

D'ALVISE, F/O Guerino Guiseppe (J35706) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Toronto, 7 July 1914; home in Long Branch, Ontario; enlisted in Toronto, 12 August 1942. To No.1 Manning Depot, 1 October 1942. To No.1 SFTS (guard duty), 23 November 1942. To No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.7 AOS until 1 May 1943; 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 26 September 1945. Retired 5 November 1945. Photo PL-35761 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." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 November 1944 when he had flown 32 sorties (167 hours 45 minutes), 4 July to 11 November 1944.

This officer, the navigator of the crew captained by Flying Officer Burch, has since the 4th of July 1944 made thirty-two operational sorties over enemy territory including many of the major and heavily defended targets in Germany. Flying Officer D'Alvise 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:

4 July 1944 - Villeneuve St. George (6.20)
9 July 1944 - Ardouval (3.15)
12 July 1944 - Acquet (4.20)
14 July 1944 - Anderbelcke (4.20)
18 July 1944 - Caen (4.35)
18 July 1944 - Wesseling (5.55)
20 July 1944 - Ferme de Forestel (4.00)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.50)
4 August 1944 - Bois de Cassau (4.50)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - Gardening, Lorient (5.20)
8 August 1944 - Foret de Chantilly (4.30)
9 August 1944 - Foret de Croc (3.40)
12 August 1944 - Mont Richard (5.20)
14 August 1944 - Bois Tassily (4.10)

18 August 1944 - Connetre (6.25)
 24 August 1944 - La Rochelle (6.25)
 28 August 1944 - Brest Harbour (4.15)
 31 August 1944 - Ile de Cezembre (4.55)
 23 September 1944 - Donberg (3.40)
 25 September 1944 - Calais (4.20)
 27 September 1944 - Duisburg (4.40, duty not carried out)
 28 September 1944 - Grenay (3.45)
 5 October 1944 - Heligoland (5.30)
 6 October 1944 - Dortmund (5.55)
 9 October 1944 - Bochum (6.40)
 14 October 1944 - Duisburg (5.00)
 15 October 1944 - Wilhelmshaven (4.15)
 23 October 1944 - Essen (5.30)
 28 October 1944 - Cologne (5.10)
 30 October 1944 - Cologne (6.05)
 11 November 1944 - Gardening Oslo (6.35)

* * * * *

D'EON, WO Alderic Liboire (R88017) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 9 July 1921 in Yarmouth, Nova Scotia; home there (clerk); enlisted in Halifax, 24 January 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 22 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.20 EFTS; ceased training 9 September 1941 and posted to Trenton; to No.4 WS, 26 September 1941; graduated 10 April 1942 and posted next day to No.1 BGS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Promoted Flight Sergeant, 11 November 1942. Promoted WO2, 11 May 1943. Commissioned 5 April 1944 (J85496). Promoted Flying Officer, 5 October 1944. Repatriated 14 May 1945. Retired 29 June 1945. Completed two tours of duty, retiring as a Flight Lieutenant. Graduated from Academy of Radio Arts in 1946 and spent the next 40 years in broadcasting as radio announcer, teacher, producer, writer, salesman and station manager. Also active in amateur radio. Subsequently Honorary Colonel of No.427 Squadron (term expired November 2003). Died in Toronto, 22 November 2004. Award sent by registered mail, 5 January 1946. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." RCAF photo PL-40140 (ex UK-16730 dated 21 November 1944) shows him as a Flying Officer on completion of tour.

* * * * *

D'EON, F/L Hubert Leo (J36667) - **Commended for Valuable Services** - No.6 Ferry Unit, Transport Command - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 16 February 1919 in Yarmouth, Nova Scotia (RCAF

press release 4910 announcing award); home there. Enlisted in Halifax, 5 July 1941. To No.1 Manning Depot, 21 July 1941. To No.5 ITS, 20 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.3 EFTS; to No.9 AOS, date uncertain; graduated 13 February 1942 when posted to No.1 BGS; graduated 28 March 1942 when promoted Sergeant and posted to No.2 ANS. To "Y" Depot, 28 April 1942. To No.34 OTU, 14 May 1942. Assigned to Ferry Command, 18 May 1942. Departed Montreal on his first delivery flight, 4 July 1942 (B-25 Mitchell, FL709). Departed Goose Bay for United Kingdom, 5 July 1942. Returned to Canada via New York by ship, reporting back to Montreal on 27 July 1942. Departed Montreal again, 9 September 1942 with Liberator FL914, proceeding via West Palm Beach, Trinidad, Belem, Natal, Liberia, Accra. Promoted Flight Sergeant, 28 September 1942. He was engaged in numerous flights in FL914 (to 19 December 1942) which shuttled him between Africa and North America, presumably in positioning or returning ferry crews. He did not make another delivery until 24 March 1943 when he departed Montreal in Hudson FK656, proceeding by Houlton, Goose Bay, Greenland, and Iceland to Britain (arriving 2 April 1943), and another return to Canada by sea (back in Montreal 14 April 1943). On 30 April 1943 he departed Montreal in Hudson FK489, proceeding via the North Atlantic route and reaching Britain 10 May 1943. This time he returned to North America by air (C-54). Further deliveries were as follows: Mitchell FR159 (departed Montreal 25 May 1943, arrived UK 27 May 1943); Liberator BZ297 (departed Montreal 8 June 1943; arrived United Kingdom via Goose Bay, 10 June 1943); Mitchell FV943 (departed Montreal 3 July 1943, arrived United Kingdom 5 July 1943); Liberator BZ826 (departed Montreal, 20 July 1943, arriving United Kingdom 21 July 1943); Baltimore FW392 (departed Bermuda, 14 September 1943, arriving Accra 21 September 1943); Baltimore FW425 (departed Bermuda 28 September 1943, arrived Accra 3 October 1943); Baltimore FW443 (departed Bermuda 28 October 1943 for Accra); Baltimore FW424 (departed Bermuda 22 November 1943; for Accra); Baltimore FW660 (departed Bermuda, 22 December 1943 for Accra 1943); Dakota FZ602 (departed Bermuda 12 January 1944 for Accra); Marauder FB506 (departed Bermuda 4 February 1944 for Accra); Dakota KG385 (departed Bermuda for Accra, 20 February 1944); Baltimore FW744 (departed Bermuda for Accra, 15 March 1944); Baltimore FW798 (departed Bermuda 5 April 1944 for Accra); Marauder HD485 (departed Bermuda 6 May 1944 for Accra); Marauder HD539 (departed Bermuda 20 May 1944 for Accra, apparently proceeding as far as Cairo by 3 June 1944); Liberator KH104 (departed Montreal 12 August 1944 proceeding via Goose Bay and Lagens to Rabat); proceeded with Liberator KG928 from Maison Blanche to Foggia, 18 August 1944; ferried Liberator KG940, Maison Blanche to Bari, 22 August 1944; ferried Liberator KG937, Maison Blanche to Bari, 24 August 1944; returned to North America by air (as with most of his overseas deliveries), 27 August 1944; Lancaster KB858 (departed Montreal 7 November 1944 via Lagens, arriving United Kingdom 10 November 1944). Meanwhile he had been commissioned as of 14 October 1943 and promoted Flying Officer, 27 February 1944. Retired 1 August 1946. No citation in Canadian sources. Public Records Office Air 2/9036 has recommended citation, drafted when he had flown 1,357 hours including 303 in previous six months).

This officer is a navigator in No.6 Ferry Unit. He has made 29 delivery flights since 1942. Though of a quiet manner his keenness at all times has been a very fine example to others working with him.

* * * * *

DABBS, P/O Howard Earl (J15608) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 14 December 1942 as per **London Gazette** dated 18 December 1942 and AFRO 2113/42 dated 30 December 1942. Born at Forestburg, Alberta, 28 April 1922. Educated at Daysland, Alberta; home is variously given as Forestburg and Daysland where he was a farm worker. Enlisted in Edmonton, 6 February 1941 and posted to No.2 Manning Depot. To No.38 SFTS, North Battleford, 6 March 1941 (guard). To No.2 ITS, Regina, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS, Edmonton; graduated 2 July 1941 and posted next day to No.4 SFTS, Saskatoon; graduated and promoted **Sergeant**, 13 September 1941. To "Y" Depot, Halifax, 15 September 1941. To RAF Trainee Pool, 5 October 1941; taken on strength of No.3 PRC, 19 October 1941. To No.109 Squadron, 1 November 1941. Promoted Flight Sergeant, 1 July 1942. Subsequently commissioned with effect from 29 June 1942. To No.101 Squadron, 30 August 1942. Killed on flying operations, 7 December 1942 (Lancaster ED322); buried in United Kingdom. Award presented to next of kin, 31 April 1944.

One night in December 1942, this officer was the pilot of an aircraft detailed to attack Frankfurt. When nearing the target area his aircraft, whilst held in a cone of searchlights, was hit by anti-aircraft fire and one of its engines was put out of action. Despite this, Pilot Officer Dabbs flew onto his target but as the bomb release mechanism was unserviceable he was unable to drop his bombs. Displaying skilful airmanship, he flew his aircraft back to this country without the assistance of wireless aids. With a full bomb load he made a masterly landing in poor visibility. This officer's skill and determination in the face of adverse circumstances set an example worthy of the highest praise. He has flown on several sorties with distinction.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 4 December 1942 by Commanding Officer, No.101 Squadron. He had flown eleven sorties (65 hours five minutes).

