader, 1 May 1942. Promoted Wing Commander, 1 May 1943. To No.3 Release Centre, 27 November 1945. Retired 13 December 1945. Award presented 22 April 1944.

Wing Commander Cumyn is Executive Assistant to the Chief of the Air Staff, Secretary of Air Council and Secretary of the Supervisory Board of the British Commonwealth Air Training Plan. This officer has accompanied the Chief of the Air Staff on important missions and has worked in close association with him in a secretarial capacity on many matters of a highly secret nature. He has devoted himself exclusively to his duties and rendered untiring and efficient service of an outstanding order.

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CUNNEYWORTH, LAC Joseph William Robert (R96204) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 21 April 1921. Home in Halifax. Enlisted in Ottawa, 19 May 1941 as Clerk Stenographer and posted to No.1 Manning Depot. To Trenton, 31 May 1941. To Mountain View, 12 July 1941. Promoted AC1, 19 August 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 31 May 1942. To RAF overseas, 18 July 1942; repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To No.3 Release Centre, 13 December 1945. Released 17 December 1945. Rejoined RCAF as Court Recorder, 31 October 1949 in rank of Corporal and assigned to AFHQ, Judge Advocate General. (29330). Reclassified as Clerk/Administration, 15 January 1951 at which date he was reduced in rank to LAC. Retired 18 May 1951. Died in 1972; see recollections of his war bride widow at http://www.pier21.ca/wp-content/uploads/files/English_War_Bride_Iris_May_Cunneyworth_nee_Stovell.pdf.

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CUNNINGHAM, F/L Charles Cleveland (J10105) - **Distinguished Flying Cross** - No.162 (Bomber Reconnaissance) Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Vancouver, 13 March 1919. Home in Burnaby, British Columbia. Attended Douglas Road Public School (1922-1930), Vancouver Technical (1930-1931); Burnaby South High (1931-1934) and University of British Columbia. Summers spent in prospecting and surveys. Enlisted in Vancouver, 26 May 1941. To No.2 Manning Depot, Brandon, 26 May 1941. To No.11 Equipment Depot, Calgary, 20 June 1941. To No.2 ITS, Regina, 16 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.2 EFTS; Fort William; graduated 23 October 1941 when posted to No.13 SFTS, St. Hubert; graduated and commissioned 21 February 1942) To No.31 GRS, Charlottetown, 28 February 1942. To No.5 SFTS, Brantford, 1 June 1942. To Station Rockcliffe, 1 July 1942. To Eastern Air Command, Halifax, 9 August 1942. To No.162 Squadron, Yarmouth, 11 August 1942. Promoted Flying Officer, 1 October 1942. Proceeded with No.162 Squadron to Dartmouth (1 October 1943) and Iceland (31 December 1943). Seriously injured 6 April 1944 in crash of Canso 9754. To No.501 Holding Unit, 8 June 1944. To Western Air Command, 6 July 1944. Promoted Flight Lieutenant, 4 August 1944. Attended No.1 School of Flying Control, Patricia Bay, 29 November 1944 to 5 February 1945. To No.5 OTU, 10 February 1945. To Western Air Command Headquarters, 3 September 1945. To No.8 Release Centre, 20 September 1945. Released 1 October 1945. Award presented 29 January 1947. Died 20 January 1997 in Abbotsford, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997.

This officer has completed much operational flying and has displayed praiseworthy skill, perseverance and keenness. In February 1944, he sighted a fully surfaced U-boat, on which he pressed home an accurate and determined attack in face of fierce anti-aircraft fire. His action on this occasion was typical of the resolution he has shown throughout his tour.

NOTE: Public Record Office Air 2/9156 has recommendation drafted as uncertain date by W/C C.W.G. Chapman. Attack was by Canso 9841, position 61° 03' North, 20° 10' West.

For the past 20 months Flying Officer Cunningham has been flying continuously on anti-submarine patrols from Canada and Iceland. He is an outstanding captain and has always shown skill, keenness and determination in carrying out his duties, no matter what weather conditions or other difficulties encountered. On February 22nd, 1944, Flying Officer Cunningham sighted a fully surfaced U-boat, south of Iceland. The U-boat immediately opened fire on him and began taking violent evasive action. Flying Officer Cunningham showed his skill and determination by pressing home his attack in the face of intense flak. By taking effective evasive action he brought his crew and aircraft through the flak without a hit being scored on them. The U-boat submerged after the attack, leaving a large oil slick which was easily followed. Flying Officer Cunningham remained in the area and successfully homed a Liberator to the scene of the attack. Flying Officer Cunningham's attack has been an example of courage and determination to all captains in the squadron.

On 8 May 1944 the Group Captain in command of Station Reykjavik wrote:

Since this attack was the culmination of a long period of good operational flying I consider it deserves recognition.

On 11 May 1944 the Air Commodore in command of RAF Iceland wrote:

A first-class captain whose enthusiasm, perseverance and devotion to duty have been an inspiration to all. This record of very valuable and faithful service is deserving of the award recommended.

It was approved 26 May 1944 by the Air Officer Commanding-in-Chief, Coastal Command.

Notes: His account of crash of 6 April 1944 gives aircraft as Canso 9809. "I was in the port pilot's seat at the time of the crash and was thrown forward and sideways against control column and instrument panel. The next thing I knew was I was in the water clear of the aircraft. I then swam to starboard wing tip and crawled up on trailing edge, carried dinghy out to boys and told them to inflate it. I was in the water hanging onto dinghy when the Depth Charge exploded. I was paralysed completely for a minute after the explosion. I was not knocked unconscious."

Application for Operational Wing dated 6 May 1944 listed the following missions, all with No.162 (BR) Squadron:

3 September 1942 - Yarmouth - OAS (5.40)
6 September 1942 - Yarmouth - OAS (17.30)
9 September 1942 - Yarmouth - OAS (15.35)
11 September 1942 - Yarmouth - search (2.25)
12 September 1942 - Yarmouth - OAS (6.35)
16 September 1942 - Yarmouth - Sweep (18.00)
20 September 1942 - Yarmouth - OAS (10.30)
24 September 1942 - Yarmouth - OAS (15.10)
30 September 1942 - Yarmouth - OAS (13.35)
12 October 1942 - Mont Joli - IAS (13.55)
14 October 1942 - Mont Joli -IAS (7.20)
16 October 1942 - Mont Joli - sweep (6.35)
18 October 1942 - Mont Joli sweep (6.40)
29 October 1942 - Yarmouth - OAS (8.45)
31 October 1942 -Yarmouth - OAS (12.25)
2 November 1942 - Yarmouth - OAS (7.45)
5 November 1942 - Yarmouth - OAS (15.35)
24 April 1943 - Yarmouth - sweep (15.40)
2 May 1943 - Yarmouth - sweep (35 minutes)
5 May 1943 - Yarmouth - OAS (8.15)
7 May 1943 - Yarmouth - OAS (10.00)
10 May 1943 - Yarmouth - OAS (11.35)
13 May 1943 - Yarmouth - OAS (10.40)
15 May 1943 - Yarmouth - OAS (12.30)
30 May 1943 - Yarmouth - Sweep (8.30)
4 June 1943 - Yarmouth - Sweep (8.05_
8 June 1943 - Yarmouth - Sweep (14.40)
15 June 1943 - Yarmouth - OAS (16.00)

20 June 1943 - Yarmouth - OAS (6.40)
25 June 1943 - Yarmouth - OAS (16.00)
2 July 1943 - Yarmouth - OAS (12.15)
5 July 1943 - Yarmouth - OAS (5.30)
14 July 1943 - Yarmouth - IAS (5.10)
17 July 1943 - Yarmouth - IAS (14.50)
20 July 1943 - Yarmouth - OAS (10.25)
28 July 1943 - Yarmouth - OAS (10.30)
19 August 1943 - Yarmouth - sweep (9.10)
22 August 1943 - Yarmouth sweep (7.55)
2 September 1943 - Yarmouth - IAS (7.55)
6 September 1943 - Yarmouth - IAS (11.45)
14 September 1943 - Yarmouth - HEP Halifax (15.00)
17 September 1943 - Yarmouth - IAS (8.45)
30 September 1943 - Torbay - HEP St Johns (1.35)
1 October 1943 - Torbay - IAS (10.25)
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 - sweep (13.35)
12 March 1944 - Iceland - sweep (15.35_

Training: Interviewed 16 April 1941 in Vancouver. "Applecart is fine type. Appears to be a good student. Mature, well educated. Good manners and personality. Suitable in all ways for training as Pilot or Observer."

Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (98/100), Armament, practical and oral (96/100), Signals (97/100), Hygiene and Sanitation (32/40), Drill (75/100), and Law and Discipline (53/60). Placed third in a class of 224. "An excellent type of airman who will give his best at all times. He has three years University education, is most dependable, good sense of responsibility and definite leadership qualities. He applied himself well on his course, stood third in his class and is recommended for a commission."

Course at No.2 EFTS was 1 September to 24 October 1941. Tiger Moth aircraft - 30.40 dual, 44.15 solo. Was 7.15 on instruments. Logged ten hours in Link. "Requires more instrument time. Dislikes aerobatics - made good progress.." Ground school marks were in

Airmanship (178/200), Airframes (82/100), Engines (91/100), Signals (97/100), Theory of Flight

(80/100), Air Navigation (166/200), and Armament, oral (189/200). Placed first in a class of 30. "Definitely outstanding. Good general education and the ability to apply his knowledge."

Course at No.13 SFTS was 27 October 1941 to 16 January 1942. Harvard aircraft - 41.05 day dual, 51.35 day solo, 11.25 night dual, 10.45 night solo. Was 19.30 on instruments and logged 20.15 in Link. "Highly intelligent student. Learned rapidly and improved flying steadily. High average ability on general flying." Ground training in Airmanship and Maintenance (145/200), Armament, written (72/100), Armament, practical (90/100), Navigation (126/15), Meteorology (37/50), Signals, written (42/500) and signals, practical (95/100) Placed second in a class of 48. High average in all categories,

Course at No.31 GRS was 2 March to 2 May 1942. Anson aircraft - 36.05 (all by day, navigation).

Courses in DR Navigation Intermediate (84/100). DR Navigation Final (279/300), Astro Navigation (89/100), Compasses and Instruments (160/200), Meteorology (166/200), Reconnaissance (158/200), Signals (81/100), Photography (86/100), Coding (90/100), Ship Recognition (158/200) and Visual Signals (Pass). "Above the average. A steady, hard working pupil. Has acquired a sound knowledge of G.R. subjects. Intelligent and keen." Placed 13th in a class of 23.

Advanced flying at Rockcliffe, 2-27 July 1942 - Oxford aircraft (2.15 dual and 4.15 solo) and Bolingbroke (9.00 dual, 5.00 solo) plus two hours in Link. "A good average flyer, keen, confident and willing to learn."

Course at No.1 School of Flying Control, 29 November 1944 to 5 February 1945. Anson aircraft (three hours as passenger) and Link (ten hours). Courses in Flying Control and Airway Traffic (87 percent), Signals (90 percent), Navigation (100 percent), Administration (81 percent), and Meteorology (83 percent). "Exceptional. Former pilot. A steady and capable officer. A fine appreciation of Flying Control. Although only on course for familiarization would be an asset to the Flying Control Branch. Definitely superior material."

Selected Assessments: "This officer presently employed as second pilot on Canso A aircraft and has completed approximately 175 hours operational flying. Has at all times carried out his duties in a satisfactory manner." (S/L S.D. Turner, No.162 Squadron, 13 November 1943).

"This officer is an exceptionally good captain. He does his work thoroughly and cheerfully. Recommended that he be promoted to the rank of Acting Flight Lieutenant." (S/L W.F. Poag, No.162 Sqn, 29 March 1944).

RCAF Press Release No.3340 (No.1 of Iceland Series) by F/O J.H. "Ted" Mosher, RCAF Public Relations Officer (transcribed by Huguette Oates) reads:

WITH THE RCAF IN ICELAND: -- Climaxing a 15-minute gun duel which drove remnants of Nazi gun crews below decks, an RCAF Canso amphibian piloted by Flying Officer C.C. "Cleve" Cunningham of Vancouver, swooped low and dropped depth charges across a German submarine near here recently. The attack marked the first sighting by members of a Canadian flying boat squadron formerly based on the Canadian Atlantic coast since it was moved to Iceland as a surprise move in the Battle of the Atlantic.

With F/O Cunningham, whose wife lives at 4718 Douglas Road, Burnaby, B.C., were: Flying Officer Robert B. Murray, co-pilot, New Glasgow, N.S.; Flying Officer William V. Coffyn, navigator, Moncton, N.B.; Flying Officer Victor Banning, wireless air-gunner, Timmins, Ontario, (F/O Banning has been killed since in a flying accident); WO2 Jimmie Somerville, wireless air-gunner, New Glasgow; Sgt Guy L. Gratton, wireless air-gunner, 1232 Windemere Road, Windsor, Ontario; Sgt. J.H. Girard, flight engineer, Bowsman, Manitoba; and Sgt. Percy Gronin, flight engineer, whose wife lives at 5708 Sherbrooke Street West, Montreal, P.Q.

The Canso "A" was engaged in a routine patrol when, through a hole in the cloud, Flying Officer Murray spotted a submarine sunning itself on the surface. He set off the Klaxon alarm warning the crew to get ready for attack. Cunningham, at the controls, spotted the submarine at almost the same split second and headed for the target.

The front-gunner, Flying Officer Banning of Timmins, hadn't a moment's doubt that it was an enemy craft. In a matter of seconds, it shot streaks of tracer bullets at the lumbering Canso. F/O Cunningham dived to give F/O Banning clear shooting. At the same moment, the U-boat altered course to bring its heavy stern guns to bear on the oncoming Canso.

Heavy flying boats aren't built for aerobatics, but with a hail of flak coming at him, Flying Officer Cunningham flipped the cumbersome craft around like a fighter. He turned tightly, trying to get into position to attack the sub head on, but the German captain turned inside him, his gun crew blasting away. As evidence of the pilot's violent evasive tactics, the Canso escaped without a bullet hole.

Cunningham swept to and fro across the target to give his gunners full play at the sub. Flying Officer Banning saw three or four members of enemy gun crew fall under the chattering fire of his front guns. The waist gunners, WO2 Somerville, and Sergeant Gratton, saw their fire strike the hull as they swept past at low level. Accurate shooting was hard on both sides because the air was bumpy and the U-boat was pitching on a rough sea. The sub gun crews, however, soon had enough and scuttled below decks. As the submarine started to submerge, Cunningham swept in close and dropped his depth charges. Two landed near the quarry, photographs show.