This Canadian officer has carried out nine operational sorties on Wellington Mark III aircraft and two on Lancaster Mark I aircraft totalling 65.05 operational flying hours.

At 0148 hours on the morning of 3rd December, 1942, Pilot Officer Dabbs took off in a Lancaster aircraft from RAF Station Holme on an operational sortie to Frankfurt.

When approaching the target area, and over Mainz, his aircraft was engaged and held by a very large cone of searchlights; very intense heavy flak was working in co-operation with the searchlights and the aircraft was holed in many places and the rear gunner was wounded.

The port inboard engine of the aircraft was damaged to such an extent that it was found necessary to feather the airscrew, The aircraft was continuously coned and engaged by heavy flak for a period of approximately 30 minutes despite all efforts on the part of the pilot.

As, at this time, the target lay a distance of only 15 miles from the aircraft's present position, Pilot Officer Dabbs decided to complete his mission. On arrival over the target it was found impossible to release the bomb load owing to the main supply lead to the bomb release mechanism having been severed by flak.

The aircraft returned to base from the target on three engines and on arrival weather conditions were foggy with visibility down to 300 yards. The R/T and W/T were both unserviceable. In view of the prevailing weather conditions and the loss of assistance by R/T and W/T, Pilot Officer Dabbs employing the Beam throughout approached the aerodrome and made an excellent landing on the runway. This was carried out with a bomb load of 7,000 pounds and with the port inboard engine still unserviceable and the airscrew feathered.

This officer displayed great coolness and flying ability during the whole flight, and by his skill and determination a successful landing under very adverse conditions was made without further injury to the crew or damage to the aircraft, and it is recommended for an Immediate award of the Distinguished Flying Cross.

To this the Officer Commanding, Station Holme-on-Spalding-Moor, wrote (also on 4 December 1942):

This officer throughout his service with his unit has impressed me to a high degree with his skill, courage and intensity of purpose to achieve the task in hand. On this occasion his determination to press home his attack in spite of heavy damage was foiled through no fault of his own. On his return to base he displayed a remarkable skill and commendable devotion to duty in landing his aircraft with a full bomb load without further damage to aircraft or occupants, thereby setting a magnificent example of coolness and airmanship to his brother pilots. I very strongly recommend that his effort should be recognised by the Immediate award of the Distinguished Flying Cross.

Notes: Assessed 1 August 1942 at No.109 Squadron (Wellingtons), having flown 179 hours five minutes as pilot in previous year with 44.50 of dual instruction. "A pilot of high average ability. He requires night flying practice to qualify as first pilot by night. He did not have the advantage of doing OTU training." (W/C C. McMullen)/

Piloting Lancaster W4313, 18 November 1942 on normal night flying test, landed smoothly at

Holme-on-Spalding Moor but tail wheel developed shimmy and collapsed.

Circumstances of death: Returning from operational sortie he was plotted circling between Harrowbeer and Exeter, then flying towards Chivenor. He was clearly lost and attempts were made to signal him by radio, lights and rockets. These attempts lasted from 0012 hours to 0242 hours. Aircraft faded from plot and crashed at sea. "Faulty astro fixes and unexpected wind direction appear to have been responsible for forcing the aircraft too far west. The navigator [Flight Sergeant R.G. Smith, RCAF] appears to have plotted three fixes on track as evidenced by the log which was recovered. In addition he was most probably confused by an occult situated far westward flashing a characteristic similar to the portion of which was on his correct track." At the time of the crash, Dabbs had flown 81 hours 40 minutes on Lancasters (3405 solo by night) and had 332 hours 20 minutes solo, day and night on all types (54.40 solo at night).

* * * * *

DADEY, Flight Sergeant Joseph John Harris (R53686) - **Air Force Medal** - No.1 Bombing and Gunnery School - Awarded 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Ottawa, 16 October 1915. Before the war had been a clerk in the Coulson Hotel, Bourlmaque, Quebec. Enlisted in Ottawa, 5 February 1940 for General Duties. To Trenton, 26 March 1940. Promoted AC1, 5 May 1940. Promoted LAC, 5 August 1940. To No.1 BGS, 19 August 1940. Promoted Corporal, 6 January 1941. Promoted Sergeant, 1 October 1941. Promoted Flight Sergeant, 1 November 1942. Toronto **Star**, 28 April 1944 mentioned he had flown 1,600 hours or 1,000 flights (with no "wings") and aspired to go aircrew (pilot). To "Y" Depot, 26 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated 21 January 1946. Retired 4 March 1946.

This NCO as a senior drogue operator has performed an outstanding job with enthusiasm and skill. He has been responsible for the training of new drogue operator personnel and for the maintenance of equipment in the flight, which, at times, has been under great difficulty. He has completed over 1,000 flying hours and his splendid influence has been of valuable assistance to others.

* * * * *

DAGG, Flight Sergeant Francis George (R56902) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in St. Boniface, Manitoba, 12 October 1916. Home in Winnipeg where he was a skating instructor; enlisted there 18 April 1940. Trained at No.1 ITS (attended 29 April to 25 May 1940; graduated as LAC, 24 May 1940), No.1 WS (attended 1 August 1940 to 4 December 1940), and No.4 BGS (attended 17 March 1941 to 14 April 1941). Posted overseas to RAF, 25 May 1941; repatriated, 24 June 1943. Subsequently trained to be a pilot, attending No.19 EFTS (posted there 4 September 1943) and No.18 SFTS (posted there 28 January 1944; graded as pilot, 8 September 1944). Applied for operational wings, 22 January 1944 while at No.19 EFTS; application checked 23 January 1944, sent to AMAS/D/Ops, 24

January 1944, and authorized 25 January 1944; despatched 31 January 1944 and announced in AFRO 358/44 dated 31 January 1944. Released, 10 August 1945. DFM presented by King George VI, 30 November 1943. Photo PL-20583 shows him. One Francis George Dagg is reported as dying in Ottawa, 15 May 1965; uncertain if this is the same man.

Flight Sergeant Dagg has taken part in operational sorties on the most heavily defended areas in Germany. He has never missed the opportunity of attacking gun posts and searchlights and on several occasions in combats with enemy fighters his unfailing alertness and accurate shooting have prevented serious attacks developing. He is an air gunner of outstanding ability and by his devotion to duty, both in the air and on the ground, has set a high example to all.

NOTE: Public Records Office Air 2/9604 has original recommendation dated 30 September 1942 when he had flown 26 sorties (131 hours five minutes) which has much more details:

www.bombercommandmuseumarchive.co.uk

11 Oct 41	Essen (5.20)	
12 Oct 41	Huls (5.10)	
21 Oct 41	Bremen (5.45)	Shot up searchlights
9 Nov 41	Hamburg (4.50)	
10 Jan 42	Wilhelmshaven (5.55)	Shot up gun posts and searchlights.
14 Jan 42	Hamburg (7.25)	
25 Jan 42	Brest (4.25)	
11 Feb 42	Dunkirk (2.05)	
14 Feb 42	Mannheim (7.00)	
9 Mar 42	Essen (3.35)	
24 Apr 42	Rostock (6.40)	Machine gunned searchlights.
4 May 42	Stuttgart (6.05)	
8 May 42	Warnemund (7.00)	Shot up searchlights.
30 May 42	Cologne (4.10)	
1 June 42	Essen (4.05)	
5 June 42	Bremen (4.50)	
25 June 42	Bremen (3.50)	
29 June 42	Dusseldorf (3.45)	
6 Aug 42	Duisburg (2.40)	Mission abandoned
8 Aug 42	GARDENING, Silverthorne (6.00)	
11 Aug 44	Mainz (6.30)	
27 Aug 42	Kassel (4.45)	
4 Sept 42	Bremen (4.00)	
10 Sept 42	Dusseldorf (4.35)	
23 Sept 42	Weismer (8.10)	

Flight Sergeant Dagg has taken part in 26 operational sorties including the bombing of such targets as Essen, Rostock, Stuttgart, Warnemunde, Weismar and the Ruhr.

Whenever the opportunity has presented itself he has shot up gun posts and searchlights and on several occasions has had combats with fighters. Although not being able to claim any as destroyed, several have certainly been damaged and his unfailing alertness and accurate shooting has undoubtedly saved his aircraft from the serious attacks which might have developed.

One night when bombing Kassel he saw another aircraft being attacked by a night fighter, but by his promptness he distracted the fighter's attention and probably saved our own aircraft from destruction.

Flight Sergeant Dagg is an Air Gunner of outstanding ability and his work both in the air and on the ground has won him highest praise and has set an example to all other Air Gunners of the squadron.