Other members of the crew, who had to sit and “sweat it out” while pilot and gunners engaged the enemy, were frankly envious. Flying Officer Coffyn, navigator, said he felt rather superfluous, but that it was “plenty exciting while it lasted”. Flying Officer Murray, co-pilot, has been practising pistol shooting ever since, vowing that the next time he sights a sub, he’ll get in a bit of personal marksmanship. He figures he might pick off one of the submarine gun crew. Sergeant Girard, and Sergeant Gronin, the flight engineers, said they had enough to do to look after the motors. They admitted later that they didn’t believe possible what the motors turned up in the way of power while Cunningham was doing his fancy flying. “Frankly, I didn’t think the old kite had such capers in her,” said Girard.

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CUNNINGHAM, F/O Roy Harvey (J9754) - **Distinguished Flying Cross** - No.233 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born 5 November 1920 in Toronto; home there; enlisted there 2 May 1941. To Trenton, 9 June 1941. Posted to No.1 ITS, 15 July 1941 (graduated 20 August 1941 when promoted to LAC); to No.20 EFTS, 20 August 1941 (graduated 10 October 1941); to No.16 SFTS, 10 October 1941 (graduated 9 January 1942 and commissioned). To “Y” Depot, Halifax, 10 January 1942; to RAF, 8 March 1942. Promoted Flying Officer, 1 October 1942. Repatriated 5 September 1943; to No.31 OTU, 17 October 1943; to No.125 Squadron, 8 April 1944; promoted Flight Lieutenant, 4 August 1944. To Communications Squadron, Pennfield Ridge, April 1945; to No.164 (Transport) Squadron, 23 June 1945; to No.12 (Communications) Squadron, 19 July 1945; to Release Centre, 27 August 1945; released 28 August 1945. Award sent by registered mail 30 September 1948.

This captain of aircrew has completed a tour of operations during which he has shown outstanding ability as a pilot and a fine fighting spirit. In July 1943 he was detailed for a convoy escort off Cape St. Vincent when four Focke Wulfe 200s, in formation, were sighted. Flying Officer Cunningham immediately attacked, damaging one enemy aircraft and in the face of concentrated fire succeeded in driving off the raiders. Later he sighted another Focke Wulfe 200 and engaged it at close range, forcing it to jettison its bombs. His own aircraft was hit and damaged but with superb airmanship Flying Officer Cunningham flew safely back to base on one engine, having contributed in no small measure to the safety of the convoy.

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CUNNINGHAM, Corporal Yvonne Marie (W300211) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Born at Lac Ste. Anne, Alberta, 11 August 1918. Home in Cambria, Alberta; enlisted Calgary, 23 October 1941. To Womens Division Training Centre, 4 November 1941. To No.4 WS, 29 November 1941. To No.5 SFTS, 10 January 1942. To "Y" Depot, Halifax, 11 February 1943. To RAF overseas, 19 March 1943. Promoted Corporal, 1 April 1943. Repatriated 23 October 1945. Released 6 December 1945. Married Raoul Larson. Died in Calgary, 10 March 2011. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1650 (PAC RG.24 Vol 20605) identifies unit. Recommended 24 July 1944 as follows:

This airwoman has been untiring in her efforts as Chef to give the best possible satisfaction to all whom her work concerns. Her loyal co-operation and keen devotion to duty are an inspiration to all, and the courage she displays in the face of difficulties goes a long way in maintaining a high degree of morale. Her pleasing disposition and ability have won the confidence of all...

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CURLEE, S/L Thomas Hoyle (J11079) - **Distinguished Flying Cross** - No.39 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. American in the RCAF; born 21 June 1916 in Anson, North Carolina; home in Albermarle, North Carolina. Worked as a clerk, Automobile parts firms, 1934 to 1941. U.S. Army Air Cadet, 15 March to 15 July 1941 Stearman and Vultee trainers totalling about 31 hours. Enlisted in Ottawa, 29 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941 but not posted to No.4 EFTS until 26 October 1941; graduated 19 December 1941 and posted next day to No.13 SFTS;

graduated and commissioned 9 April 1942. To "Y" Depot, Halifax, 10 April 1942; to RAF overseas, 30 April 1942. Disembarked in Britain, 15 May 1942. To No.12 (Pilots) AFU, 23 June 1942. To No.7 PRC, 6 August 1942. To No.5 (Coastal) OTU, 22 September 1942. Promoted Flying Officer, 10 October 1942. Departed UK by air for overseas, 25 February 1943. Arrived in Middle East Command, 30 March 1943, To No.5 METS, date uncertain . Posted from No.5 METS to Air Headquarters, Malta, 30 April 1943. To North African Command, 1 June 1943. Promoted Flight Lieutenant and Squadron Leader 24 September 1943 on posting to No.39 Squadron. Reported missing, 9 June 1944; subsequently reported safe. To Headquarters, Middle East, 14 September 1944. To No.203 Group Headquarters, 22 September 1944. To Nicosia, 28 September 1944, apparently to serve at No.79 OTU. Attended Flying Instructor Course, No.11 Flying Instructor School, 30 October to 26 November 1944. Embarked from Middle East, 3 April 1945; disembarked in Britain, tour expired, 19 April 1945. Repatriated 1 June 1945; released 23 July 1945. Photo PL-36379 is a portrait. Award presented 20 May 1949. Died 1990.

This officer has completed a tour of operational duty during which he has taken part in numerous anti-shipping and long range patrols. On two occasions, when leading a formation, his aircraft has been attacked by enemy fighters. Another time during a torpedo attack he shot down an enemy aircraft in a very daring and cool manner. On a more recent occasion his aircraft was very badly damaged by anti-aircraft fire and forced down on to the sea. Squadron Leader Curlee, with his navigator, was sixty hours in the dinghy before being rescued. Under his inspiring leadership three enemy merchant vessels have been sunk and many operations successfully completed.

The following is taken from Ken Delve, **The Winged Bomb: The History of No.39 Squadron** (Midland Counties, 1985), page 104:

The moonlight rovers went both ways - a good start was made on the 1st [June 1944] when Flying Officer Cox planted his RPs into a 2,000-ton MV off Marseilles, causing the vessel to explode in a "most impressive manner." However, on the night of 8/9th, two Beaus were lost, although the crew of one of them was picked up later off Capri's coast. The aircraft had been hit by ship and shore flak when attacking a small MV and one engine was put out of action. The pilot, Squadron Leader Curlee, then performed the remarkable feat of a successful single-engined ditching at night. He and Warrant Officer Adam then spent 2 ½ days in their dinghy before they were spotted by an ASR Warwick - which was not in fact looking for them but for another crew !

Notes: Form dated 9 May 1945 stated he had flown 194 hours ten minutes on operations (41 sorties, the last on 9 June 1944). He had also flown 565 hours 50 minutes non-operational. Aircraft flown overseas were Oxford (65.20), Beaufort (193.15), Beaufighter (293.00), Anson (51.35) and Blenheim V (156.50).

Circumstantial Report on Loss of Beaufighter X, LE143, 9 June 1944 gives crew as J11079 S/L T.H. Curlee (pilot) and 153028 WO R. Adam (navigator). Took off from Alghero at 0125 hours to carry out a night Rover Patrol:

The coast of Italy, 10 miles north of Leghorn, was reached at approximately 0250 hours. The aircraft had commenced to turn on the first leg of the patrol when it was fired upon by light and heavy flak. The aircraft was hit in several places by light ack-ack. The aircraft flew on for about ten minutes, when the starboard engine lost power. The pilot was unable to feather the propeller, and consequently decided to ditch.

The ditching was successfully carried out, and after spending 61 hours in the dinghy, both the pilot and the navigator were rescued by High Speed Launch unhurt except for superficial cuts and bruises.

Accident at No.79 OTU, Nicosia, 3 December 1944, Blenheim V, serial EH373. Daylight training flight with 1585458 Sergeant J.B. Sutherland (pupil). "Instructor flying straight and level at approximately 4,000 feet. On throttling back to reduce speed Pilot heard a metallic thud. A visual inspection from his cockpit showed nothing unusual, instrument readings normal, and no vibration. Pilot increased throttle on each engine and on the starboard engine the broken No.1 cylinder pushed partially through the top of the nacelle, By this time aircraft had reached a position about one mile south of Nicosia Air Field and was at 2,000 feet. Aircraft was landed wheels down without further damage."

Selected Assessments: "A very hard working and conscientious officer who has not yet gained gull confidence in himself. Has all the qualifications of becoming outstanding when this has been achieved." (W/C N.R. Harvey, 6 July 1944 when he had flown 718 hours 15 minutes, of which 78 hours 45 minutes were in previous six months).

"A quiet, unassuming individual nevertheless possessed of a definite personality which commands respect and obedience. Utterly reliable and loyal, operationally sound.. Has been recommended for award of DFC (now awarded)." (W/C A.R. Funiss, No.39 Squadron, 24

October 1944)

“Has a very pleasant disposition and is sound and reliable in all respects.” (W.C R.M. MacKenzie, No.79 OTU, 9 April 1945, assessing him as flying instructor; had flown 932 hours, of which 218 were in previous six months).

Training: Interviewed in Ottawa by F/O J.H. Firstbrook who wrote, “Personable, quiet type American. If Air Corps discharge doesn’t mean real flying failure should do well.”

Course at No.3 ITS was 1 September to 7 October 1941. Courses in Mathematics (78/100), Armament (92/100), Signals (94/100), Hygiene and Sanitation (38/40), Drill (73/100), Law and Discipline (49/60). Placed 17th in a class of 228. “Smiling type. Pleasant. Enthusiastic. Not impressive. No outstanding characteristics. Not much initiative. 30 hours solo and 47 hours dual flying experience.”

Course at No.4 EFTS was 27 October to 19 December 1941. Fleet Finch aircraft (22.55 dual, 29.35 solo of which 7.25 on instruments. Also logged ten hours in Link. CFI wrote, “Good progress, good air sense, good worker. Should make a good service pilot.” Ground courses in Airmanship (154/200), Airframes (70/100), Engines (82/100), Signals (100/100), Theory of Flight (88/100), Air Navigation (142/200), Armament (148/200). Placed eighth in a class of 34. “Neat appearance, goon impressive personality, thoroughly reliable, good handler of men. Conscientious and has good attitude toward service.” (F/L Paul E. David, Chief Supervisor Officer).

Course at No.13 SFTS was 22 December 1941 to 10 April 1942. Harvard II aircraft (47.20 day dual, 59.40 day solo, 6.05 night dual, 9.55 night solo - of this, 25.05 on instruments). Logged 20 hours in Link. “No outstanding faults”. Ground courses in Airmanship and Maintenance (169/200), Armament, written (66/100), Armament, practical (88/100), Navigation (128/150), Meteorology (42/50), Signals, written (36/50) and Signals, practical (100/100). “Exceptional in G.I.S. Hard worker, shows great interest. Handles his authority as class senior well. Quiet nature. Neat and courteous - a plugger.” Graduated ninth in a class of 50.

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CURRIE, F/L Leo Lloyd (J9582) - **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 20 March 1921 in Bridgewater, Nova Scotia; home there (seaman); educated at Cambridge, Massachusetts, 1929-1930 and Bridgewater, 1930-1939. Took one year of Engineering at Dalhousie University, 1939-1940. Enlisted in Halifax, 13 May 1941 and posted

to No.1 Manning Depot. To No.4 BGS (guard), 28 May 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS; graduated 10 October 1941 when posted to No.6 SFTS; graduated and commissioned 2 January 1942). To "Y" Depot, 3 January 1942; to RAF overseas, 24 January 1942. Disembarked in Britain, 9 February 1942. To Embarkation Unit, 17 March 1942. To No.216 Squadron, Middle East, 24 July 1942 (Bristol Bombay transports, 27 hours 20 minutes). To No.22 Personnel Transit Centre, 17 September 1942. Promoted Flying Officer, 1 October 1942. To Britain, 17 December 1942. To No.6 (Pilots) AFU, 21 December 1942 (Oxfords, 58.20). To No.1523 Flight, 4 February 1943. To No.12 (Pilots) AFU, 30 March 1943 (Blenheims, 38.35). To No.60 OTU, 6 July 1943 (Mosquitos, 2.35 and failed course). To Warrington, 13 August 1943. Promoted Flight Lieutenant, 2 January 1944. To No.26 OTU, 18 April 1944 (Wellington aircraft, 85 hours). To No.31 Base, 30 June 1944 for attachment to No.1657 Conversion Unit (Stirling aircraft, 36.20). Attached to No.3 Lancaster Finishing School, 7-17 August 1944 (Lancasters, 13.20). To No.514 Squadron, 17 August 1944 (Lancasters, 135.45). Repatriated 30 March 1945; to No.167 Squadron, 18 May 1945; released 30 September 1945.. Award presented in Halifax, 27 July 1949. Entitled to Africa Star. Died in North York, Ontario, 29 November 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. 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 8 January 1945 when he had flown 30 sorties (133 hours ten minutes, 26 August to 21 December 1944.

26 August 1944 - Kiel (5.20)
30 August 1944 - Abbeville (3.50)
17 September 1944 - Boulogne (2.50)
20 September 1944 - Calais (2.50)
23 September 1944 - Neuss (4.40)
5 October 1944 - Saarbrucken (5.35)
6 October 1944 - Dortmund (5.40)
7 October 1944 - Emmerich (3.50)
22 October 1944 - Neuss (4.10)
23 October 1944 - Essen (5.20)
25 October 1944 - Essen (4.00)
26 October 1944 - Leverskusen (4.15)
28 October 1944 - Cologne (4.35)
30 October 1944 - Wesseling (4.25)
31 October 1944 - Bottrop (4.30)
2 November 1944 - Homberg (4.15)

5 November 1944 - Solingen (4.40)
6 November 1944 - Coblenz (4.40)
11 November 1944 - Wuppertal (4.45)
15 November 1944 - Dortmund (5.05)
16 November 1944 - Heinsberg (3.55)
20 November 1944 - Homberg (4.10)
21 November 1944 - Homberg (4.05)
27 November 1944 - Cologne (4.40)
28 November 1944 - Neuss (4.15)
8 December 1944 - Duisburg (4.00)
11 December 1944 - Osterfelt (4.10)
12 December 1944 - Witten (4.25)
16 December 1944 - Siegen (5.35)
21 December 1944 - Trier (4.40)

Flight Lieutenant Currie has completed thirty operations as pilot and captain of four-engined bomber aircraft. His sorties have been largely on heavily defended German targets, both by day and by night.

This pilot has constantly displayed the greatest keenness and enthusiasm for operational flying. His aircraft has been hit and damaged by anti-aircraft fire on many occasions, but it has failed to impair his determination or deter him in any other way. Even on his last sortie, an attack on Trier on 20th December [sic] 1944, his aircraft was severely damaged by flak over the target, and the starboard inner engine made unserviceable. In spite of considerable difficulty Flight Lieutenant Currie brought his aircraft and crew safely back to base.

This officer has also made many sorties as a formation leader, in which a straight and level approach to the target is most necessary. Flight Lieutenant Currie has not allowed even the most accurate of heavy flak to deter him from making such an exact approach, and his leadership has been most consistently reliable.

As a captain of aircraft and as an aircrew officer of the squadron, Flight Lieutenant Currie's devotion to duty has been outstanding; his calm confidence and unflinching determination have been a great source of inspiration and encouragement to his comrades and he has set a fine example to all.

Notes: Application for Operational Wing dated 10 January 1945 stated he had flown 30 sorties

(135 hours 45 minutes), 18 August to 22 December 1944 with No.514 Squadron.

Training: Interviewed in Halifax, 12 April 1941 - "Suitable pilot material, well mannered, quiet, good education."

Course at No.1 ITS was 16 July to 20 August 1941. Courses in Mathematics (91/100), Armament, practical and oral (90/100), Signals (97/100), Hygiene and Sanitation (39/40), Drill (76/100), and Law and Discipline (58/60). Placed 20th in a class of 182. "Cheerful, easy going type with fairly good educational background. If he applies himself he should do very well."

Course at No.20 EFTS was 20 August to 10 October 1941. Tiger Moth aircraft - 33.45 dual, 29.05 of which 10.05 was on instruments, Logged 10.30 in Link. "Progress good. General flying good. Very respectful, Aerobatics and very good. Needs more time on instruments." Ground courses in Airmanship (171/200), Airframes (85/100), Engines (72/100), Signals (92/100), Theory of Flight (75/100), Air Navigation (172/200), and Armament, oral (188/200). Placed fifth in a class of 69. "General ability above average. Conduct and deportment excellent. Possesses leadership ability."

Course at No.6 SFTS was 10 October 1941 to 2 January 1942. Harvard aircraft - 49.15 day dual, 36.25 day solo, 3.45 night dual, 8.35 night solo. Was 19.15 on instruments. Logged 20 hours in Link. "Young and enthusiastic, high average type. Over confident." Ground courses in Airmanship and Maintenance (154/200), Armament, written (80/100), Armament, practical (74/100), Navigation and Meteorology (166/200), Signals, written (75/100) and signals, practical (50/0). Placed eleventh in a class of 52. "Learns quickly, willing and keen."

Course at No.12 (Pilots) AFU was 31 March to 31 May 1943. Blenheim I, IV and V aircraft - 4.55 day dual to first day solo, 14.25 day dual total, 15.00 day solo, 1.35 night dual to first night solo, 2.55 total night dual, 3.50 night solo. Was 6.30 on instruments; logged 15.15 in Link. Rated in General Flying (250/400), Applied Flying (100/200), Instrument Flying (170/250), Night Flying (65/100); and Link (30/50). Rated as a high average pilot, "Discipline satisfactory and very keen."

Course at No.26 OTU was 18 April to 30 June 1944. Wellington aircraft - 5.15 day dual to first day solo, 15.35 day dual total, 27.40 day solo, 3.10 night dual to first night solo, 8.20 night dual total, 26.50 night solo. Was 13 hours on instruments and logged 12.05 in Link. Flying tests in General Flying (230/400), Applied Flying (110/200), Instrument Flying (140/250), Night Flying (60/100) and Link (34/50). Ground examinations in Airmanship (240/300), Armament (220/300), Meteorology (85/100), Navigation (164/200) and Signals (71/100). "An average

pilot who has completed a satisfactory course. He has worked hard and proved himself a capable captain.:"

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CURRIE, F/O Neill Edward (J25295) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 24 June 1921 in Port Arthur, Ontario; home in Starbuck, Manitoba (bookkeeper, former COTC); enlisted in Winnipeg, 20 February 1942. To No.2 Manning Depot, 1 April 1942. To No.2 BGS, 23 May 1942 for non-flying duties. To No.2 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942; to No.15 EFTS, 10 October 1942; may have graduated 4 December 1942 but not posted to No.12 SFTS until 27 December 1942; graduated and commissioned 16 April 1943. Posted to No.1 GRS, 30 April 1943. To "Y" Depot, Halifax, 24 July 1943. To UK, 12 September 1943. Promoted Flying Officer, 16 October 1943. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. To No.5 Release Centre, 20 March 1945. Released 26 March 1945. RCAF service again, 16 September 1947 to 27 January 1949. RCAF photo PL-31958 (ex UK-14212 dated 24 August 1944) shows Sergeant G.E.J. Boyd (Westlock, Alberta) on left and F/O N.E. Currie (Winnipeg) on return from raid on Kiel. 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.3260 (RG.24 Vol.20637) has recommendation dated 10 December 1944 when he had flown 33 sorties (167 hours 40 minutes), 21 June to 28 October 1944. Sortie list says his aircraft was holed by flak (25 June, Gorenflos), met fighters over Hamburg (28 July), and was badly holed by flak again (Sterkrade, 27 September).

This officer has completed a tour of operations including attacks on such targets as Hamburg, Stuttgart, Emden, and centres in the Ruhr area. He has at all times displayed the greatest determination and tenacity. On more than one occasion his aircraft has been damaged whilst in the target area but this has not deterred him from pressing home the attack. He is a highly skilled and courageous pilot whose example is worthy of emulation by other members of the squadron.

The sortie list was as follows:

21 June 1944 - Oismemont (4.10, second pilot)
24 June 1944 - Bonnetot (3.50)
25 June 1944 - Gorenflos (4.10, holed by flak)

27 June 1944 - Wizernes (3.50)
1 July 1944 - Biennais (4.15)
4 July 1944 - Biennais (3.55)
18 July 1944 - Caen (4.50)
18 July 1944 - Vaires (3.50)
20 July 1944 - Anderbelck (4.00)
23 July 1944 - St. Nazaire (5.55)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.45, fighters)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Casson (5.05)
7 August 1944 - La Hogue (4.50)
9 August 1944 - La Breteque (4.25)
12 August 1944 - La Neuville (4.15)
14 August 1944 - Falaise (4.45)
15 August 1944 - Soesterburg (3.30)
16 August 1944 - Kiel (5.05)
18 August 1944 - Bremen (5.45)
6 September 1944 - Emden (4.10)
10 September 1944 - Le Havre (4.30)
11 September 1944 - Castrop Rauxel (5.15, bags of flak)
15 September 1944 - Kiel (6.15)
27 September 1944 - Sterkrade (5.20, badly holed by flak)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.55)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.35)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (5.25)
28 October 1944 - Cologne (6.05)

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CURRIE, S/L Ross Macham Gourley (J15468) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Winnipeg, 22 December 1921. Home in Regina; enlisted there 5 November 1940. To No.35 SFTS, 16 December 1940 (guard). To No.2 ITS, Regina, 27 January 1941; graduated and promoted LAC, 4 March 1941 when posted to No.6 EFTS, Prince Albert;

graduated 21 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, Dauphin, 2 May 1941; graduated and promoted Sergeant, 16 July 1941. Posted that date to Embarkation Depot; to RAF overseas, 3 August 1941. Arrived in UK, 31 August 1941. Posted to No.60 OTU, 8 September 1941; with No.151 Squadron, 11 November 1941 to 9 April 1942; promoted Flight Sergeant 1 March 1942. Commissioned as Pilot Officer on 1 May 1942. With No.410 Squadron, 9 April 1942 to 13 July 1943; promoted Flying Officer 1 November 1942; Flight Lieutenant on 6 April 1943. With No.54 OTU, 13 July 1943 to 16 March 1944. In Canada, 24 March to 25 May 1944. Returned to UK, 2 June 1944. With No.410 Squadron, 15 June 1944 to 27 April 1945. Promoted Squadron Leader on, 22 December 1944. To UK on 27 April 1945; to Canada on 8 June 1945; released, 25 July 1945. Unit not given in AFRO, which says only "Overseas". See **The RCAF Overseas: The Fifth Year**, p.284 and **The RCAF Overseas: The Sixth Year**, pages 310 and 314. Shot down a Ju.88 on 7/8 August 1944 and a Ju.188 on 31 December 1944/1 January 1945. DHist file of No.410 Squadron honours has recommendation dated 29 April 1945 when he had completed 85 sorties (1,480 flying hours).

Since joining this unit, S/L Currie has consistently shown above average enthusiasm and keenness in his work. He was a Deputy Flight Commander from January 1943 to June 1943, when he went on rest. He rejoined this unit in June 1944 and in December 1944 he was appointed a Flight Commander, which appointment he held until his posting. He has completed two tours of operations, has destroyed two enemy aircraft at night, and has done many operational patrols, often in bad weather.

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CURRIE, P/O Ryland Vincent (J88935) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 8 July 1923 in Halifax, Nova Scotia; educated at Woodside, Nova Scotia, 1929-1940 and Nova Scotia Technical School, 1940-1942. Home in Dartmouth, Nova Scotia (electrician with Imperial Oil); enlisted Halifax, 18 August 1942. To No.5 Manning Depot, 28 August 1942. To No.9 Personnel Assessment Establishment, 5 December 1942. To No.4 WS, 19 February 1943 (graduated 1 October 1943); to No.1 BGS, 4 October 1943 (graduated 15 November 1943 and promoted Sergeant). To "Y" Depot, Halifax, 29 November 1943. Embarked from Halifax, 14 December 1943. Disembarked in Britain, 21 December 1943. To No.9 (Observer) AFU, 1 February 1944 (Anson aircraft, 20 hours 45 minutes). To No.22 OTU, 7 March 1944 (Wallington aircraft, 94.40). To No.61 Base, 27 May 1944. Attached to No.1659 Conversion Unit, 27 May to 24 June 1944 (Halifax aircraft, 43.10). To No.431 Squadron, 24 June 1944 (Halifax and Lancaster, 221 hours). Commissioned 6 August 1944.

Repatriated 1 February 1945. Promoted Flying Officer, 6 February 1945. To Moncton, 13 February 1945; to No.121 (Communications) Squadron, Dartmouth, 21 March 1945; to No.4 (Composite) Flight, Dartmouth, 30 September 1945; to Eastern Air Command Composite Flight, Dartmouth, 9 December 1945; to Release Centre, 13 June 1946; released 15 June 1946. Award presented in Halifax, 27 July 1949. Re-engaged with RCAF Auxiliary as Fighter Controller, 1 November 1953 to 24 February 1959 (service number 161030), attending summer camps at Beaverbank, Nova Scotia and holding rank of Flying Officer. Died in Bedford, Nova Scotia, 15 April 1993 as per **Legion Magazine** of July 1993. 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.1941 (RG.24 Vol.20612) has recommendation dated 27 December 1944 when he had flown 33 sorties (150 hours), 19 April to 30 November 1944. NOTE: the sortie of 19 April was an ASR trip, probably at OTU as his first bombing trip is 18 July 1944.

Pilot Officer Currie, a wireless air gunner, has completed a successful tour of thirty-three trips against the enemy including such heavily defended targets as Bremen, Kiel, Sterkrade and Duisburg. Throughout his tour Pilot Officer Currie has maintained the highest traditions of aircrew and on two occasions by his steadiness and expert knowledge has extricated his crew from perilous situations.

In recognition of Pilot Officer Currie's determination and devotion to duty, I recommend that he be awarded the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

19 April 1944 - Air/Sea Rescue (4.50)
18 July 1944 - Vaires (4.50)
1 August 1944 - Precy-on-Ponthieu (4.00)
3 August 1944 - Foret de Nieppe (3.50)
4 August 1944 - Bois de Cassan (5.05)
7 August 1944 - Caen (4.05)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - La Breteque (3.50)
12 August 1944 - La Neuville (3.55)
14 August 1944 - Falaise (4.05)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Kiel (4.45)
18 August 1944 - Bremen (5.55)

25 August 1944 - Brest (4.50)
27 August 1944 - Mimoyceques (3.25)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (3.55)
12 September 1944 - Wanne Eickel (4.40)
14 September 1944 - Kiel (6.00)
18 September 1944 - Domburg (3.50)
20 September 1944 - Calais (3.00)
25 September 1944 - Calais (4.20)
26 September 1944 - Calais (3.50)
27 September 1944 - Sterkrade (5.35)
28 September 1944 - Cap Gris Nez (3.55)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisberg (6.10)
14 October 1944 - Duisberg (6.20)
23 October 1944 - Essen (5.20)
25 October 1944 - Homburg (5.00)
21 November 1944 - Castrop Rauxel (6.25)
27 November 1944 - Dusseldorf (6.00)
30 November 1944 - Duisberg (6.20)

Notes: Application for Operational Wing dated 5 December 1944 stated he had flown 33 sorties (155 hours 31 minutes), 25 June to 1 December 1944.

Training: Interviewed in Halifax, 18 August 1942. "Alert, cooperative type. Responsive. Has experience in sheet metal work and interested in wireless. Has done a bit of shooting with small rifle and shot gun."

Course at No.4 WS was 22 February to 1 October 1943. Flew 30 hours 15 minutes as First Operator and a total of 35 hours 50 minutes. Trained to send Morse at 20 words a minute and receive 25 words a minute; Aldis lamp speed eight words a minute. In Air Training rated in Air Operating Ability(226/350), Frequency Changing (151/300), DF Loop Manipulation (175/200) and Log Keeping (118/150). Ground training in Aural Morse (180/200), Visual Signalling (38/50), Loop Manipulation (165/200), Procedure (140/200), Signals Organization (73/100), Technical, Theory (75/100), Daily Inspections and Fault Finding (95/100) and Drill and PT (30/50). Placed 57th in a class of 101.

Course at No.1 BGS was 4 October to 15 November 1943. Bolingbroke aircraft (4.40 day, 1.30

night). Fired 1,800 rounds air-to-air. On ground worked with Bristol, Boulton-Paul and Frazer-Nash turrets. Ground subjects were Guns Ammunition and Pyrotechnics (134/200), Guns, practical (64/100), Sighting, written (170/250), Turrets, practical (156/200) and Aircraft Recognition (95/100). "Above average student. Must work harder. Quiet type."