Public Record Office Air 50/208 has two combat reports relevant to him, as follows:

27/28 August 1942: Lancaster M/10; pilot S/L Wooldridge; flight engineer Sergeant Chamberlain; navigator, P/O Walley, air bomber, P/O Dickinson; wireless operator, Sergeant D.A. Jordan (awarded DFM); air gunners, Flight Sergeant Dagg and Sergeant William Kerr (later awarded DFM).

At 0010 hours this aircraft had just left the target (Kassel), height 12,000 feet, speed 210, bombs dropped. Rear gunner (Sergeant Kerr) saw a Wellington pass across the tail of our aircraft from starboard to port on a perpendicular course at a distance of 150 feet. The Wellington was followed by a Ju.88 and Sergeant Kerr fired a burst at it of about 50 rounds per gun. This Mid-Upper Gunner saw both aircraft but did not fire. No claim is made. Moon was on port beam. There were no searchlights, no flares and no flak. Enemy aircraft carried no lights.

24 September 1942: Lancaster Y/10; pilot S/L Wooldridge; flight engineer P/O Curtin; navigator, P/O Walley, air bomber, Sergeant Ross; wireless operator, Sergeant D.A. Jordan (awarded DFM); air gunners, Flight Sergeant Dagg and Sergeant William Kerr (later awarded DFM).

On 24th September 1942 at 0440 hours when Lancaster Y/106 Squadron was at 5,000 feet, course 247 about 67 miles from Faro, on the way to base, having jettisoned its bombs, the aircraft was held in the beam of a single searchlight from astern. The Rear Gunner (Sergeant Kerr) observed an aircraft dead astern at a range of about 300 yards 300 feet below and as the range decreased,

recognised it as a Me.110. Flight Sergeant Dagg, the Mid-Upper Gunner, also reported the aircraft. Conditions at this time were cloudy, but visibility was good with the moon on the port beam. Sergeant Kerr and Flight Sergeant Dagg opened fire when the range was about 200 yards and both believe the enemy aircraft to have been damaged as their tracer was observed to enter it. The Me.110 was seen to dive steeply to port and did not appear again. There was no answering fire. Our gunners fired in all 600 rounds. No action was taken with the IFF. There was no flak and nothing other than the searchlight could be associated with the shadowing. The Me.110 carried no lights. This aircraft is claimed as damaged.

* * * * *

DAHL, Sergeant Jennings Mickelson Elwood (R85071) - **Distinguished Flying Medal** - No.116 (Bomber Reconnaissance) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 2 April 1914. Home in Bengough, Saskatchewan; enlisted in Regina, 19 December 1940 and posted to No.1 Manning Depot. To Technical Training School, 31 January 1941 to train as Aero Engine Mechanic. Promoted AC1, 21 June 1941. To No.5 (Bomber Reconnaissance) Squadron, 25 June 1941. To No.116 (Bomber Reconnaissance) Squadron, 1 July 1941. Promoted LAC, 21 September 1941. To "Y" Depot, 5 February 1942. To RAF overseas, 28 February 1942. Promoted Corporal, 1 September 1942. Promoted Sergeant, 1 February 1943. Promoted Flight Sergeant, 1 January 1944. Repatriated to Canada 18 March 1944. Promoted WO2, 5 April 1944. To No.10 Repair Depot, 2 May 1944. To Eastern Air Command, 10 June 1944. To No.11 (BR) Squadron, 16 June 1944. Promoted WO1, 5 October 1944. To No.116 (BR) Squadron, 28 October 1944. To No.4 Repair Depot, 4 May 1945. To Air Navigation School, 19 March 1946. To Release Centre, 3 August 1946. Released 9 August 1946. Died in Forest Grove, British Columbia, 8 January 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. As of recommendation he had flown 982 hours, 719 of them operations (82 sorties).

This non-commissioned officer, as a flight engineer in Bomber Reconnaissance aircraft, has flown on many long and hazardous patrols. At all times he has shown keenness and courage worthy of the highest praise and he has won for himself the admiration and respect of all his fellow crew members. He has demonstrated resourcefulness and stamina under many trying conditions and his devotion to duty has been of the highest order. The manner in which he has carried out all his duties has set a splendid example.

* * * * *

DAINES, Sergeant Gordon Bruce (R214955) - **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 15 December 1916. Enlisted in Hamilton, Ontario, 10 February 1943 as Cook (home there). To No.1 Manning Depot, 21 February 1943. To No.4 WS, 8 April 1943. Reclassified as Chef, promoted AC1, 3 June 1943 and posted that date to No.16 SFTS. Promoted LAC, 1 October 1943. To "Y" Depot, 7 December 1943. Taken on strength of No.3 PRC, 13 December 1943. Repatriated 12 March 1946. Discharged 11 April 1946. No citation. Died in Covina, Los Angeles County, 3 March 1999.

* * * * *

DAKIN, P/O David Douglas (J86386) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 November 1920 in Wooler, Ontario; home in Kimberley, British Columbia (miner). Enlisted in Edmonton, Alberta, 7 April 1942. To No.3 Manning Depot, 5 June 1942. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.15 EFTS until 6 November 1942; to No.3 SFTS on 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, date uncertain; to RAF overseas, 26 June 1943. Promoted Flight Sergeant, 30 October 1943. Posted to No.426 Squadron, March 1944 as a Flight Sergeant. Commissioned 2 May 1944. Posted to No.86 OTU, 16 August 1944. At No.18 OTU when award made. Promoted Flying Officer, 2 November 1944. Repatriated 22 January 1945. To Western Air Command, 2 February 1945. Retired 6 March 1945. Rejoined RCAF on short service commission as pilot, 23 June 1957 (41132); retirement date uncertain. **Legion** "Last Post" reports his death in Cranbrook, British Columbia, 21 November 2012. DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 14 August 1944 when he had flown 35 sorties (162 hours 40 minutes), 15 March to 4 August 1944.

This officer has participated in attacks against many of the most heavily defended targets in Germany. He has always displayed a high standard of airmanship and great determination to achieve his objective. This was clearly demonstrated on one occasion when his aircraft was severely damaged by enemy fighters. Pilot Officer Dakin's imperturbability and courage inspired his crew with confidence.

The same file has another recommendation (same date, number of sorties and hours) which nevertheless includes a different text. Sortie list and draft citation as follows:

15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (5.10)
25 March 1944 - Aulnoye (5.30)
18 April 1944 - Noisy-le-Sec (5.20)
20 April 1944 - Cologne (4.40)
22 April 1944 - Dusseldorf (5.05)
26 April 1944 - Essen (4.30)
27 April 1944 - Fredrichshaven (8.05)
1 May 1944 - St. Ghislain (4.00)
9 May 1944 - Calais (3.10)
10 May 1944 - Ghent (3.30)
12 May 1944 - Louvain (4.10)
31 May 1944 - Au Fevre (4.00)
2 June 1944 - Neufchatel (4.00)
5 June 1944 - Houlgate (4.30)
6 June 1944 - Coutances (4.10)
9 June 1944 - Mayenne (6.10)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sterkrade (4.45)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientques (4.30)
24 June 1944 - Bamieres (3.50)
27 June 1944 - Foret d'Eawy (4.05)
28 June 1944 - Metz (6.25)
12 July 1944 - Creil (4.15)
15 July 1944 - Nucourt (4.00)
18 July 1944 - Caen (4.15)
18 July 1944 - Wesseling (4.55)
23 July 1944 - Donges (5.15)
24 July 1944 - Ferfay (3.45)
28 July 1944 - Hamburg (4.45)
31 July 1944 - Foret de Croc (3.35)
3 August 1944 - Foret de Nieppe (3.20)
4 August 1944 - Foret de Cassan (4.05)

This officer has completed one tour of operations. During this tour he has attacked many of Germany's heavily defended targets, always pressing home his attack with the greatest determination. On one occasion his aircraft was heavily attacked and badly damaged by enemy fighters, but Pilot Officer Dakin by skilful pilotage and showing extreme coolness in emergency brought his aircraft and crew safely back to base. He has always been a keen, reliable pilot and an asset to this squadron and is strongly recommended for the award of the Non-Immediate DFC.

RCAF Press Release No. 6140 dated 12 August 12, 1944, from F/O Fred Jackson, read as follows:

WITH RCAF BOMBER GROUP OVERFSEAS: -- P/O Dave Dakin of Kimberley, B.C., has just finished an operational tour as captain of a Thunderbird squadron aircraft.

Before joining the RCAF in 1942, he logged on Vancouver Island, was a gold miner with the Bayonne Mines in British Columbia, and for a year and a half worked with the Consolidated Mining and Smelting plant in Kimberley.

Dakin's life as a bomber pilot has been rammed with excitement. He and his crew were screened four months after the start of their tour, which is pretty fast work. They did twelve trips in June, their high-water mark.

Over Cambrai one night, a Junkers 88 peppered Dakin's aircraft with cannon fire. The starboard elevator was smashed, the controls were partly jammed, the starboard inner propeller was holed and the starboard wing peppered. The first burst of fire hit Dakin's bomb load and to make matters worse, he was coned and hit by flak over Dieppe on the way back.