Course at No.9 AFU was 2 February to 5 March 1944. Anson aircraft - 20 hours 45 minutes with 14.35 spent on WT set. Air work involved WT Set Manipulation, DF Loop Manipulation, Air Operating Procedure and Log Keeping Ground tests in Knowledge and Manipulation of WT and RT Equipment, WT Set Manipulation, Fault Finding, WT Procedure and WT Organization. Tested in Morse and Aldis signals. "Quite good. Extremely willing to learn. Improved considerably at No.9 Observer AFU."

Course at No.22 OTU was 10 March to 15 May 1944. Flew 51.15 by day and 40.25 by night. Graded 650/1000 on air work. Ground tests in Knowledge and Manipulation of WT and RT Equipment (210/300), WT Organization and Procedure (164/200), Special Equipment (128/200) and Log Keeping (65/100). Tested in Morse and Aldis signals. "This NCO has shown a keen interest throughout his training, maintaining an above average standard, Is held in high regard by his captain and crew. Bears watching fir early recommendation for a commission."

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CURRY, F/L John Harvey (C2645) - **Distinguished Flying Cross** - No.601 Squadron - Award effective 1 February 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. American in the RCAF. Born 12 August 1915 in Dallas, Texas; home there and was a "barnstorming" pilot before the war - commercial pilot, crop duster, and reportedly had flown 1,500 hours before he enlisted in Ottawa, 27 August 1940; immediately commissioned as Flying Officer. Trained at Trenton and posted to No.1 BGS as an instructor. Subsequently to No.118 Squadron, Dartmouth (Grumman Goblins). Posted overseas 20 November 1941 and further trained at No.58 OTU, Grangemouth; posted in March 1942 to No.137 Squadron (Whirlwinds). A few weeks later posted to No.610 Squadron (Spitfires); promoted Flight Lieutenant, 1 June 1942. On 3 June 1942 he flew off HMS **Eagle** to Malta where he joined No.601 Squadron, serving on the island and in the Western Desert. Rested in November 1942 when sent to RAF Headquarters Middle East. Promoted Squadron Leader, 2 December 1942. Took command of No.80 Squadron, June 1943. Forced down through flak and engine failure, 2 March 1944 while attacking three tanks; evaded capture and regained Allied lines. Repatriated to Canada, 6 July 1944; posted to No.1 Flying Instructor School, 16 July 1944; No.1 OTU, 9 September 1944; to No.1 Air Command, 16 May 1945; to No.6 Repair Depot, 26 May 1945; to Release Centre, 18 September 1945; released 25 September 1945. DFC

presented at Buckingham Palace, 9 May 1944; OBE presented 16 January 1948. Returned to Texas and was part of aerospace industry and NASA projects until retiring to Florida. Died in Oak Hill, Florida, 18 March 2008. See Tom Walsh, "Texas Spitfire Ace", **Air Classics**, Volume 47 No.1 (January 2011) for extended article. RCAF photo PL-2645 is captioned as follows: "Flying Officer J.H. Curry is 25 years old of 3719 Miramar Avenue, Dallas, Texas. He was a partner in Boggs Curry Airport at Dallas, Texas. He has 1,700 hours in the air. He has been flying for five years. Enlisted in the RCAF August 24, 1940 [sic]". Photo PL-25022 shows S/L J.H. Curry and F/O J.W. Borden. Aerial victories as listed in Chris Shores, **Aces High** 1994 edition): **26 June 1942**: one MC.202 destroyed, Malta; **1 September 1942**: two Bf.109Fs destroyed, Burg el Arab; **7 September 1942**: one Bf.109F destroyed; **11 September 1942**: one Bf.109F probably destroyed and one MC.202 damaged, Burg el Arab; **29 September 1942**: one Ju.52 destroyed (shared with two others), "Charing Cross"; **3 October 1942**: one Ju.88 damaged; **11 October 1942**: one Bf.109 probably destroyed over base; **20 October 1942**: one Bf.109F destroyed, Fuka; **21 October 1942**: one MC.202 destroyed, Fuka/Daba; **23 October 1942**: one Bf.109F damaged, El Daba; **26 October 1942**: one MC.202 destroyed, El Daba.

Flight Lieutenant Curry is an outstanding pilot who displays the greatest determination to engage the enemy regardless of the opposition encountered. He has destroyed at least seven enemy aircraft and is a source of inspiration to his fellow pilots.

NOTE: Public Record Office Air 2/8933 has the earlier text of the recommendation for a non-immediate award, sent on 21 December 1942 from Headquarters, Royal Air Force, Middle East to Air Ministry.

This pilot is an outstanding shot and is keen to come to grips with the enemy regardless of the numbers opposing him. The ease [with] which he gains superiority over his opponent and invariably shoots him down is an example which inspires the less experienced pilots in the squadron. He has now destroyed seven enemy aircraft confirmed, with four credited as probably destroyed in the space of three months.

CURRY, S/L John Harvey, DFC (C2645) - **Officer, Order of the British Empire** - No.80 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. No citation in Canadian sources. Public Records Office Air 2/9221 has recommendation (plus extensive supporting data). First draft compiled 30 March 1944, noting he had flown about 130 sorties; shot down 2 March 1944 and returned 18 March 1944. On 1 April 1944 Air Commodore Pike recommended a Military Cross, which was

approved by HQ Mediterranean Allied Air Forces and by General Harold C. Alexander. It was in London that this was changed to an OBE. The original narrative is quite detailed; the following is the draft completed before final submission.

On 2nd March, 1944, Squadron Leader Curry was engaged in a low flying operation and, while attacking three enemy tanks, enemy returned fire stopped his engine. He made a forced landing near Rocco di Mezzo and, after destroying certain equipment in his aircraft, made his way to a hut a short distance away. An hour later he returned to his aircraft and cut pieces off his parachute which later were to serve for camouflaging himself against the snow. While by the aircraft, Squadron Leader Curry saw two men approaching, so he made off in the deep snow in a southerly direction. One of the men, being on skis, soon overtook him and said that he was a Yugoslav who had come to help as an enemy search party was in the vicinity. The man offered Squadron Leader Curry his skis but he could not fit them to his boots and, when twenty men were seen approaching down in the pass some two miles distant, Squadron Leader Curry instructed the Yugoslav to ski back to the aircraft, obliterating his tracks from it. Squadron Leader Curry then crawled through deep snow into the bush on the mountainside, continuing until he was exhausted. Later he continued his journey eastwards until he reached a large plain near a slope on Monte Sirente where he found a hut. He made a fire on the floor boards and rested while wolves howled in the vicinity. At daylight on 3rd March he continued his journey and was given some food in the village of Secinaro before making his way towards the hills. In Gagliano, Squadron Leader Curry was given some clothes and filthy food and managed to get some sleep in a stable where three Italians provided him with some straw for his bed. Next morning he left the stable and soon met two South Africans who had escaped, and they took him to a "Casetta" where they met five officers from an Italian prison camp who were waiting for a guide to lead a party through the lines. Next morning, Squadron Leader Curry, with others, was led to a cave where the party remained for seven days. At the end of this time, as no other guide has appeared, Squadron Leader Curry and another officer set off to reach Popoli. They were up to their knees in snow. Soon afterwards they started to ascend Monte Morrone and were forced to plough through snow which came up to their hips. After many vicissitudes they reached the top of the mountain and continued to the Morrone range, afterwards proceeding through the pass between the Morrone and Meilla ranges. In the valley an armed enemy patrol was seen but was evaded. They decided to climb Mont Meilla (10,000 feet) and achieved this feat after gruelling experiences. Finally a gorge was reached and, while

descending again, the Sangro River came into view. They came out of the gorge and eventually reached safety when hailed by Indians of the 6th Lancers.

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CURTIN, P/O Donald Joseph (J9340) - **Distinguished Flying Cross** - No.97 Squadron (unit not given in AFRO; "Attached to RAF Overseas") - Award effective 7 August 1942 as per **London Gazette** dated 21 August 1942 and AFRO 1497/42 dated 18 September 1942. American in RCAF. Born 20 January 1918 in New York City, N.Y.; home there. Educated there including three years of Science at Manhattan College. Also worked as cruise director, Holland American Line, three years. Enlisted in Ottawa, 5 May 1941 and posted to No.1 Manning Depot. To North Sydney Detachment, 26 May 1941. Posted to No.1 ITS, 2 July 1941 (graduated 8 August 1941 and promoted LAC); to No.12 EFTS, Goderich, 8 August 1941; to No.5 SFTS, 26 September 1941 (graduated and commissioned 19 December 1941). To "Y" Depot, Halifax, 20 December 1941; to RAF overseas, 7 January 1942. To No.12 SFTS, 23 February 1942. To No.12 (P) AFU, April 1942. To No.14 OTU, 19 May 1942; To No.97 Conversion Unit, 23 August 1942. Unit merged with No.97 Squadron. Posted to No.106 Conversion Flight, 11 September 1942. To No.106 Squadron, 19 September 1942. Killed in action 25/26 February 1943 with No.106 Squadron (Lancaster W4886); buried in Germany. DFC and Bar presented to next of kin, 13 June 1944.

One night in July 1942 this officer was captain of an aircraft detailed to attack a target in northwest Germany. When nearing the target area his aircraft was intercepted by an enemy fighter but Pilot Officer Curtin evaded it and flew on to the objective. Shortly after leaving the target area his aircraft was again intercepted by enemy fighters. In the ensuing engagement the rear gunner and wireless operator were badly wounded. Pilot Officer Curtin was almost blinded by cordite from a bursting shell and the aircraft lost height by several thousand feet before the captain was able to clear his eyes and regain control. Later, when nearing the Dutch coast, the bomber was hit by fire from the ground defences. The navigator sustained wounds and the aircraft was damaged. Despite this, Pilot Officer Curtin flew on and eventually reached this country. In difficult circumstances he made a safe landing in a field. Afterwards he assisted his wounded crew from the aircraft and then went off for further help. In this, his first operational flight, Pilot Officer Curtin displayed great courage, determination and devotion to duty.

CURTIN, F/L Donald Joseph, DFC (J9340) - **Bar to Distinguished Flying Cross** - No.106

Squadron - Award effective 10 February 1943 as per **London Gazette** dated 12 February 1943 and AFRO 410/43 dated 12 March 1943.

Since the award of the Distinguished Flying Cross, this officer has participated in numerous operational sorties against heavily defended targets in the Ruhr and in north Italy. During a daylight raid on Milan in October, when attacked by enemy fighters, Flight Lieutenant Curtin skilfully evaded them and enabled his gunners to destroy one and drive off the other. On two consecutive nights in January 1943, he took part in attacks on Berlin, on the second occasion spending thirty minutes over the target to ensure accurate bombing. This officer has always displayed the greatest courage and devotion to duty.

The website "Lost Bombers" provides details of his DFC action (which was actually while piloting a Hampden of No.14 OTU) and his final sortie. The first was 31 July/1 August 1942, target Dusseldorf, Hampden L4117 (GL-N). This aircraft was Issued initially to 61 Squadron; transferred to No.14 OTU. It was one of four No.14 OTU Hampdens lost on this operation; the others were N9062, P1185 and P5322. Airborne 0008 hours, 1 August 1942 from Cottesmore. Attacked twice by a night- fighter, and hit by flak. Strayed from track and crash-landed in a field at Loddiswell, 16 miles SW of Torbay, Devon. Crew were P/O D.J. Curtin (injured), P/O H.G. Clarke (died as a result of his injuries), P/O S.J.Walker(injured) and Sergeant R.Hawkes (injured).

His final sortie was in Lancaster W4886 of No.106 Squadron, target Nuremburg, 25/26 February 1942. W4886 was delivered to No.106 Squadron on 8 February 1943. It had taken part in the raid against Lorient, 13/14 February 1943 When lost this aircraft had a total of 44 hours Airborne at 1900 hours, 25 February 1943 from Syerston. Crashed near Furth, where all were buried on 2 March 1943; subsequently reinterred in the Durnbach War cemetery. Crew was F/L D.J. Curtin RCAF, S/L (Acting) P/M. McGrath (a Sub-Lieutenant, RNVR attached from HMS **Daedalus**), F/O R.J.F.Windsor, P/O A.F.Lear, Sergeant V.E.Jack, Sergeant H.Rigby and Sergeant K.O.Court. There is additional information that S/L(A) McGrath was flying as Bomb Aimer. It would therefor appear that Sgt Jack who is listed in the normal place for Bomb Aimer was probably the Flight Engineer.

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CURTIN, F/O Joseph Patrick (J21889) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born 12 February 1916 in Govan, Saskatchewan; home there;

enlisted Regina, 17 July 1941. To No.2 Manning Depot, 18 August 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 ITS, 28 February 1942; graduated 25 April 1942 and promoted LAC; to No.3 AOS, 25 April 1942; graduated and commissioned 28 August 1942. To "Y" Depot, Halifax, 29 August 1942; to RAF overseas, 26 October 1942. Repatriated 22 January 1945. Released 29 March 1945. Award presented 6 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."

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CURTIS, F/L Joseph Robert (J16520) - **Air Force Cross** - No.435 Squadron (identified in AFRO only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 2 July 1920 at Michechi, Alberta. Home in Ponoka, Alberta (clerk and commercial trucker). Enlisted in Calgary, 10 January 1941 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon (guard), 21 February 1941. To No.2 ITS, Regina, 30 March 1941; graduated and promoted LAC, 2 May 1941; taken on strength of No.18 EFTS, Boundary Bay, 3 May 1941; graduated 2 July 1941 and posted next day to No. 15 SFTS, Claresholm; graduated and promoted Sergeant, 13 September 1941. To No.31 GRS, Charlottetown, 20 September 1941; to "Y" Depot, 11 December 1941; taken on strength of No.3 PRC, Bournemouth, 26 December 1941. Promoted Flight Sergeant, 13 March 1942. To No.3 (P) AFU, 16 March 1942; to No.6 OTU, 21 April 1942. To Far East, 25 July 1942, flying out a Hudson of No.353 Squadron. To No.194 Squadron, 2 December 1942. Commissioned, 1 January 1943. Promoted Flying Officer, 1 July 1943. To No.177 Wing, 24 December 1943. To No.194 Squadron again, 8 January 1944. To Station Headquarters, Chaklala, 23 May 1944. Promoted Flight Lieutenant, 1 January 1945. Repatriated to Britain, 7 January 1945, flying Liberator KH169 to Britain. Attached to Transport Command Headquarters, date uncertain; to No.525 Squadron, 15 April 1945 until 28 July 1945 when posted to an "R.R. School"; to No.423 Squadron, 1 August 1945; to No.435 Squadron, 3 September 1945. To No.436 Squadron as check pilot, 28 February 1946. On strength of RCAF Overseas Headquarters, 22 June 1946 for special duties from Bassingbourne as VIP pilot (Dakota KN665). Reverted to Flying Officer, 1 October 1946. Attached to Station Bassingbourn until 3 July 1948. To MCHQ, Ottawa, 6 July 1948. To AFHQ, Ottawa, 1 February 1949. To Initial Flying School, Centralia, 11 March 1950. To Air Navigation School, Summerside, 13 May 1950. Promoted Flight Lieutenant, 1 June 1950. To No.6 Repair Depot, Trenton, 6 April 1952. To CEPE Detachment, Ancienne Lorette, 4 August 1952. Killed on flying operations in Canada, 15 October 1954. No citation in AFRO or biographical file. DHist file 181.009 D.1768 (RG.24 Vol.20610) has recommendation dated 27 October 1945 when he had flown 2,505 hours, 1,500 on transport duties, 300 in previous six months. Deputy Flight Commander. Citation is poorly drafted. Award presented 1 April 1949.