On a mission to Essen, his rear-gunner collapsed just before the bombing, when his oxygen line froze at 23,000 feet. The wireless operator smashed open the rear turret doors and revived the gunner. After leaving the target, they were attacked by a pack of Messerschmitt 109's and Focke Wulfe 190's and were in solid corkscrews for 20 minutes. They lost the last fighter at the French coast and the bomber got through without a scratch.

The tour took Dakin over Cologne, Dusseldorf, Sterkrude, Stuttgart, Frankfurt, Hamburg, Wesselring, Freidrichshafen and Essen.

* * * * *

DALE, Sergeant Harold Alexander (R61317) - **Mention in Despatches** - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 2 April 1921. Enlisted in Regina, 20 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 17 May 1940. To Central Flying Training School, 22 August 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 April 1942. Promoted Sergeant, 1 March 1943. To No.1 Equipment Depot, 6 April 1943. To Trenton, 19 April 1943. To No.165 (Transport) Squadron, 22 November 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 16 November 1945. Retired 28 December 1945. No citation.

DALE, Sergeant Harold Alexander (R61317) - **British Empire Medal** - No.436 Squadron (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Enlisted in Regina, 20 April 1940. No citation in Canadian sources. Public Records Office document Air 2/9139 identifies unit and gives the following:

This airman has been NCO in charge of the Repair and Maintenance Flight. He has been largely responsible for the highest serviceability which, in spite of shortage of tools and equipment, has enabled the squadron to fly over 4,000 transport operational hours per month in the Burma campaign, with an average strength of 20 aircraft. Sergeant Dale has displayed great initiative and resourcefulness in making his effort. One of his many contributions to the aid of aircraft servicing was the improvisation of a mobile crane for the carriage of aero engines, which was constructed under his direction from salvage materials to meet this deficiency in equipment. He has performed grand work during a most critical period of operations carried out by the squadron. Replacement aircraft were not always available in sufficient numbers, but by his untiring energy and leadership, engine changes were effected rapidly and operations have been successfully continued. He has displayed outstanding technical knowledge and unselfish devotion to duty.

* * * * *

DALE, F/L Howard Walter (J5314) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Bowmanville, Ontario, 10 February 1918. Home in Regina, Saskatchewan. Bookkeeper. Enlisted in Regina, 8 October 1940. To "T", 31 October 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to

No.1 AOS; graduated 2 March 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 12 April 1941 when posted to No.1 ANS; graduated and commissioned 13 May 1941. To Embarkation Depot, 26 May 1941; to RAF, 9 June 1941. However, Ferry Command crew cards show that he proceeded from Montreal on 15 July 1941 ferrying Hudson AM844 to Goose Bay; departed Goose Bay, 16 July 1941 and arrived in UK on 17 July 1941. Promoted Flying Officer, 1 April 1942. Promoted Flight Lieutenant, 13 May 1943. Completed an instructional tour (Chief Ground Instructor) between first and second tour. Repatriation date not known and he may have remained overseas because obituary said he and his wife had "returned to Canada" in 1957". Retired 3 October 1945. Settled in Nanaimo in 1969. Retired as Administrator of Workman's Compensation Board, 1983. Died in Nanaimo, British Columbia, 24 October 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006. Obituary stated he had flown 45 sorties (presumably total for two tours). No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 23 May 1945 when he had flown 15 sorties (119 hours five minutes) on a second tour lasting 14 February to 22 April 1945; (no data on first tour).

Flight Lieutenant Dale, a Navigator, has completed fifteen trips on his second tour. During that time he has successfully attacked such heavily defended targets as Duisburg, Mannheim, Dortmund and Hamburg. This officer's courage and devotion to duty in the face of enemy opposition has been a source of inspiration to his comrades.

The sortie list was as follows:

14 February 1945 - Chemnitz (9.42)
21 February 1945 - Duisburg (6.43)
23 February 1945 - Dforzheim (8.38)
27 February 1945 - Mainz (7.54)
1 March 1945 - Mannheim (7.59)
5 March 1945 - Chemnitz (10.21)
7 March 1945 - Dessau (9.39)
12 March 1945 - Dortmund (6.54)
25 March 1945 - Hanover (7.02)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Nuremberg (9.08)
8 April 1945 - Hamburg (6.26)
10 April 1945 - Hamburg (8.25)
16 April 1945 - Schwandorf (8.41)

22 April 1945 - Bremen (5.33)

* * * * *

DALE, Sergeant John Ernest (Can 6595) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. AFRO 388/46 amends service number to R6535. Original 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, NCO in charge of Station Armoury; enlisted in Ottawa 7 September 1939; in Canada 40 months, overseas one year. In postwar RCAF. RCAF photos PL-2323 and PL-2324 show AC.1 J.E. Dale of Ottawa (armourer) by Lysander aircraft. Died in Ottawa, 24 September 2004.

Sergeant Dale has promoted the work of the Armament Section on his station more than any other individual because of his enthusiasm for his work and his skill in co-ordinating the different aspects of the armament trade. In the important work of getting aircraft on the ground fully armed for battle he occupies a key position.

* * * * *

DALE, F/L John Peter Blythman (J10795) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 8 December 1920 at Nelson, British Columbia. Educated at Crawford Bay Public School, Henry Hudson Public School (Vancouver), Kitsilano High School and University of British Columbia. Employed by a gold mining company. Enlisted in Vancouver, 8 April 1941. To No.2 Manning Depot, 7 July 1941. To No.2 ITS, 22 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.11 SFTS; graduated and commissioned, 27 March 1942. To No.31 GRS, 17 April 1942. To No.13 Operational Training Squadron, 4 July 1942. Promoted Flying Officer, 1 October 1942. To Eastern Air Command, 18 October 1942. To No.135 Squadron that same date. To No.5 (BR) Squadron, 7 November 1942. To No.10 (BR) Squadron, 22 April 1943. Attached to Ferry Command, Montreal, 26 April 1943 but then returned to squadron. Promoted Flight Lieutenant, 1 December 1943. Date of discharge uncertain. Rejoined RCAF in Medical Branch, 9 May 1951 (58209). Died in Langley, British Columbia, 27 November 2004. As of award had flown 963:35 hours, 471:55 operational hours, and 51 sorties.

This officer was second pilot on a VLR Liberator which attacked an enemy submarine in the North Atlantic area and throughout the action displayed

courage and coolness in the face of heavy anti-aircraft fire. This attack was assessed as Probably Sunk, the success of which was largely due to the ability and resourcefulness of this officer. His initiative and devotion to duty through many hours of operational flying have been outstanding and an inspiration to other members of his squadron.

* * * * *

DALE, F/O Milton Clarence James (J88263) - **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 in Ottawa, 10 December 1923. Home in Westborough (Ottawa), student, enlisted in Ottawa on 20 April 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 2 June 1942. To No.5 Manning Depot again, 17 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1940 when posted to No.1 AOS; to No.10 EFTS, 24 October 1942; may have graduated 18 December 1942 but not posted to No.1 SFTS until 9 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Commissioned 27 July 1944. Joined No.166 Squadron, October 1944. Promoted Flying Officer, 27 January 1945. Repatriated 29 January 1946. Retired 16 February 1946. Re-engaged in Armament Branch as LAC, 18 November 1946. Reclassified as Pilot, 4 October 1948 (23937) with rank of Flying Officer. Promoted Flight Lieutenant, 1 June 1953. Reputed to have had the nick-name "Tail-Up Dale" because he liked to take off with the Lancaster tail up in the air. His obituary notice (**Globe and Mail**, 5 June 2006) stated, "Mr. Dale was known as a devil-may-care character who enjoyed annoying stuffy RAF officers obsessed in maintaining military decorum, his daughter said. 'Always a daredevil, he little respect for authority unless it was earned, qualities that got him into a lot of trouble over his career, but which made him an outstanding pilot able to fly without ever losing a crew member. He did not hesitate to speak his mind. Political acumen and diplomacy were not his strong suit.'" His daughter Ann observed that her father repeatedly risked his life because he "loved the adventure, of being free in the air, of fighting for his country. He didn't know the meaning of stress, as that didn't exist then, but often he was scared...He once told me it would be stupid not to have been afraid going on a bombing mission. It was what you lived with." She also noted of his last mission, (Nuremberg, 16 March 1945), "he was petrified, as that was where Mother's first husband had been killed. It was also a night called 'bomber's moon' when the moon lit up the sky and made them more vulnerable to attack." Returned to Canada in February 1946, discharged March 1946, re-enlisted November 1946 as an airman; commissioned October 1948. Served with No.414 (Photo) Squadron, Rockcliffe; to Instrument Flying School, Centralia, December 1950 as flying instructor. Obituary noted, "The saying in Centralia was, 'Even when birds don't fly, Dale will.'" Retired in 1954 when he had flown 2,477 hours. Joined Department of Transport as a pilot; duties included accident investigation, and VIP transport including Prince Phillip and Pierre Trudeau. The obituary quoted a friend, Bill

Boone (DoT, Ottawa) as saying, "He was one of the last great characters in aviation before it became very serious and regimented. He liked to fly by the seat of his pants, not always observing the rules. The rules were for others." Despite this, he was credited with improving safety standards. Also described as "a man's man who liked sports and hunting" and "typical of his generation because he kept his feelings to himself." He was happiest when flying. His obituary concluded, "It was as if in the air, he became everything, the real person, whereas on the ground, he had trouble, people didn't understand him. Pilots have to have so much maturity since they're responsible for people's lives, that on the ground they party hard and don't always have common sense about people and emotions. And yet he had extreme sensitivity. Once he cried after watching a documentary on the war. He had been on that bombing raid and was acutely aware of how many people he had killed." Died in Ottawa, 5 March 2006. 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 38 sorties (255 hours), 31 October 1944 to 16 March 1945.