This officer has been in Transport Command for the past two years on various work. Commencing firstly with supply dropping and flying passengers and freight to the forward areas [of] India and Burma during the Battle of Burma. After extremely good work during the above campaign, he spent many months at an OTU in India engaged in the untiring work of training new crews to fit into the airborne role of transport work.

Early in 1945, Flight Lieutenant Curtis returned to a squadron in the United Kingdom, where he flew transport aircraft carrying valuable loads of passengers and freight to destinations ranging as far as India. With his valuable experience he was considered an exceptional Captain, and often was called upon to fly the most important personages and freight through the worst of weather.

He has played a star role in this unit in training the new crews. He is strongly recommended for the Air Force Cross.

Public Record Office Air 2/9144, courtesy of Steve Brew, has citation drafted when he had flown 2,505 hours, 1,500 on current duties, 300 in previous six months.

This officer has served in Transport Command for the past two years. He has been engaged on various duties, commencing with supply dropping and conveying passengers and freight to the forward areas in India and Burma during the Battle of Burma. After extremely good work during the above campaign, Flight Lieutenant Curtis spent many months at an OTU in India, training new crews to fit into the airborne role of transport flying. Early in 1945, this officer returned to a squadron based in the United Kingdom, from where he flew transport aircraft carrying passengers and freight to destinations ranging as far as India. An exceptional captain, Flight Lieutenant Curtis was often was called upon to operate through the worst of weather, conveying important passengers and freight. In training new crews within the unit, this officer has played a conspicuous role.

Notes: He was injured while a passenger in Hudson FK411, No.194 Squadron, which crashed at Palembang, 16 April 1943. Pilot was Aus 416016 Sergeant A.E. Britten-Hughes (RAAF, killed); also killed was 1265761 Sergeant A. Brown. Also injured were 136726 P/O F.J. Andrew, 141858 P/O E.L. Herring, and Aus 405582 Sergeant F. Gloster. Possible engine failure. Aircraft had just taken off and undercarriage nearly retracted when machine banked into wind, lost height and crashed, bursting into flames.

A card on file states that his first tour (incomplete) was on Hudsons with No.194 Squadron, February to April 1943, 33 sorties, 150 hours. Non-operational tour was with AHQ Communication Squadron August 1942 to February 1943 (300 hours), No.194 Squadron (April 1943 to February 1944, 600 hours) and TSTU as instructor (June 1944 to January 1945, 350 hours), followed by a second tour with No.194 Squadron, February to June 1944 (67 sorties, 250 hours).

Assessment from Chaklala dated 20 August 1944 stated he had flown 1,550 hours, 450 in previous six months. "A very keen and capable officer with flying capabilities above the average. Dis very good transport and supply work whilst with the squadron. Proved himself a capable leader in a time of crisis. When over the Arakan with full load his port engine was rendered unserviceable by enemy action. He jettisoned a small proportion of his load, climbed back over the mountains and returned safely to base." (W/C H.C. Chisholm).

Assessed 15 January 1945: "Within the limits of his age and experience he has always shown himself a keen and efficient officer and pilot." (W/C G.P. Donaldson, TSTU).

Assessed 1 January 1948: "This officer is most outspoken in his determination to operate the VIP aircraft efficiently and obtain maximum results from his crew. He tends to be somewhat critical and hasty in his judgement of replacement crew but I doubt if he discusses shortcomings with them as thoroughly as he might. He is inclined to be moody and possibly short tempered at times. On the other hand he has operated the Dakota very successfully, maintaining nearly 100 % schedules to the complete satisfaction of his VIP passengers. His crew show good discipline on the ground. I believe he is respected but not particularly popular with his crew. In general I consider him a very good Captain of aircraft. His wife is English, very young and somewhat spoiled by well-to-do parents and does not wish to live in Canada, having received a somewhat bad impression during a short stay here. I have advised F/O Curtis not to allow her to unduly influence his career in the Service. He shows normal interest in the welfare of his aircrew and ground crew. I have seen no indications of an interest in current events or in Service affairs outside of his own particular duties. His social conduct is quite satisfactory in the Mess and he is quite well thought of by Embassy staffs and his VIP passengers. His career has been concentrated entirely on flying, particularly on transport work. He has held no administrative or staff positions. He is anxious to obtain a Long Service commission and I am prepared to recommend him on his ability as a pilot. His earlier reports indicated a lack of desire or ability to study, although he possessed Senior Matriculation. He should therefore be given an opportunity for a Long Service Commission." (A/V/M R.E. McBurney, London).

Operations in Burma: The following notes were provided via the website “RAF Commands” detailing operations with No.194 Squadron and particularly the incident when his aircraft was damaged.

At 7.05 am on the 9th (April,1944), we took off for Palel, the all-weather strip which the Japs were keen to capture. We flew via Silchar with a load of bombs. At Palel we were to assist in the evacuation of a Hurricane squadron. We loaded up C-Charlie with 22 personnel and equipment while the Hurricanes were out bombing and strafing the enemy in the surrounding hills. We proceeded on a normal take-off when at the point of becoming airborne we encountered a terrifying gusty cross wind which suddenly blew across the valley. As one wing dipped dangerously, our pilot, Joe Curtis, with great presence of mind, thumped the throttles back, injuring his wrist. He abandoned the take-off and with great skill managed to level the Dak as we bounced heavily back onto the runway. The oleo legs collapsed - I think we hit a ditch - and I opened the door leading from the wireless cabin and called to the passengers to disembark calmly. This they did in an orderly way. We all sat on the ground, pretty dazed, the squadron groundcrews and ourselves. My crew were greatly upset at the state of beloved C-Charlie which was a write-off. A Dakota that had served us so wonderfully well on most of our operation trips into Burma. It was like losing a home, for we had worked many hours aboard her, and had so many 40 winks beneath her wings between ops. We suddenly felt insecure and lost". [Recounted by, Flying Officer D.O.Williams, No.194 Squadron]

The aircraft is identified as C/194, c/n.9678, American serial 42-23816; delivered 11 June 1943.and given RAF serial FD911 on 27 June 1943; delivered to No.194 Squadron, 11 August 1943; written off 9 April 1944 at Palel, India, F/O J. Curtis and crew safe. See Norman Franks, **The Air Battle of Imphal** (London, Kimber, 1985). There is a brief mention of this incident in Shores' **Air War for Burma**, p.203 (no crew details or aircraft serial mentioned). See also Norman Franks, **Spitfires Over the Arakan** (London, Kimber, 1988), .188. Further to this, the following notes are provided:

On the 16th (February 1944), 31 Squadron flew five sorties during the afternoon while 194 Squadron made eleven day and nine night drops. The following day, 31 flew four night and two day sorties, 194 making four day and 10 night flights. Often ths Daks faced fierce ground fire and on the 17th, Flying Officer Joe Curtis's aircraft was slightly damaged in the port engine and had to return on one motor.

Curtis, and his crew - Jerry Walsh, navigator; Doug Williams and Jimmy Howe, WOP/AGs, were on their third or fourth supply runs and could actually hear the ground fire above the roar of the Dak's engines. Then black smoke was streaming past the loading door as the port engine was hit. They were very low, trees just flashing by beneath them and a crash landing seemed inevitable. A Half-loaded Dak, low down and on one engine, needed all the flying skill of Joe Curtis to keep from hitting the jungle greenery, but he managed it, much to his crew's intense relief.

While Jerry Walsh gave his pilot a course for base, Williams and Howe jettisoned the rest of the cargo out the door. A Hurricane pilot flying cover above the drop zone, reported the Dakota going down smoking and "believed crashed". But Curtis got his machine home two hours later, landing safely at Agartala.

Particulars of Death: Killed at Navan, Ontario, 15 October 1954 in crash of CF-100 No.18117, pilot 27117 F/L Joseph Robert Curtis, AFC, CD with 29547 F/O Joseph Lucien Pierre Walter Berrigan (also a pilot). Aircraft was transiting from Uplands to Ancienne Lorette. .

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CURTIS, WO Robert Douglas (R92557) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 8 June 1922 in Salmon River, British Columbia; home in Trail, British Columbia; enlisted Calgary 13 February 1941 and posted to No.2 Manning Depot. To No.4 Training Command, 28 March 1941; to No.36 SFTS for guard duty, 28 March 1941; to No.2 ITS, 3 May 1941; graduated and promoted LAC on 7 June 1941; posted that date to No.18 EFTS; to No.15 SFTS, 16 July 1941; ceased training 3 October 1941. To "H", 19 January 1942. Posted to No.3 BGS, 20 June 1942 (graduated 31 July 1942 and promoted Sergeant). Served in Western Air Command for a time before posting overseas. Commissioned 22 July 1944 (J88867). Promoted Flying Officer, 22 January 1945. Award presented 27 November 1948. In RCAF Auxiliary, No.5 Air Division as an Education Officer, 10 September 1952 to 15 November 1962 (home in Trail). 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 dated 18 March 1944 when he had flown 38 sorties (197 hours), including thirteen with an unidentified unit prior to joining No.97 Squadron. Sortie list identical to that of P/O James B. Findlay (although for some reason Findlay's form states he had flown more operational hours)

Pre-No.97 Squadron

21 Jue 1943 - Krefeld (4.45)
24 Jue 1943 - Elberfeld (5.40)
28 Jue 1943 - Cologne (5.00)
3 July 1943 - Cologne (5.45)
8 July 1943 - Cologne (3.50)
27 July 1943 - Hamburg (5.05)
29 July 1943 - Hamburg (5.05)
30 July 1943 - Remscheid (4.30)
2 August 1943 - Hamburg (4.45)
9 August 1943 - Mannheim (5.50)
12 August 1943 - Milan (8.00)
17 August 1943 - Peenemunde (6.50)
23 August 1943 - Berlin (7.10)

No.97 Squadron

22 September 1943 - Oldenburg (4.35)
23 September 1943 - Mannheim (6.00)
1 October 1943 - Hagen (4.30)
2 October 1943 - Munich (7.50)
4 October 1943 - Frankfurt (5.20)
9 October 1943 - Hanover (4.55)
18 October 1943 - Hanover (4.50)
20 October 1943 - Leipzig (6.45)
22 October 1943 - Kassel (5.35)
10 November 1943 - Modane (6.35)
11 November 1943 - Cannes (7.40)
17 November 1943 - Mannheim (5.35)
22 November 1943 - Berlin (5.45)
27 November 1943 - Berlin (6.30)
10 December 1943 - Berlin (6.40)
20 December 1943 - Frankfurt (4.20)
23 December 1943 - Berlin (6.30)
14 January 1944 - Brunswick (5.00)
21 January 1944 - Magdeburg (6.20)

27 January 1944 - Berlin (6.45)
15 February 1944 - Berlin (6.45)
19 February 1944 - Leipzig (6.10)
20 February 1944 - Stuttgart (5.55)
27 February 1944 - Schweinfurt (6.55)
15 March 1944 - Stuttgart (6.40)

Warrant Officer Curtis has completed 38 successful sorties against enemy targets, 25 of them in the Pathfinder Force, of which 24 have been marker sorties.

He is the mid-upper gunner of a crew which have many very successful sorties to their credit, and who have been attacked several times by enemy aircraft but have always successfully pressed home their attacks, frequently in the face of the heaviest opposition.

There is no doubt that Warrant Officer Curtis's vigilance and coolness under fire have, on more than one occasion, been the means of enabling his crew to reach the peak of efficiency which they have now attained.

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CURTIS, Sergeant Russell Edward (R66257, later J24086) - **Distinguished Flying Medal** - No.104 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. American in RCAF. Born in Pennsylvania, 20 May 1921; home in Albion, Pennsylvania. Attended a "civilian military training camp" for four years. Farm hand and florist, 1937 to 1939. Employed in 1940 by Skelly's Flying Service, Greenville, Pennsylvania as mechanic, pilot, obtaining private pilots license. . Enlisted in Niagara Falls, Ontario, 7 October 1940. To No.1 Manning Depot, 7 October 1940. To No.1 BGS, 8 November 1940 for non-flying duties. To No.1 ITS, 15 January 1941 (graduated 20 February 1941); to No.10 EFTS on 21 February 1941 (graduated 22 April 1941), to No.1 Manning Depot, 22 April 1941; to No.8 SFTS, 2 May 1941 (graduated 27 July 1941 and promoted Sergeant). Warned for embarkation, 28 July 1941. To RAF overseas, 15 August 1941. Taken on strength of No.3 PRC, Bournemouth, 8 September 1941. To No.21 OTU, 23 September 1941. To No.15 OTU, 4 January 1942. To Middle East, 18 January 1942. Promoted Flight Sergeant, 1 February 1942. Taken on strength of No.104 Squadron, Middle East, 14 February 1942. Promoted WO2, 1 August 1942. To No.23 Personnel Transit Centre, 15 October 1942. Repatriated to Canada, 21 December 1942, disembarking 31 December 1942. Commissioned 20 February 1943. To No.1 Flying Instructor School, 5 March 1943. To No.5

SFTS, 10 June 1943. Promoted Flying Officer, 20 August 1943. To No.12 (Communications) Squadron, 31 October 1943 as ferry pilot. To No.165 (Transport) Squadron, 8 December 1943. To "Y" Depot, Halifax, 31 March 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 24 April 1944 (actually the date he embarked from Halifax). Disembarked in Britain, 7 May 1944. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 25 May to 1 June 1944. Attached to No.1666 Conversion Unit, 1-29 June 1944. To No.428 Squadron, 29 June 1944. Promoted Flight Lieutenant, 29 July 1944. To No.64 Base, 28 September 1944. Repatriated 28 December 1944. Released 23 April 1945. As of 1949 he was with Spartan School of Aeronautics, in Oklahoma. DFC and DFM presented in Chicago, 28 November 1947. Died January 1990 as per **Airforce Magazine** of July-August-September 1990. Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario

Sergeant Curtis is a most determined pilot who, throughout his operational career, has always succeeded in his attacks which have sometimes been made in the face of severe ground opposition. Once, following an attack on the marshalling yards at Messina, his aircraft was hit and severely damaged. With great skill he flew it back to base, executing a masterly landing without injury to his crew. Three weeks later the engine of his aircraft failed when over the target area but by superb airmanship he managed to maintain height for two hours in bad weather conditions, before making a successful crash landing without injuring his crew. This airman's operational record was of the very highest standard and his technical ability outstanding.

NOTE: Public Records Office Air 2/9606 has recommendation dated 3 November 1942 which is rather more detailed than that published:

This Non-Commissioned Officer has completed 29 operational sorties and has always shown the greatest determination at bombing the target. Without exception on all trips that he has completed he has bombed in the target area, in many cases against severe ground opposition. On three of his trips he has saved his crew through piloting of the highest order. Once after attacking Messina with a 4,000-pound bomb and hitting the marshalling yards, causing very large explosions and fires, his aircraft was hit and one of the fuel lines severed. This became evident shortly after leaving the target and one engine stopped. He managed to isolate the damaged system and returned over Malta where both engines cut through lack of fuel. He was unable to make a landing on the aerodrome and successfully executed a perfect landing in the water just off shore without injury to the crew.

Three weeks later while attacking Tmini aerodrome the engine failed over the target. He maintained height for two hours in conditions of low cloud and bad visibility, found a flarepath and made a successful landing without damage to the aircraft or injury to the crew.

Yet again, returning from a raid, one engine caught fire over the Delta which he extinguished and as he was losing height fast, set course for the nearest aerodrome. He was unable to complete a circuit and had to land across the flarepath. This landing he executed with great skill and brought the machine to rest again without damage or injury to his crew.

This Non-Commissioned Officer's operational record so far is of the very highest standard and his ability to handle aircraft under adverse conditions gives an example of the ability he displays when under enemy fire.

CURTIS, F/L Russell Edward, DFM (J24086) - **Distinguished Service Order** - No.428 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Cited with F/O D.A. McGillivray (RCAF, awarded DSO), F/L Hugh F. Smith (RCAF, awarded DFC), F/O Robert G. Marshall (RCAF, awarded DFC), F/O Charles F. Wattie (RCAF, awarded DFC), and Sergeant J.D. Rose (RAF, awarded DFM). Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C A.C. Hull dated 15 September 1944 when he had flown 50 sorties (301 hours 40 minutes) as follows:

On the 12th August [sic, September], on the penultimate trip of his second tour, while attacking Dortmund, Flight Lieutenant Curtis's aircraft was struck heavily by predicted flak while on the bombing run. Flight Lieutenant Curtis received dangerous head wounds and his rear gunner was killed. Despite the severity of his wounds he pressed on to the target, bombed successfully, and took his bombing photographs before turning off the target. Only then did he ask for assistance in piloting the aircraft. He then collapsed and was placed in the rest position. On arrival at hospital; it was found that Flight Lieutenant Curtis had received a compound fracture of the skull, necessitating immediate operation. For gallantry far beyond the ordinary, I recommend the immediate award of the DSO.

The sortie list covering both tours was as follows:

First Tour

15 March 1942 - Benghazi (7.20)
23 March 1942 - Salamis (9.30)
30 March 1942 - Benghazi (7.10)
11 April 1942 - Crete (7.40)
20 April 1942 - Benghazi (7.05)
23 April 1942 - Benghazi (8.00)
7 May 1942 - convoy (7.15)
9 May 1942 - Benghazi (7.25)
13 May 1942 - Benghazi (6.25)
26 May 1942 - Messina (3.20)
28 May 1942 - Messina (3.15)
29 May 1942 - Catania (4.40)
31 May 1942 - Messina (4.05)
3 June 1942 - Catania (2.50)
5 June 1942 - Naples (6.15)
6 June 1942 - Messina (2.35)
8 June 1942 - Taranto (5.50)
9 June 1942 - Taranto (5.45)
22 June 1942 - Tinimi (5.35)
27 June 1942 - Western Desert (5.40)
30 June 1942 - Crete (8.45)
2 July 1942 - Western Desert (5.10)
3 July 1942 - Western Desert (5.50)
6 July 1942 - Tobruk (4.55)
7 July 1942 - Tobruk (7.15)
8 July 1942 - Tobruk (6.40)
14 July 1942 - Tobruk (7.35)
5 September 1942 - Tobruk (7.45)
9 September 1942 - Tobruk (7.10)

Second Tour

5 July 1944 - Gardening (6.35)
18 July 1944 - Wesseling (6.15)
20 July 1944 - L'Hey (3.45, day)
23 July 1944 - Kiel (5.35)

24 July 1944 - Stuttgart (9.20)
25 July 1944 - Stuttgart (9..10)
28 July 1944 - Hamburg (5.20)
3 August 1944 - Bois de Casson (4.55, day)
4 August 1944 - Bois de Casson (4.30, day)
5 August 1944 - St. Leu (5.30, day)
7 August 1944 - Mer de Magna (4.50)
9 August 1944 - Coulouvillers (4.25, day)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Brunswick (6.20)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterberg (3.55, day)
25 August 1944 - Russellheim (9.00)
27 August 1944 - Mimoyceques (3.55, day)
29 August 1944 - Stettin (10.00)
6 September 1944 - Emden (4.05)
12 September 1944 - Dortmund

Notes:

On his first tour he reported 33 sorties (250 hours five minutes) with No.104 Squadron. Application for Bar to Operation Badge (22 September 1944) stated he had flown 21 sorties on second tour (124 hours 35 minutes) from 5 July to 12 September 1944.

On 8 May 1944 he stated that he would like to go to medium bombers, "Marauders if possible" and wanted J19504 P/O R.G. Marshall to be in his crew. It should be noted that Marshall was in his Lancaster crew on 12 September 1944.

Severely wounded, 12 September 1944 when hit by flak during a daylight raid on Dortmund. The rear gunner was killed (F/O J.J. Flood, Toronto, 21 sorties) and the bomb aimer flew the bomber home, making a successful landing at Woodbridge. Lancaster KB793, flak damage to fuselage and tail unit; port tyre burst on landing, aircraft swung and port undercarriage collapsed; port mainplane and propellers damaged; engines shock loaded. The left side of his skull was injured (compound fracture); lost power of speech when coming over the English Channel. Although he spoke of having his "brains hanging out", he was not so dramatically injured, although surgery performed that day at Ipswich and Suffolk General Hospital. He recovered his speech the same night (15 hours after being wounded, 12 hours after operation). There had been much loss of blood and motor powers before operation. However, subsequent examinations

confirmed skull damage and a plate was inserted on 23 February 1945.

Assessments: During his course at No.1 Flying Instructor School (21 April to 24 May 1943) he showed up well. "Throughout the course this man applied himself exceptionally well and has shown keen interest at all times. In my opinion he will prove an excellent instructor." (F/O J.G. Stewart, 19 June 1943).

"This officer has completed an operational tour of duties as a bomber pilot. A hard working pilot who has very little interest in instructing. It is recommended that he be retained in the service and promoted to the rank of Acting Flying Officer. It is suggested that he might be more suitably employed in some other capacity." (F/L A.T. Wilson, No.5 SFTS, Brantford, 12 August 1943).

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CURTIS, A/V/M Wilfred Austin, DSC (C317) - **Commander, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 28 May 1943 as per **London Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born in Havelock, Ontario, 21 August 1893; home in Toronto; trained at Curtiss School in Toronto, 1916; appointed Probationary Flight Sub-Lieutenant in RNAS in Ottawa, 11 August 1916. At Crystal Palace, 17 September 1916; at Cranwell, 14 October 1916; with No.12 (N) Squadron, 6-25 June 1917; with No.6 (N) Squadron, 25 June to 28 August 1917; with No.10 (N) Squadron, 28 August 1917 to 26 February 1918. First World War fighter ace. Postwar Militia Officer with the Toronto Scottish before joining RCAF Auxiliary and helping to organize No.110 Squadron. Promoted Wing Commander, 1939. Worked in Administration Branch selecting aerodrome sites in Canada. Appointed Director, Postings and Record, RCAF Headquarters, 1940; to command No.2 Service Flying Training School, Uplands, 1942. Returned to AFHQ as Director of Air Force Manning. Participated in ferrying of Liberator AL519 from Montreal to Goose Bay, 17 November 1941 and Goose Bay to Britain, 22 November 1941. Later Chief of Air Staff (1947-1953). Awarded Queen's Coronation Medal, 23 October 1953. Appointed Officer, Order of Canada, 15 July 1967. Died 7 August 1977. See Winter 1977 issue of **Journal of the Canadian Aviation Historical Society** for obituary and brief biography. RCAF photo PL-15899 (ex UK-3928 dated 18 May 1943) shows A/V/M W.A. Curtis, Deputy Air Officer Commanding in Chief Overseas, talking to P/O George Keith, Taber, Alberta at a forward airfield in Tunisia; at right is W/C G.R. Gilroy, DSO, DFC, Edinburgh, leading a Spitfire wing. RCAF photo PL-19063 (ex UK-4199 dated 31 May 1943) taken when King George and Queen Elizabeth visited "an RCAF station in the English Midlands", the Queen chatting with W/C Paul Davoud (left), A/V/M W.A. Curtis and W/C George Elms. Photo PL-35865A is a wartime portrait. Recommended for CBE in April 1943 by

Air Marshal Harold Edwards. It appears he had been recommended earlier, but the suggestion had not reached Priority List for honours. The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier).

Air Vice-Marshal Curtis, DSC, has rendered untiring and devoted service since the commencement of present hostilities. In the Auxiliary Active Air Force, prior to the present war, this officer's display of energy, leadership and integrity, combined with a pleasing personality, was an inspiration to all those with whom he came in contact. Since September 1939, Air Vice-Marshal Curtis has consecutively filled with distinction, high executive positions in No.1 Training Command Headquarters, Air Force Headquarters and RCAF Headquarters Overseas. This officer's diligence, devotion to duty, keenness and conscientiousness in his every effort, his loyalty and industriousness to complete the tasks at hand, have combined to make him an invaluable officer.

NOTE: the undated 1942 recommendation for a CBE (not issued) is interesting and could be compared to final:

Air Vice Marshal Curtis has brought to the Service a fund of knowledge and experience based on last war service, a successful business career and a most satisfactory record in the Auxiliary Air Force. Since the beginning of the war he has an excellent record as Headquarters Staff Officer and also as a Station Commander. Since his arrival in the United Kingdom he has been called upon to aid in dealing with problems arising out of the interpretation of the British Commonwealth Air Training Plan, problems dealing with training generally and the multitude of questions which occur when two Services with different procedures and systems endeavour to co-operate towards a common goal. These problems have been met with tact and diplomacy and his handling of RCAF-RAF Liaison has been to no small degree responsible for the happy relations which exist. By his zeal and enthusiasm he infects all RCAF personnel and his services are eminently outstanding.

CURTIS, A/V/M Wilfred Austin, CBE, DSC, ED (C317) - **Companion, Order of the Bath** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Recommended 26 March 1946 by Air Marshal Leckie:

Air Vice-Marshal Curtis served with the Auxiliary Air Force for a number of years before the war. Through his voluntary efforts he thus obtained valuable

experience in Air Force matters and thus at the start of hostilities was immediately entrusted with important responsibilities. He served in various senior staff positions including that of Deputy Air Officer Commanding-in-Chief, Overseas, and he has been a member of the Air Force Council since 1943. He represents the Royal Canadian Air Force on the United States-Canada Permanent Joint Board on Defence. His outstanding devotion to duty, tactful manner, skill and persistence have enabled him to render most valuable contribution to the efficient administration of the Royal Canadian Air Force.

CURTIS, A/V/M Wilfred Austin, CB, CBE, DSC, ED (C317) - **US Legion of Merit (Degree of Commander)** - Air Force Headquarters - Award effective 18 June 1946 as per **Canada Gazette** dated 13 July 1946 and AFRO 726/46 dated 26 July 1946. Colonel R.E.S. Williams, Military Attache, to AFHQ, 31 May 1946, gives citation:

Air Vice Marshal Wilford [sic] A. Curtis, Royal Canadian Air Force, distinguished himself as a member of the Permanent Joint Board on Defence, Canada-United States, from April 1944 to March 1946. He ably assisted in expediting the solution of problems pertaining to the placing of American troops and installations within the Dominion of Canada. His characteristic cooperation and devotion to duty materially furthered the collaboration of the two countries in ensuring the security of the North American continent during World War II.

CURTIS, A/V/M Wilfred Austin (C317) - **Chevalier of the Legion of Honour (France)** - AFHQ - AFRO 485/47 dated 12 September 1947.

CURTIS, A/V/M Wilfred Austin (C317) - **Croix de Guerre avec Palm (France)** - AFHQ - 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:

Air Vice-Marshal Curtis served with distinction as Deputy Air Officer-Commanding-in-Chief of the Royal Canadian Air Force Overseas during the early years of the organization of the Royal Canadian Air Force Striking Force in England, which assisted so ably in the liberation of France.

CURTIS, A/M Wilfred Austin (C317) - **Military Order of Italy, Degree of Commander** - Awarded as per AFRO 798/51.

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CURTIS, P/O William Arthur (J86474) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 17 April 1922, Neepawa, Manitoba (obituary notice); home in Melfort, Saskatchewan; enlisted Saskatoon, 18 September 1941. Trained at No.7 ITS (graduated 1 August 1942) and No.9 AOS (graduated 30 December 1942). Commissioned 1944. Released 3 October 1945. Attended University of Saskatchewan on DVA credits and obtained a degree in Pharmacology. Re-engaged in RCAF, 5 April 1950 to 19 November 1971 as a pharmacist, rising to Squadron Leader and serving at Goose Bay, Baden-Soellingen, Central Medical Equipment Depot (Petawawa), National Defence Centre and on the staff of the National Defence Medical Centre. Died in Ottawa, 16 May 2010. Award presented 22 April 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.2609 (RG.24 Vol.20632) has recommendation dated 23 July 1944 when he had completed 28½ sorties (159 hours 40 minutes), 2 January 1944 to 19 July 1944.