31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
28 December 1944 - Munchen-Gladbach
29 December 1944 - Scholven-Buer
2 January 1945 - Nuremburg
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - GARDENING
22 January 1944 - Duisburg
28 January 1945 - Stuttgart-Zuffenhausen
1 February 1945 - Mannheim
3 February 1945 - Bottrop-Welheim
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Erin benzol plant
15 March 1945 - Misburg
16 March 1945 - Nuremburg

This Canadian officer has completed 38 sorties as captain of aircraft. His attacks have covered a wide range of targets in Germany and have included some of the deepest penetrations made into enemy territory. Throughout these attacks he has displayed a fine offensive spirit in action and has allowed no hazard to deter him from his purpose. Several of the sorties in which he has been engaged have involved a flight of nine or ten hours and his qualities of endurance and tenacity have been manifest to his crew, to whom his conduct has been continuous source of inspiration.

He has shown a complete disregard for his own personal safety and a high degree of skill. The successful completion of the many operations in which he has taken part have been largely due to his superb airmanship.

For his devotion to duty, courage and magnificent operational spirit, he is recommended for the Distinguished Flying Cross.

* * * * *

DALE, P/O Robert Gordon (J15042) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 13 March 1942 as per **London Gazette** of that date and AFRO 611/42 dated 24 April 1942. Born in Toronto, 1 November 1920; home there. Educated at University of Toronto School and University of Toronto; enlisted in Toronto, 6 June 1940. To No.1 ITS, 24 June 1940. Promoted LAC, 19 July 1940. To No.1 AOS, 19 July 1940; graduated 12 October 1940 and posted next day to No.1 BGS. Graduated 25 November 1940 and promoted Sergeant. Posted to No.1 ANS, 25 November 1940. On strength of that unit to 31 December 1940 when posted to No.1 Manning Depot. To "Y" Depot, 24 January 1941; to RAF overseas, 7 February 1941. Commissioned 7 November 1941. DFC presented at Buckingham Palace, 28 July 1942. Repatriated to Canada, 10 August 1942. To No.31 ANS, 19 August 1942. Promoted Flying Officer, 1 October 1942. To No.31 Personnel Depot, 8 December 1942. To RAF overseas, 8 March 1943. Promoted Flight Lieutenant, 16 May 1943. Repatriated 29 November 1944. To No.1 Training Command Headquarters, 7 January 1945. To No.1 AOS, 11 January 1945. To No.10 AOS, 20 February 1945. Promoted Squadron Leader, 1 March 1945. Posted to AFHQ, 24 April 1945. To Release Centre, 19 October 1945. Released 25 October 1945. Prominent in Air Cadet movement after the war. Served ten years as Aide-de-Camp to the Lieutenant-Governor of Ontario. Awarded Canadian Forces Decoration in 1956. Postwar business career with Maple Leaf Mills and after retirement on the board of Upper Lakes Group. RCAF photo PL-1995 shows four RCAF Observers from Toronto - Sergeants I.P. Emerson, G. Ewen, R.G. Dale and R.N. Dillworth. Died at Sunnybrook Hospital, Toronto, 11 March 2013. Obituary stated, "His weather reconnaissance in the days leading up to the D-Day invasion was vital in finalizing the Allied Forces' plans."

This officer joined the squadron as a Sergeant and has since participated in sorties over Germany and occupied countries. His ability as navigator is outstanding and combined with great determination to achieve success he has inspired the utmost confidence in his crew. On many occasions he has navigated his aircraft in extremely adverse weather and his co-operation and coolness have been largely responsible for the safe return of the aircraft. Pilot Officer Dale has displayed high courage and devotion to duty.

NOTE: Public Records Office Air 2/9262 has recommendation dated 28 January 1942 when he had flown 29 sorties (161 hours ten minutes):

www.bombercommandmuseumarchives.ca

16 May 1941 - Sea Sweep (4.20)
12 June 1941 - Osnabruck (6.25)
13 June 1941 - Brest (5.00)
16 June 1941 - Duisburg (5.20)
20 June 1941 - Kiel (6.00)
23 June 1941 - Emden (6.00)
26 June 1941 - Cologne (4.15)
3 July 1941 - Bremen (5.25)
5 July 1941 - Bielefeld (5.35)
7 July 1941 - Cologne (3.00)
8 July 1941 - Bielefeld (5.10)
10 July 1941 - Cologne (5.25)
16 July 1941 - Hamburg (6.00)
25 July 1941 - Boulogne (4.45)
5 August 1941 - Frankfurt (6.05)
8 August 1941 - Hamburg (5.55)
11 August 1941 - Gladbach (4.40)
14 August 1941 - Hanover (5.40)
17 August 1941 - Duisburg (3.40)
27 August 1941 - Mannheim (8.10)
2 September 1941 - Frankfurt (4.05)
7 September 1941 - Kiel (7.00)
10 October 1941 - Cologne (7.15)
12 October 1941 - Emden (6.25)
13 October 1941 - Dusseldorf (5.00)
24 October 1941 - Frankfurt (7.25)
27 December 1941 - Boulogne (3.55)
10 January 1942 - Brest (6.05)
15 January 1942 - Hamburg (7.00)

Pilot Officer Dale is a Canadian who joined the squadron as a Sergeant in May 1941, since which time he has taken part in 29 operational sorties over Germany and occupied countries.

His ability as a navigator is outstanding and his unconquerable spirit of determination to achieve his objective and so make each sortie successful has inspired great confidence in the crew in which he is navigator. By his cheerful courage and fearlessness under anti-aircraft fire he has been of inestimable value in the squadron and his example has always set a high standard of morale.

On many occasions he has navigated his aircraft under extremely bad weather conditions and his cooperation and coolness have been largely responsible for the safe return of the aircraft. He has always shown commendable courage and devotion to duty, which has justly earned him recognition.

DALE, F/L Robert Gordon, DFC (J15042) - **Distinguished Service Order** - No.1409 Flight - Award effective 20 October 1944 as per **London Gazette** dated 24 October 1944 and AFRO 2637/44 dated 8 December 1944. Presented 1 March 1946.

As observer, Flight Lieutenant Dale has completed a very large number of sorties, including many reconnaissances over areas in Germany. His ability has been of the highest standard and his services have been of great value. Many times his aircraft has been intercepted by enemy fighters and many times fired upon by ground defences but he has shown a coolness and determination to complete his assignments successfully which has won great praise. In addition to his work in the air, Flight Lieutenant Dale has devoted much of his skill towards the training of other members of his unit.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 16 August 1944 when he had flown 97 sorties (364 operational hours) of which 67 sorties (197 hours) had been since his previous award. The list of his meteorological sorties and the submission are below. Sorties noted (*) were over enemy territory; sorties noted + were "Pampas" flights over friendly territory. The list found in the file is rather confusing and two sorties should be checked as to date as they may have occurred much earlier (perhaps 27 and 29 April 1944). These were the sorties of 27 July 1944 - 56 00'N/03 00'W-54 00'N/02 00'E.(2.25, day) and 29 July 1944 - Den Helder-Bucken-Kreuzweg (4.00, night). The list as transcribed is:

*29 January 1944 - Hassel-Hannover-Allendorf-Mainz (3.35, night)
 +2 February 1944 - Wells (2.55, day)
 *11 February 1944 - Ameland-Barnstore-Mainz-Charleville (3.25, night)
 +18 February 1944 - 54 30'N/03 30'E-5430'N/05 30'E (2.15, day)
 +20 February 1944 - 55 00'N/02 00'E (1.45, day)
 +4 March 1944 - Hexham-St. Abbs Head-Montrose (3.10, day)
 *11 March 1944 - Cloppenburg-Egmond-Southwold (2.50, night)
 *16 March 1944 - Dunge-Dordan-Argent-Soissons (2.40, night)
 *20 March 1944 - Westhoofd-Goirle-Nody-Kratzenburg (3.05, night)
 *23 March 1944 - Damme-Hannover-Bispadgen-Dorum (3.05, night)
 +25 March 1944 - 54 00' N/03 00' E-55 15'N 04 00' E.
 *30 March 1944 - Levden-Vianen-Munster-Herefeld (3.05, day)
 +20 April 1944 - 51 17' N/02 N35' E. (1.15 day)
 *22 April 1944 - Cap d'Antifer-Elbouf-Paris-Avenay (2.25, day)
 +24 April 1944 - Holyhead-Flamborough Head (1.50, day)
 +24 April 1944 - Lyme-52 30'N/02 30'E-Cromer (1.55, day)
 *26 April 1944 - Eletot-Le Neubourg-Gambais-Noailles (2.00, day)
 *27 April 1944 - Corlay-Messac-Champgeneteux (3.20, night)
 +2 May 1944 - Isle of Man-55 30' N/00 01' E.(2.25, day)
 *6 May 1944 - Antwerp-Armentieres-Amiens-Rouen (2.30, day)
 *9 May 1944 - Carlepont-St. Lucien-Vezelize-Koblenz (3.30, night)
 *12 May 1944 - Alkmar-Steenwijk-Brome-Dorum (3.15, night)
 *13 May 1944 - Brunsbittel (3.00, night)
 *14 May 1944 - West Schouwen-Kessel-Andenne-Sommauthe (3.10, day)
 *15 May 1944 - Pingkjobing (3.20, day)
 *19 May 1944 - Lemmer-Wagenfeld-Hermansburg-Grassau (3.45, night)
 *21 May 1944 - Lille-Charleroi-St. Vith-Thionville (3.00, day)
 *22 May 1944 - Kielsnor-Meldorf (3.10, night)
 *23 May 1944 - Caen-Orleans-Nancy-Lachen-Schouwen (3.20, night)
 *4 June 1944 - Dungeness-Cayeux-Beauvais-Guise (2.30, day)
 +6 June 1944 - Cromer-57 00' N/00 00' E-Tod Head-Cromer (2.50, day)
 +8 June 1944 - 50 00'N/06 00'W - 59 00' N/06 00'W. (2.35, day)
 *9 June 1944 - Orfordness-Dunkirk-Douai-Compiègne (3.20, day)
 *10 June 1944 - Bridport-49 00'N/08 00' W - Morlaix (2.30, day)
 *11 June 1944 - Bridport-49 00'N/03 20'W-Bourbriac (2.05, day)
 +16 June 1944 - Gainsborough-Shrewsbury-Oxford (1.20, day)
 +18 June 1944 - Orfordness-50 10' N/00 50' E-51 50' N. (1.55, night)
 *18 June 1944 - Cromer-51 00' N/04 00'E-53 50' N (2.30m day)
 *19 June 1944 - Patrol, Calais, Dunkirk, Gravelines (4.15, day)
 *20 June 1944 - Patrol, Calais, Dunkirk, Gravelines (4.20, day)

*21 June 1944 - Patrol, Nieuport, Bethune, Compiègne (4.10, day)
*22 June 1944 - Liège-Charleroi-Maastricht-Brecht (2.20, day)
*24 June 1944 - Patrol, Dunkirk, Bruay, Cayeux (2.30, day)
*25 June 1944 - Eughein-Wiltz-Koblenz-Heinfeld (4.15, night)
*26 June 1944 - St. Sauveur (2.40, day)
+28 June 1944 - Hereford-Barnstable-Crediton (1.55, day)
*29 June 1944 - Coxyde-Lens-Charlesville-Termonde (2.00, day)
+16 July 1944 - Dooking-56° 50' N/05° 40' E-Skitten (4.20, day)
+17 July 1944 - Skitten-56° 50' N/05° 40' E-Dooking (4.20, day)
*20 July 1944 - Calais-Hesdin-Le Touquet (1.35, day)
*22 July 1944 - Taunton-Scillies-49° N/12' W-43° N/12' W. (6.45, day)
+22 July 1944 - Cromer-55° N 03' E - 55° N 00' E - Cromer (2.10, day)
+25 July 1944 - 50° 20' N/03° 20' W-51° 45' N/04° 40' W. (1.55, day)
*27 July 1944 - Ile de Bascallue (3.05, day)
+27 July 1944 - 56° 00' N/03° 00' W-54° 00' N/02° 00' E. (2.25, day)
*28 July 1944 - Ameland - Meppel - Cloppenburg - Oldenburg (3.00 day)
*29 July 1944 - Graveslines-Doullens-Littlehampton (1.50, day)
*29 July 1944 - Den Helder-Bucken-Kreuzweg (4.00, night)
*30 July 1944 - Brignagan-Pontivy-Blois-Pandonna (3.10, day)
*31 July 1944 - St. Nazaire-Pontivy (3.25, day)
*2 August 1944 - Scillies-Estaca Point-Scillies (6.40, day)
*5 August 1944 - Ostend-Flushing-Cromer (2.55, day)
*7 August 1944 - Gravelines-Broglie-Le Mans-St. Aubin (2.15, day)
*9 August 1944 - Le Havre-Cholet-Colerne (3.30, night)
*12 August 1944 - St. Valery-Montreuil-Chuekkes-Angers (2.55, day)
*14 August 1944 - Bridport-Quimper-Brest-Bridport (3.05, day)

Flight Lieutenant Dale has now completed 97 sorties in this Command. Since joining this unit he has completed 67 long range meteorological reconnaissance flights, 48 of them penetrating enemy territory.

He has shown exceptional thoroughness and intelligence over his navigation and meteorological reporting and his specialist navigation knowledge has been of the utmost use to the unit as a whole. He has been particularly helpful in running the navigation side of the unit and training new navigators. As well as his work on the ground, he has recently flown 52 sorties himself in a period of 84 days, setting a remarkable example to the other navigators.

In the air, whenever intercepted by enemy fighters by day, he has shown remarkable coolness throughout, and has never allowed the immediate presence of hostile fighters to interfere with or curtail his meteorological reconnaissance.

When fired at from the ground during low descents by day, he has likewise shown complete calmness, continuing unperturbed his navigation, met observing and photography.

I consider Flight Lieutenant Dale's leadership and example warrants the award of the Distinguished Service Order.

To this the Officer Commander, Station Wyton (G/C O.R. Donaldson) added:

This recommendation is strongly supported. Flight Lieutenant Dale has proved himself to be a very valuable officer in this small unit and his contribution to its fine record has been most marked. His reliability and his unselfish devotion to duty both in the air and on the ground deserve suitable recognition.

This was the only DSO awarded to a member of aircrew engaged in meteorological flying. He is mentioned only on page 211 of **Even the Birds Were Walking: The Story of Wartime Meteorological Reconnaissance** by John A. Kington and Peter G. Rackcliff (Tempus Publishers, Stroud, 2000). The reference states that his sorties of 4 June and 6 June 1944 were conducted on Mosquito ML936 (S/L N. Bicknell, pilot on both occasions).

* * * * *

DALGLEISH, P/O Wilmont Bernard (J85337) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Toronto, 17 December 1912; home there; enlisted there 21 April 1942. Granted Leave Without Pay until 12 May 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 6 July 1942. To No.6 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.4 BGS until 21 November 1942; to No.4 AOS, 6 February 1943; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 7 April 1943. Commissioned 9 March 1944. Promoted Flying Officer, 9 September 1944. Repatriated 31 March 1945. Retired 7 June 1945. RCAF photo PL-22735 (ex UK-7551 dated 27 January 1944) shows him in interrogation room after raid on Magdeburg. Cited with Sergeant Lawrence A. Bridges and Sergeant Edgar J. Kilminster (RAFVR, trained in Canada, awarded DFMs). Died in Toronto, 30 April 1993.

As navigator, wireless operator and flight engineer respectively, Pilot Officer Dalgleish, Sergeant Bridges and Sergeant Kilminster have participated in a large number of attacks on well-defended targets. They have at all times displayed a high standard of efficiency, zeal and resolution and have proved themselves to be valiant members of aircraft crew. On one occasion they took part in an air attack on an enemy railway junction. During the operation the aircraft was attacked by fighters and sustained extensive damage. A fire broke out near the bomb bay and Sergeant Bridges fought strenuously to quell the flames with extinguishers. Meanwhile, as the bomb release gear had been rendered inoperative, Pilot Officer Dalgleish worked unremittingly to drop the bombs manually, in spite of the proximity of the flames which were finally extinguished. Afterwards, Sergeant Milminster rendered valuable assistance to his captain in his endeavours to reach this country. These airmen set a fine example of coolness and courage in harassing circumstances.

* * * * *

DALLAIN, FS Alphonsus Ingram (R81491) - **British Empire Medal** - Station Patricia Bay - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Victoria, 5 July 1906. Home in Sidney, British Columbia where he was an accounts clerk. Initially a member of the Royal Canadian Army Medical Corps. Transferred to RCAF in Vancouver, 16 November 1940 as Nursing Orderly and retained in Western Air Command. Promoted LAC, 16 November 1940. To Station Vancouver, 31 December 1940. Promoted Corporal, 16 April 1941. To Prince Rupert, 3 July 1941. To Alliford Bay, 16 April 1942. Reclassified as Wardmaster, 1 July 1942 and promoted Sergeant that date. To Sea Island, 12 December 1942. To No.2 Equipment Depot, 12 April 1943. To No.15 Explosives Depot, 18 August 1943. To No.6 Canadian Hospital, 10 June 1944. To Patricia Bay, 16 September 1945.

Reclassified as Medical Assistant, 1 October 1946 in postwar RCAF (22052). To Northwest Air Command, 28 February 1947. To Edmonton, 7 May 1947. To No.4 RU (whatever that is), Kittiquait, 20 September 1949. To Edmonton, 15 January 1950. To Rockcliffe, 16 January 1950 (that was a short posting !). To Goose Bay, 25 July 1952. To Toronto, 12 September 1952. To Goose Bay again, 16 March 1953. To No.3 Wing, Zweibrücken, 12 December 1954. Returned to Canada, 12 June 1956. Retired to Sidney, British Columbia, 8 October 1956. Died in Central Saanich, 4 July 1979.

As Wardmaster, Flight Sergeant Dallain has willingly shouldered more than his share of work and thus aided in keeping up morale of the Hospital Staff in trying times. He has displayed a high degree of initiative and forethought, setting an excellent example, thereby contributing greatly to the war effort.

Recommendation raised 4 March 1946 by F/L R.J.A. Hogg, Patricia Bay. Text as above.

Selected Assessments: "Sergeant Dallain, BEM has always been willing to take on more responsibility than his rank calls for. He does the dispensing work for the MIR which he need not do and does it very well. He is an industrious worker and is particularly good in emergencies and difficult situations. In my opinion he is worthy of promotion to Flight Sergeant and he would carry the rank with dignity." (S/L J.. Munroe, Station Edmonton, 24 December 1948).

"Flight Sergeant Dallain is a well adjusted, cooperative person. He has had many years of varied experience in hospital duties and because of his varied talents and abilities he is a very useful person to have on one's staff. He willingly does any job assigned to him and does it well. He is very quiet and unassuming but creates a favourable impression with his associates. Because of his age I do not feel he should be considered for a commission but he is recommended for promotion to the next higher rank." (S/L H.C. Robinson, No.3 Wing, 11 May 1955).

* * * * *

DALPHOND, Sergeant (now P/O) Melville Hermes Joseph (R60726/J23451) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 21 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 757/43 dated 30 April 1943. Born 5 September 1915 in Morinville, Alberta; educated Edmonton Jesuit College. Home in Morinville, Alberta where he was employed by Alberta Forest Service and operated a private radio station. Enlisted in Edmonton, 3 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; to No.1 WS on that date; graduated 22 November 1940 and posted next day to No.2 BGS; graduated and promoted Sergeant, 23 December 1940. To No.1 Manning Depot, 2 January 1941; to Embarkation Depot, 4 February 1941. To RAF overseas, 2 March 1941. To No.19 OTU,

14 March 1941. To No.1 Signals School, 23 April 1941. To No.22 OTU, 10 May 1941. To No.405 Squadron, 10 July 1941. Missing following raid on Brest, 24 July 1941; escaped 5 September 1942. To RCAF Overseas Headquarters, 30 November 1942. Repatriated 13 January 1943. Commissioned 12 January 1943. To No.2 WS, 19 January 1943. To No.2 AOS, Edmonton, 13 March 1943. Promoted Flying Officer, 7 June 1943. To No.5 EFTS, 16 October 1943. To No.3 SFTS, Calgary, 12 January 1944. To No.4 SFTS, Saskatoon, 19 January 1944. Qualified as pilot, 25 August 1944. To No.8 BGS, Lethbridge, 11 October 1944. To No.2 WS, Calgary, 25 October 1944. Promoted Flight Lieutenant, 7 December 1944. To No.15 SFTS, Claresholm, 13 April 1945. To No.3 ANS, Portage la Prairie, 16 May 1945. Retired 11 September 1945. Rejoined RCAF with Northwest Air Command, Edmonton, 5 September 1946 (20185). To No.6 Communications Flight, Edmonton, 1 April 1947. To AFHQ, 1 August 1947. To RCAF Overseas Headquarters, 2 August 1947. Attached to No.4 Missing Research and Enquiries Unit, Wiesendorf, Germany, 28 August 1947 to 7 March 1948. Repatriated 5 July 1948. To No.112 Flight, Rivers, 6 July 1948. To "K" Flight, Edmonton, 4 October 1948. Promoted Flight Lieutenant, 1 January 1950. To Canadian Joint Air Training Centre, Rivers, 27 March 1951. To No.1 Group Headquarters (Auxiliary), Montreal, 19 October 1951. To Tactical Group Communications and Rescue Flight, Edmonton, 27 October 1951. To AFHQ, 30 August 1952. To No.1 Air Division, 26 May 1955. To No.6 Movements Unit, Paris, 1 January 1956. Promoted Squadron Leader, 1 January 1958. To Montreal, 5 May 1959 for service with Embarkation Unit. To AFHQ, 27 July 1961. To Lincoln Park, 5 September 1962. Retired 17 March 1963. Died in Summerland, British Columbia, 1 April 1991 as per **Legion Magazine** of July 1991. No citation in RCAF cards other than "member of aircraft crew...displayed great gallantry and determination in attacks against targets in enemy occupied territory." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) the following recommendation as found in Public Record Office Air 2/4937:

Sergeant Dalphond was the front gunner of an aircraft which took off from Pocklington at 1130 hours on 23rd July 1942 [sic] to bomb the **Gneisenau** and **Prinz Eugen** at Brest. The aircraft was shot down over the target and the crew were forced to bail out. Sergeant Dalphond landed safely and with courage and determination evaded capture and eventually arrived safely back in this country. I recommend the award of the Distinguished Flying Medal.

Public Record Office WO 208/3311 has MI.9 report based on interviews from 7 to 9 October 1942. He had left Gibraltar on 30 September 1942 and arrived in Greenock on 6 October 1942.

I was front gunner of a Wellington which took off from Pocklington at 1130 hours 23 July [1941] to bomb **Gneisenau** and **Prinz Eugen** at Brest. The other members of the crew were:-

W/C Gilchrist (S/P.G. 672)
Sergeant Paton (S/P.G. 645)
P/O McKay (POW)
Sergeant West (POW)
F/L Whigham (killed)

The aircraft was hit by fighter fire while over the target and was wrecked, the rear gunner, F/L Whigham, being killed. The remainder of the crew baled out; I landed one and three-quarter miles west-north-west of Lesnevan, Brittany at 1540 hours. Before touching down I could see motorcycle patrols conversing on the area. I hid my parachute and gloves in a hedge, and as I ran for cover, took off my harness, etc. I then saw a dozen French people coming towards me and beckoning. They took me to a nearby house and gave me civilian clothes. While I was there the Germans who came to the door were told there was no airman in the house and left. By this time my back, which had been wounded by cannon shell splinter, was swelling and very painful. The French directed me to a doctor in Lesnevan. On the way I met two girls on bicycles who took me to their house in Lesnevan and then to another when, presently, a doctor came, dressed my back, gave me 2,000 francs and advised me to get out of the district as quickly as possible. I left that house at 1800 hours returning with the two girls to their house. I slept the night in the house of an old woman four doors away, who supplied me with somebody else's identity and ration cards.

Next morning [24 July] I was put in touch with helpers by whose aid I was passed across France and eventually came in contact with an organisation by means of which I was brought back to the United Kingdom.

To this is appended the following statement:

But I was caught by French gendarmes and interned at Fort St. Hippolyte, and Fort de la Revere. I made many attempts to escape. In August 1942, when the officers were moved to Fort de la Duchere, they left me in charge of escaping. In September 1942, in conjunction with outside help, I organised an escape of a large party, several of whom reached the United Kingdom.

See also entry for J.S. Paton for text of report on being shot down.

Training: Interviewed in Edmonton, 2 June 1940 and recommended as "dependable person."

Course at No.1 WS was 20 July to 24 November 1940. Spent one hour in flying classroom as

First Operator, three hours in flying classroom on Listening Watch and two hours in two-seater aircraft as sole operator. Courses in Theory (60/100), Practical Application (105/150), Morse, buzzer and lamp (180/200), Procedure (155/200), Signals Office Routine (55/100), Signals Organization (110/150) and Drill and PT (70/100). Placed eleventh in a class of 96.

Course at No.2 BGS was 25 November to 23 December 1940. Battle aircraft - five hours gunnery by day. "A desirable type for Air Gunner. Might be suitable for commissioning after service." Placed sixth in a class of 17.

* * * * *

DALTON, P/O Rodney William (J87295) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 20 March 1918 (10 March 1918 according to obituary). Home given variously as Montreal and Midale, Saskatchewan. Served in Canadian Army for one year. Enlisted in Moncton, 13 March 1942. Trained at No.9 BGS (graduated 11 June 1943). Commissioned 1944. Demobilized 18 April 1946. Rejoined RCAF, 16 December 1947 (27342); retired 24 August 1968 to live in Ottawa. Worked for Department of External Affairs. Died in Comox, British Columbia, 14 January 2006. 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 17 September 1944 when he had flown 39 sorties (188 hours 57 minutes), 21 January to 12 August 1944.