This officer, the navigator of the crew captained by Pilot Officer Monahan, has since January 1944 completed 28½ sorties over enemy territory, including such long distance targets at Stuttgart, Schweinfurt and Nuremburg, calling for a high degree of navigational ability.

His outstanding ability and strong sense of duty have been a constant source of encouragement to his fellow navigators, and his cheerful confidence has inspired a high standard of morale in his crew.

Pilot Officer Curtis has at all times displayed exceptional fearlessness in the face of intensive enemy opposition and has coolly carried out his work efficiently...

The sortie list was as follows:

- 2 January 1944 - Gardening (3.20)
- 19 February 1944 - Leipzig (4.05, early return)
- 20 February 1944 - Stuttgart (7.15)
- 24 February 1944 - Schweinfurt (7.40)
- 7 March 1944 - Le Mans (5.20)
- 13 March 1944 - Le Mans (5.05)
- 18 March 1944 - Frankfurt (6.05)
- 24 March 1944 - Berlin (5.55, early return)

30 March 1944 - Nuremberg (7.35)
18 April 1944 - Noisy de Sec (5.20)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (5.30)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (5.10)
30 April 1944 - Lorient (5.05)
1 May 1944 - St. Nazaire (5.35)
3 May 1944 - St. Nazaire (5.30)
9 May 1944 - St. Valerie en Caux (4.20)
10 May 1944 - Ghent (4.10)
15 May 1944 - Kattegat (5.30)
31 May 1944 - Au Fevre (5.05)
3 June 1944 - Ijmuiden (2.30)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Conde sur Noireau (5.40)
14 June 1944 - Cambrai (4.25)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sautrecourt (4.10)
28 June 1944 - Lorient (5.00)
6 July 1944 - Sautrecourt (3.55)
18 July 1944 - Wesseling (5.55)
19 July 1944 - Gardening Heligoland (4.05)

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CUSH, F/O Hugh Harold Stephen (J20642) - **French Croix de Guerre** - No.122 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born in Calgary, 26 December 1919; home there; enlisted Toronto, 12 November 1941 and posted to No.1 Manning Depot. To Technical Training School for General Duties, 7 December 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.9 EFTS until 23 May 1942; graduated 17 July 1942 and posted next day to No.8 SFTS; graduated and commissioned 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942, arriving in Britain 18 December 1942. To No.17 (P) AFU, 18 February to 23 March 1943; Promoted Flying Officer, 6 May 1943; At No.57 OTU, 23 March to 3 August 1943; No.122 Squadron, 3 August 1943 to 1 December 1944. Promoted Flight Lieutenant, 6 November 1944. At No.53 OTU, 1 December 1944 to 16 May 1945; repatriated to Canada, 2 August 1945; released, 21 September 1945. Died in Calgary, 5 December 1998.

Aerial victories as follows: **25 July 1944**, one FW.190 destroyed, St.Leger; **26 July 1944**, one FW.190 destroyed (shared with another pilot), Laigle; **27 September 1944**, one Bf.109 destroyed, Nijmegen. Public Records Office Air 2/9645 has citation.

During the battle for France Flying Officer Cush participated in much operational flying including armed reconnaissances and patrols during which he assisted in the destruction of numerous transports and trains. On one occasion Flying Officer Cush displayed outstanding courage and ability after his aircraft had sustained extensive damage whilst flying over Paris. Flying Officer Cush was wounded in the neck and his radio transmitter was rendered unserviceable; in addition, ammunition was exploding in the starboard wing and the starboard tank was on fire. Nevertheless this officer flew the aircraft back to base successfully. Flying Officer Thomerson [sic - error for Cush] has destroyed at least two enemy aircraft.

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CUSHLEY, S/L Robert (C9306) - **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 23 February 1907. Home in Ottawa; enlisted at Camp Borden, 23 May 1928 as airframe mechanic. As of 1 September 1939 he was a Flight Sergeant t. To Trenton, 20 January 1940. Promoted WO2, 1 October 1940. To Central Flying School, 13 October 1940. Commissioned 1941. Promoted Flying Officer, 17 December 1941. To No.3 Training Command, 26 December 1941. To Eastern Air Command, 17 July 1942. To No.1 GRS, 18 September 1942. Promoted Flight Lieutenant, 1 December 1942. To "Y" Depot, Halifax, 13 February 1944. Reported to No.3 Personnel Reception Centre, Bournemouth, 5 March 1944. Promoted Squadron Leader, 1 April 1945. Repatriated to Canada, 1 April 1946. Reverted to Flying Officer in postwar permanent force, 1 October 1946. Promoted Flight Lieutenant, 1 January 1948. Promoted Squadron Leader, 1 January 1952..

NOTE: DHist file 181.009 D.1721 (RG.24 Volume 20606) refers. On 14 November 1941, G/C T.A. Lawrence, Commanding Officer of Station Trenton, recommended R.1616 WO2 Robert Cushley for "Order of the British Empire for Merit". He was then in charge of single-engine maintenance at Central Flying School, Trenton. The submission stated:

This Warrant Officer has been connected with aircraft maintenance duties in Central Flying School since November 1939. At all times he has displayed great

devotion to duty, loyalty and ability. His leadership and contact with the airmen under his charge have played a great part in the high standard of aircraft maintenance in Central Flying School which in turn has been of prime importance in the program of flying training at that school.

RCAF Photo PL-30944, captioned 25 July 1944, has the following text:

“Trouble shooters of the RCAF” in France - a repair and salvage unit commanded by Squadron Leader William Skelding of Ottawa recently made history with the intelligence department by going up to within 300 yards of the enemy forward lines and bringing back as their trophy a new Messerschmitt 109, damaged only to the extent of one bullet hole which cut an oil line. In this picture, Sergeant R.A. Edwards of Carberry, Manitoba (left) shows the spinner to his Commanding Officer, Squadron Leader William Skelding, 101 Holmwood Avenue, Ottawa, and Flight Lieutenant Robert Cushley, 31 Lebreton Street, Ottawa.

* * * * *

CUSSON, FS Raymond Joseph (R51634) - **British Empire Medal** - No.2 Service Flying Training School - enlisted at Fort William, 15 April 1940 (home in Fort William) - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 17 February 1916 in Fort William as per RCAF Press Release 4907 announcing award. Enlisted in Fort William, 15 April 1940 as aero engine mechanic. To School of Technical Training, St. Thomas, 24 May 1940. Promoted AC1, 15 July 1940. To No.2 SFTS, 25 September 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 August 1941. Promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 August 1943. To “Y” Depot, Halifax, 24 September 1944. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 4 October 1944. Later in No.407 Squadron. Repatriated 18 June 1945. Released 19 September 1945. Award presented 29 August 1946.

This non-commissioned officer, for the past four years, has served as an aero engine mechanic at this unit. Throughout this period he has done outstandingly fine work on salvage operations and tradesmen training courses. In particular, he has been largely responsible for the direction and design of synthetic training devices, which have proven of great value in all phases of training at this unit. His energetic application and devotion to duty are outstanding.

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CUTHBERT, P/O Harvey Elliot (J87682) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 10 November 1913 in Pierson, Manitoba; home in Edmonton or McLennan, Alberta; enlisted Edmonton, 5 June 1942 and posted to No.5 Manning Depot. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.2 BGS until 21 November 1942; to No.2 AOS, 11 February 1943; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, Halifax, 3 April 1943. To RAF overseas, 7 April 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 15 May 1944. Repatriated 8 February 1945. Released 21 March 1945. Died 4 August 2006 in Innisfail, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. These give his service number as J86582 which is erroneous. Award presented 29 November 1947. 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 30 May 1944 when he had flown 28 sorties (178 hours 20 minutes). This is an interesting document because at every level from squadron to group it is for a DFM and he is referred to as "Flight Sergeant Cuthbert", with the rank being typed over and "Pilot Officer" substituted. The sortie sheet is also exceptionally detailed (apparently common practice in this squadron) and it copied here in full.

| | | |
|------------|-----------|--|
| 20 Dec 43- | Frankfurt | While the attack was made the aircraft was hit by flak which holed No.2 port tank. |
| 23 Dec 43 | Berlin | Many large fires and explosions on target in concentrated attack. |
| 29 Dec 43 | Berlin | Quiet trip. Well directed attack producing very good attack. |
| 1 Jan 44 | Berlin | Heavy flak over target. 10/10 cloud. Through breaks saw many fires. |
| 14 Jan 44 | Brunswick | Many searchlights on route, but attack seemed to be concentrated. |
| 20 Jan 44 | Berlin | Heavy attack. Many large fires, with smoke rising to 23,000 feet. |

| | | |
|-----------|-------------|---|
| 21 Jan 44 | Magdeburg | Concentrated attack in target area with scattered fires around. |
| 15 Feb 44 | Berlin | Many large fires and explosions in a successful and heavy attack. |
| 19 Feb 44 | Leipzig | Attacked target on three engines. 10/10 cloud. Glow of fires seen through clouds. |
| 20 Feb 44 | Stuttgart | Two very large dull red explosions seen prior to, and after, bombing. |
| 24 Feb 44 | Schweinfurt | Engaged by enemy fighters on route without damage. Observed many fires and explosions in target area. |
| 25 Feb 44 | Augsburg | The heaviest concentration appeared to be east of the target. Clear visibility for good observations. |
| 1 Mar 44 | Stuttgart | Fires seen through gaps in cloud. Glow could be seen 150 miles distant. |
| 15 Mar 44 | Stuttgart | Very scattered attack. Two large fires seen to southeast of target. |
| 18 Mar 44 | Frankfurt | Haze over target. Well placed markers directed a good attack. |
| 22 Mar 44 | Frankfurt | Clear visibility over target. Heavy attack caused widespread fires and damage. |
| 30 Mar 44 | Nuremburg | Bright moon light assisted enemy fighters causing fairly scattered attack. |
| 11 Apr 44 | Aachen | Very quiet trip. Attacks strong and effective. Many large fires and |

explosions.

| | | |
|-----------|-----------------|---|
| 18 Apr 44 | Rouen | Concentrated marking. Ground detail clearly seen showing excellent results of attack. |
| 20 Apr 44 | Cologne | Cloud over target, bombed sky markers. Fair amount of flak. |
| 22 Apr 44 | Brunswick | Successful attack. Target well marked. |
| 24 Apr 44 | Munich | Heavy defences and many searchlights. Heavy attack showed very good results. |
| 26 Apr 44 | Essen | Many fires and large explosions observed. Strong enemy defences. |
| 27 Apr 44 | Friedrichshaven | Quiet trip except over target. |
| 9 May 44 | Mardyck | Very short and quiet trip. Markers accurate and on time. |
| 27 May 44 | Bourg Leopold | No opposition. A good attack. |
| 31 May 44 | Trappes | Excellent visibility enabled accurate bombing. |
| 2 June 44 | Berneval | A good attack with little opposition. |

Pilot Officer Cuthbert, a Canadian, has completed 28 very successful operations with this squadron. He is a member of an exceptionally fine crew whose outstanding determination to press home their attacks in the face of the strongest opposition has been materially assisted by this Air Bomber.

He has proved himself to be an Air Bomber of unerring skill and determination who possesses great coolness and displays great cheerfulness in the face of danger.

Pilot Officer Cuthbert's cheerful confidence and fine example is an inspiration to

all with whom he has come in contact, while his co-operation and team spirit is in keeping with the particularly fine crew of which he is a member.

It is recommended that this officer's record of achievement and devotion to duty be recognised by an award of the Distinguished Flying Cross.

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CUTTING, F/L Robert James (J20080) - **Distinguished Flying Cross** - No.414 Squadron. Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 11 June 1916 in Windsor, Ontario; home in Detroit, Michigan or Saint John, New Brunswick (salesman); enlisted London, Ontario, 8 September 1939 as Armament Assistant. To Trenton, 27 December 1939. Promoted AC1, 1 June 1940. To No.10 (BR) Squadron, 17 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 July 1941. To No.4 Repair Depot, 30 July 1941. To No.116 (BR) Squadron, 1 October 1941. To No.9 Repair Depot, 6 November 1941. Remustered to aircrew, 28 February 1942 when reduced to AC2 and posted to No.3 ITS; promoted Sergeant, 1 April 1942; graduated 25 April 1942 when posted to No.21 EFTS; graduated 4 July 1942 when posted to No.5 SFTS; graduated and commissioned, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 19 November 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriation and release dates uncertain. Rejoined RCAF as pilot 25 April 1951 (36912). RCAF photo PL-32279 (ex UK-14902 dated 14 September 1944) shows him in Brussels, having an ice cream cone and surrounded by pretty girls.

Flight Lieutenant Cutting has completed numerous sorties covering all phases of reconnaissance operations. He has always shown great courage in the face of danger. On one occasion his aircraft was attacked by over twenty enemy fighters and he destroyed one and damaged another. On another occasion his aircraft was badly damaged by anti-aircraft fire but by skilful airmanship he crash-landed at base bringing back valuable information for immediate use. Flight Lieutenant Cutting is a pilot of exceptional ability and has been a valuable asset to his unit.

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CYBULSKI, F/L Martin Anthony (J15807) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 26 October 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born Otter Lake, Quebec, 17 February 1916; attended Renfrew Collegiate. home in Ottawa. Sergeant in Canadian Militia (Lanark and Renfrew Highlanders),

1930-1940 including a Signal course at Stanley Barracks, Toronto, 1936. Employed as a drug clerk (two years) and linesman for Bell Telephone (one year). Enlisted in Ottawa, 12 September 1940 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.6 EFTS, Prince Albert; graduated 3 January 1941 when posted to No.4 SFTS, Saskatoon; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941. To RAF overseas, 24 April 1941. To No.54 OTU, 27 May 1941. Promoted Flight Sergeant, 1 October 1941. Promoted WO2, 7 April 1942. To No.406 Squadron, 27 April 1942. Commissioned 21 August 1942. Posted that day to No.410 Squadron. Promoted Flying Officer, 21 February 1943. Promoted Flight Lieutenant, 3 August 1943. Appointed Deputy Flight Commander, 6 August 1943. Destroyed a Do.217 on the night of 26 September 1943. Injured in flying accident, 24 December 1943. Repatriated 18 April 1944. Remained on strength of Repatriation Depot, Rockcliffe until 30 November 1944 Award presented 22 November 1944. To No.1 Air Command, 1 December 1944. To No.1 Composite Training School, 14 March 1945. To No.1 ITS, 15 March 1945. To No.3 Release Centre, 4 February 1946. Retired as medically unfit, 8 February 1946 with rank of Squadron Leader. Cited with F/O H.H. Ladbroke (RAF, awarded DFC). Changed his surname to "Ross", 28 June 1946. Died in Cambridge Memorial Hospital, 26 April 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1987. RCAF photo PL-19740 (ex UK-5541 dated 12 October 1943) is captioned as follows: "F/L M.A. Cybulski, Canadian night fighter pilot, Renfrew, Ontario, (right) beside the burned out rudder of his Mosquito in which he returned 250 miles to base after shooting down a Dornier 217 over Holland. With him is his RAF navigator, F/L W.H. Ladbroke, who helped to pull the aircraft out of a 4,000 foot dive and controlled the aircraft for six minutes when the Canadian pilot was blinded by burning petrol from the exploding enemy aircraft. A piece of debris knocked out his port engine, which was unserviceable all the way home."

As pilot and observer respectively, Flight Lieutenant Cybulski and Flying Officer Ladbroke have taken part in numerous sorties, involving attacks on rail installations, locomotives and various other targets. During a sortie on night in September 1943, they attacked a Dornier 217 at close range. Following a well directed burst of fire, the enemy aircraft exploded in the air. Flight Lieutenant Cybulski was temporarily blinded by the explosion and the aircraft went into a steep dive. Flying Officer Ladbroke resourcefully regained control, however, and afterwards Flight Lieutenant Cybulski, who had quickly recovered, flew the aircraft to base. These officers have invariably displayed great skill and tenacity.

RCAF Press Release No. 2897 dated 29 September, 1943 read:

Six years ago M.A. Cybulski, of Renfrew, Ontario, won the Dominion of Canada marksmanship trophy as a member of the Lanark and Renfrew Regiment Rifle team. As a night fighter pilot, a Flight Lieutenant in the Royal Canadian Air Force, he's still winning marksmanship contests, and the prize is life or death.

At the moment of writing, his fast flying Mosquito, bristling with armament and secret night flying devices, is unserviceable. Its rudder is burned away and its port engine won't work. It can't fly. But he did fly it, with help of his RAF navigator, two hundred and fifty miles back to base in one of the epic stories of this war. He was over Holland when it happened, and a bomb-loaded DO.217 was in his sights, less than a hundred yards away. For three short seconds, he pressed his trigger button and poured a deadly stream of bullets and high explosives into the Gerry. That was enough. It burst before his eyes in an explosion that blew burning petrol all over his aircraft. A piece of debris from the shattered Hun knocked out his port engine, and he plunged down, blinded, burning, and out of control.

There's nothing you can do in a spot like that, except wait for the crash and hope it will be quick. His RAF navigator, F/L H.H. Ladbrook, decided to do something. "Laddie always said he'd panic if we got in a tight spot", said Cybulski, "but when the time came, he was cool as a cucumber. I was completely blinded and we were heading for the deck when he reached over and grabbed the stick and helped me pull it out of the dive after we'd gone down out of control for four thousand feet. That dive saved us. It blew out the flames and the worst danger was over. For six minutes, Laddie flew the kite, until my sight came back. Then we discovered we were flying straight east, right into enemy territory, and the Germans started pooping up at us from the ground. All the fabric on the rudder was gone, one engine was knocked out, and we had two hundred and fifty miles to go. We had to keep two feet on the right rudder all the way back", he said, "and it looked as though we'd jumped straight from the frying pan into the ice-box. Our heater konked out with the engine, and the temperature dropped. At any rate, we got back alright, landed safely, and neither of us is the worse for wear. Our only worry after we got started back was the starboard engine. It started to heat up, and we couldn't figure a way to get back with no engine at all. It held out though, and we arrived home with ten thousand feet to spare."

This is the second time Cybulski has arrived home on one engine. The first time was over the Bay of Biscay, when his port engine conked out and he flew back to

base, skimming the wave tops for one hundred and fifty miles to avoid enemy fighters.

In March, 1942, Cybulski piloted the first aircraft of fighter command ever to appear over Germany in daylight. In a lone Mosquito, he and his RAF navigator ranged from Meppen to Pappenburg “being beastly” to the Germans. Although at that time his name was withheld for security reasons, because of his Polish ancestry, his exploits were illustrated by artists’ conceptions of the action in London weekly magazines. One drawing in particular, showing German soldiers leaping from lorries as he machine-gunned them, he feels was over imaginative. “We got two lorries that day,” he says, “but if there were any Germans inside them they must have had it. At any rate, they didn’t come streaming out. The pictures were much more exciting.”

It was exciting enough that day. He skimmed between tree tops to shoot up one train, and came down to twenty feet to blow up the locomotive of another. Altogether his bag on that occasion included two barges, two motor lorries, two goods vans, one tug and two locomotives. “I almost got a horse, too,” he added. “I had him in my sights at a cross roads, but I thought the S.P.C.A. might not like it.”

Some of his most memorable moments have come during experiments in different methods of attack. “I was trying out a low flying approach one night”, he said, “and barely missed a church steeple in Holland and the masts of a boat in the Zuyder Zee.”

F/L Cybulski flies with a Canadian squadron on a station commanded by Wing Commander George Elms under G/C E.A. McNab, DFC, Commander of the First Canadian Fighter Squadron in Britain. He played basketball for the Renfrew Collegiate, and graduated from the Galt Aircraft School just prior to his enlistment in the R.C.A.F. at Ottawa in September, 1940. He received his wings on the 17th of March, his brother’s birthday, and his latest exploit, the destruction of a DO.217 came on his mother’s birthday, September 26. His own birthday next February is awaited with considerable interest.

Notes: Assessed 8 May 1943 by S/L R.A. Ferguson, No.410 Squadron - “A very keen, capable and dependable pilot. More than willing to do his share.”

Assessed 27 December 1943 by W/C G.H. Elms when he had flown 958 hours five minutes (230.15 in previous six months) - "An above average officer, pilot and deputy flight commander. Specially recommended for a more responsible position."

On 24 December 1943, 1200 hours, he took off from Doncaster in Oxford BM837 for cross-country flight to Elswick (near Preston). Visibility poor and low clouds but met reports said it would clear. Using map with route marked, he calculated he had reached an area where he could let down to 150 feet, but he was off course and crashed into a hill, suffering dangerous injuries.

Application for Operational Wing dated 31 December 1943 stated he had flown 50 sorties (952 hours), 28 April 1942 to 30 November 1943.

Training: Interviewed by F/O R.H. Cowan in Ottawa, 29 March 1940. "Officer calibre - good background of militia experience."

Attended No.2 ITS, 14-31 October 1940. Courses in Mathematics (83/100), Armament, practical and oral (89/100), Drill (87/100) and Law and Discipline (96/100). Class was 105 pupils and he was in "second group". Noted, "Quite a service background. Old enough to know what he wants."

Attended No.6 EFTS, 5 November to 23 December 1940. Tiger Moth aircraft - 30 hours five minutes dual, 41.25 solo, logged five hours in Link. "Sideslips, spins, aerobatics and forced landings need more practice." (S/L B.J. Bouchier). Marked in Airmanship (180/200), Airframes (139/200), Aero Engines (168/200), Signals, practical (49/50), Theory of Flight (75/100), Air Navigation (168/200) and Armament, oral (148/200). Placed eleventh in a class of 33. "Steady, hard working type."

Attended No.4 SFTS, 4 January to 17 March 1941. Flew in Harvards (7.50 dual, 8.10 solo) and Anson (27.40 day dual, 24.15 day solo, 3.10 night dual, 6.55 night solo. Logged 18 hours in Link. "Average ability. Poor reactions in emergency." Ground courses in Airmanship (124/200), Armament, written (52/100), Armament, practical (60/100), Air Navigation (150/200 on supplemental) and Signals (124/150). Placed 49th in a class of 52. "Average student. Conscientious." Recommended for fighters.

Attended No.54 OTU, 27 April to 26 May 1942. While there flew 79.05 day dual, 5.30 as second pilot by day, 62.40 solo by day (30 hours crew training); 6.45 night dual, 38.25 night solo (4.25 night crew training). Was 22.30 on instruments, 6.40 in formation, logged 37 hours in Link. Average in all categories. "Quite a sound pilot who tries very hard and is very keen. Was

left here by a previous course about six months ago and we have simply converted him on to the Beaufighter and Oxford on which he has proved himself an average pilot.”

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CYBULSKI, P/O Stanley Julian (J15531) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 31 March 1919 in Jasmin, Saskatchewan; home in Pembroke, Ontario. Enlisted in Regina, 18 November 1940. To No.1A Manning Depot, 9 December 1940. To No.8 SFTS (general duties), 31 December 1940. To No.1 ITS, 3 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.7 EFTS; to No.5 SFTS, 28 May 1941; graduated and promoted Sergeant, 8 August 1941. To Embarkation Depot, 9 August 1941. To RAF overseas, 23 August 1941. Commissioned 10 June 1942. Promoted Flying Officer, 10 December 1942. Invested with award by King George, 8 December 1942. Killed in action with No.156 Squadron, 21 December 1942 (Wellington BK386); buried in France.

This officer has completed all his operational tasks skilfully and with great determination. On many occasions difficulties have been encountered but Pilot Officer Cybulski has shown great perseverance and determination to reach his objective. He has participated in attacks on the majority of the enemy's most important targets.

Public Records Office Air 2/9598 has recommendation dated 21 July 1942 when he had flown 24 sorties (142 hours 40 minutes) and gives more details.

22 February 1942 - Valenciennes (5.00, Nickling)
26 February 1942 - GARDENING, Yams (6.25)
1 April 1942 - Le Havre (6.05)
2 April 1942 - Le Havre (4.45)
4 April 1942 - GARDENING, Nectarine II (4.50)
5 April 1942 - Cologne (7.00)
10 April 1942 - Essen (5.50)
13 April 1942 - GARDENING, Nectarine II (5.15, returned with mine)
14 April 1942 - Dortmund (4.05, returned with bombs, a/c u/s)
23 April 1942 - Rostock (8.45)
24 April 1942 - Rostock (7.55)
4 May 1942 - Stuttgart (8.00)

7 May 1942 - GARDENING, Forget-me-Not (7.55)
8 May 1942 - Not stated; a/c returned u/s.
30 May 1942 - Cologne (4.00, engine u/s, returned with incendiaries)
1 June 1942 - Essen (5.10)
2 June 1942 - Essen (5.05)
5 June 1942 - Essen (5.25)
17 June 1942 - GARDENING, Beech (7.35)
19 June 1942 - Osnabruck (5.30)
21 June 1942 - GARDENING, Artichokes (6.00)
25 June 1942 - Bremen (6.15)
27 June 1942 - Sea sweep (5.30)
14 July 1942 - GARDENING, Beech (7.10)

This officer has carried out all his operational commitments with great courage, skill and determination. On one occasion one engine failed soon after crossing the English coast. Pilot Officer Cybulski turned back, but some twenty minutes later was able to start the engine up again, and as it appeared to be running normally, turned again and proceeded to the target, which was bombed successfully.

In several other operations he has persevered to a successful conclusion in the face of difficulties that would have deterred many others. On one occasion he brought back two excellent pictures of the target area.

This young officer has maintained a very high standard as a bomber captain, and has set an excellent example to the remainder of his squadron.

The website "Lost Bombers" has the following on his last sortie. Wellington BK386 of No.156 Squadron, target Munich, 21/22 December 1942. Airborne at 1655 hours, 21 December 1942 from Warboys. Crashed at Matignicourt-et- Goncourt (Marne), 4 km SE of Vitry-le-Francois, France. Crew were F/L S.J.Cybulski DFC, RCAF, F/L W.S.Crawford, RCAF, P/O H.T.Boyes, RCAF, F/O L.R.Mann DFC, RCAF, and F/O J.P.Sullivan RCAF (all killed).

Public Record Office Air 50/252 has the following Combat Report dated 6 May 1942:

Hampden Aircraft P2094/Q - Sergeant Cybulski

At about 0140 hours on the morning of 5 May 1942, when returning from Stuttgart, on a course of 304° near Charleroi, at a height of 10,000 feet, and a speed

of 140 m.p.h. indicated, a twin-engined fighter, identified as an Me.110 was seen on starboard bow at a range of about 500 yards.

The Me.110 passed in front of the Hampden to the port bow, and turned as though to attack from astern. Gentle evasive action was taken and the enemy aircraft was lost to sight.

Conditions - bright moonlight. IFF not used.

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CYR, P/O Maurice (J94265) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 1922 in Ottawa; home there (hotel handyman); enlisted there 16 January 1941. Trained at No.3 BGS (graduated 26 March 1944. Commissioned March 1945. Retired 1 September 1945. Award presented at Government House, 7 November 1949. Rejoined RCAF, 28 August 1953 (221081); retired again 30 December 1971, settling in Ottawa. Photo PL-48186 shows him with his parents 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.2610 (RG.24 Vol.20627) has recommendation dated 10 April 1945 when he had flown 22 sorties (156 hours), 30 November 1944 to 16 April 1945.

Pilot Officer Cyr has participated in 22 sorties as mid-upper gunner of heavy bomber aircraft. The majority of the targets have been in the most heavily defended areas of the Ruhr. He has always displayed keenness and alertness and his vigilance and devotion to duty have contributed materially to the safety of his aircraft and its crew.

It is considered that the coolness displayed by this officer in the face of the enemy, together with his fine fighting spirit and devotion to duty, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

27 November 1944 - Neuss (5.50)
30 November 1944 - Duisburg (6.55)
2 December 1944 - Hagen (7.05)

4 December 1944 - Karlsruhe (7.05)
18 December 1944 - Duisburg (6.05)
26 December 1944 - St. Vith (6.50)
28 December 1944 - Opladen (6.10)
30 December 1944 - Cologne (6.35)
2 January 1945 - Ludwigshaven (7.35)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grebenbroich (6.10)
16 January 1945 - Magdeburg (7.20)
4 February 1945 - Wilhelmshaven (5.10, Gardening)
7 February 1945 - Goch (6.55)
13 February 1945 - Bohlen (7.50)
15 February 1945 - Oslo (7.00, Gardening)
1 March 1945 - Mannheim (7.05)
3 March 1945 - Christiansund (5.35, Gardening)
8 March 1945 - Hamburg (5.55)
13 March 1945 - Wuppertal (5.30)
10 April 1945 - Leipzig (8.25)
13 April 1945 - Kiel (6.30, Gardening)
16 April 1945 - Schweindorf (8.35)

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