21 January 1944 - Magdeburg (7.10)
15 February 1944 - Berlin (6.55)
20 February 1944 - Stuttgart (3.55), DNCO, port outer u/s
25 February 1944 - Augsburg (7.15)
26 February 1944 - Schweinfurt (5.10), DNCO
2 March 1944 - Trappes (5.05)
6 March 1944 - Le Mans (4.35)
9 April 1944 - Lille (3.30)
22 April 1944 - Laon (4.20)
24 April 1944 - Karlsruhe (2.20), DNCO
1 May 1944 - Ghislain (2.50)
3 May 1944 - Montdidier (3.45)
6 May 1944 - Nantes Gassico (3.18)
8 May 1944 - Haine (3.05)
19 May 1944 - Boulogne (3.50)
22 May 1944 - GARDENING (5.09)
24 May 1944 - GARDENING (4.54)
26 May 1944 - GARDENING (5.06)

27 May 1944 - GARDENING (5.12)
6 June 1944 - St.Lo (4.58)
7 June 1944 - Juvisy (4.16)
16 June 1944 - Domleger (3.46)
15 June 1944 - GARDENING (5.26)
22 June 1944 - Laon (4.46)
24 June 1944 - Noyelle E.C. (3.30)
25 June 1944 - Montorgueil (3.53)
27 June 1944 - Mont Condon (3.09)
28 June 1944 - Blainville (6.39)
1 July 1944 - St.Martin l' Hey (3.34)
6 July 1944 - Croixdale (3.50)
8 July 1944 - Chateau Bernapre (3.25)
12 July 1944 - GARDENING (4.00)
23 July 1944 - Kiel (4.43)
24 July 1944 - Stuttgart (8.14)
28 July 1944 - Foret de Nieppe (3.33)
1 August 1944 - Prouville (3.30)
3 August 1944 - Bois de Casson (4.00)
5 August 1944 - Foret de Nieppe (3.28)
9 August 1944 - Foret de Mormal (3.26)
10 August 1944 - Dijon (6.39)
11 August 1944 - Chapel N-Dame (3.28)
12 August 1944 - Brunswick (5.42)

This officer has now completed his first operational tour consisting of 39 sorties involving a total of 188 hours. As Air Gunner he has contributed largely to the success of one of our most outstanding crews. Thanks to his watchfulness and proficiency he has shared in the destruction of one enemy night fighter.

His work on the ground has been of the highest standard and he has always shown the greatest keenness and enthusiasm. For his courage and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: Public Record Office Air 50/195 has combat reports for the night of 21 January 1944 (his first operation) and 15 February 1944 - the latter an affair when the bomber had four brushes with enemy fighters and could not defend itself through guns being frozen. On all occasions the rear gunner was Sergeant Cantel Jones while Dalton, still a Sergeant (R15464) was mid-upper gunner. The reports were as follows:

21 January 1944: Target Magdeburg, Lancaster G/78 (LW324), time 2207, height 19,000 feet, 176 m.p.h. Indicated Air Speed, heading 314 Magnetic; position 52° 08' North 11° 38' East; 3/10 clouds at 6-7,000 feet, good visibility and no searchlights. Monica was unserviceable.

Me.110 was first observed by the Mid-Upper Gunner on the port beam up at a range of 150 yards. The Me.110 then swung over to starboard quarter and began turning into attack at approximately 200 yards range. Rear Gunner gave the order to corkscrew to starboard and opened fire with a fairly long burst, and enemy aircraft dived underneath own aircraft and was lost sight of. No hits were observed and it did not return fire. Fighter flares were dropped around own aircraft.

15 February 1944 (1): Lancaster "A"-Bar (LW519). Target Berlin; position 54° 50' North 11° 15' East; heading 107 Magnetic; 160 m.p.h. Height 23,000 feet. Indicated Air Speed; time 2031 hours. Weather, 10/10 cloud at 11,000 feet below; visibility 1,000 yards. No moon.

First indication of enemy aircraft was visual. Seen on port quarter up at approximately 600 yards. Rear Gunner gave order to corkscrew to port and opened fire at approximately 500 yards.

Both gunners then opened up but all guns in both turrets jammed and could not be cleared owing to icing up.

Enemy aircraft broke away but gunners are uncertain as to where due to the terrific Gee throughout the evasive action. No hits or damage was sustained by own aircraft, and no hits claimed by gunners. Enemy aircraft was a Me.210.

15 February 1944 (2): Lancaster "A"-Bar (LW519). Target Berlin; position 53° 13' North 13° 10' East; heading 135 True; 160 m.p.h. Indicated Air Speed. Height 22,000 feet. Time 2121 hours. Weather, 10/10 cloud at 15,000 feet below; visibility 80 yards (although the narrative mentions first sighting at 400 yards). No moon.

Enemy aircraft first seen dead astern at 400 yards. The pilot was immediately ordered to do particularly violent evasive action i.e. corkscrew, due to the fact that all rear-firing guns were unserviceable. This was carried out by the pilot, who by following the gunner's orders was able to prevent the enemy aircraft from getting a really good shot.

The enemy aircraft, however, closed in to 300 yards and opened fire, before

breaking away to starboard quarter down. The aircraft was then lost sight of, but had been identified as a Ju.88

No damage (due to complete cooperation of pilot and gunners) was sustained by the bomber.

15 February 1944 (3): Lancaster "A"-Bar (LW519). Target Berlin; position over target; heading 165 Magnetic; 200 m.p.h. Indicated Air Speed. Height 21,000 feet. Time 2130 hours. Weather, 10/10 cloud tops at approximately 13,000 feet; visibility good, 3-4 miles due to searchlights plying on clouds. No moon.

A Ju.88 spotted directly over the target and coming in from the starboard quarter down at 700 yards. Enemy aircraft came in to dead astern, level and opened fire at 400 yards. Pilot was given the order by the rear gunner to corkscrew; fighter came in right to 200 yards still firing and broke away to port quarter down.

Gunners were convinced that had not their guns been unserviceable due to icing they could have claimed enemy aircraft as destroyed.

Again due to evasive action taken no damage was done to bomber.

15 February 1944 (4): Lancaster "A"-Bar (LW519). Target Berlin; position over target; heading 165 Magnetic; 200 m.p.h. Indicated Air Speed. Height 18,000 feet. Time 2132 hours. Weather, 10/10 cloud below at 11,000 feet. Visibility good, 3-4 miles due to fighter flares and searchlights. No moon.

When leaving target, gunners saw a Me.110 dead astern at 400 yards. Order was immediately given to corkscrew to port. Fighter opened up at 400 yards with a short burst and broke away, diving to port quarter down. The rear and mid-upper gunners were unable return fire, because both sets of guns were iced up due to the intense cold.

No damage was reported having been caused by the fighter to the bomber.

* * * * *

DALY, F/O Raymond Vincent Joseph (J21355) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Ottawa, 22 January 1919; home there; enlisted there

15 September 1939 as Clerk and posted to AFHQ. Promoted AC1, 28 February 1940. Promoted LAC, 29 May 1940. Reclassified as Clerk/Stenographer, 1 March 1943. Promoted Sergeant, 1 July 1941. Reclassified as Clerk/Admin, 1 February 1942. To No.2 Training Command, 26 February 1942. Promoted Flight Sergeant, 1 March 1942. Remustered to aircrew and posted to No.5 ITS, 23 May 1942; may have graduated 18 July 1942 but not posted to No.8 AOS until 1 August 1942; graduated and commissioned, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 13 December 1942. Promoted Flying Officer, 20 May 1943. Repatriated 22 January 1945. To No.2 SFTS, 5 March 1945. To No.6 OTU, 2 October 1945. Served with No.168 Squadron on transport duties, 1945-1946. Remained in postwar RCAF, principally as Orderly Room NCO and navigation instructor. Became Navigation Leader of No.408 Squadron during its photographic surveys of the north. On retirement he moved to London, Ontario to work at Canada Trust, but eventually moved back to Ottawa where he was a Commissionaire. Inducted in May 2006 into Canada Veterans Hall of Valour. Died in Ottawa, 24 June 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

Flying Officer Daly has completed a tour of operations which included numerous attacks against the main German targets. One night in February, when detailed to attack Leipzig, his aircraft was attacked and badly damaged by an enemy fighter when nearing the target area. Several of his navigational aids were rendered unserviceable but in spite of this, he skilfully navigated his aircraft to the target and back to base. This officer has at all times displayed an excellent spirit and keenness and has completed his duties in an efficient and courageous manner.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C W.P. Pleasance dated 25 July 1944 when he had flown 33 sorties (199 hours 20 minutes), 28 July 1943 (sea sweep on a Wellington) or 26 November 1943 to 27 July 1944. Sorties of 26 November 1943 to 23 April 1944 on Halifaxes; remainder on Lancasters.

28 July 1943 - Sea Sweep (4.40, Wellington aircraft)
26 November 1943 - Stuttgart (8.55)
3 December 1943 - Leipzig (2.35, early return)
20 December 1943 - Frankfurt (7.35)
29 December 1943 - Berlin (7.45)
22 January 1944 - Magdeburg (7.50)
28 January 1944 - Berlin (8.35)
12 February 1944 - Gardening, Frisian Islands (4.05)
15 February 1944 - Berlin (8.35)
19 February 1944 - Leipzig (8.15)
3 March 1944 - Gardening, Bordeaux Harbour (7.25_
7 March 1944 - Le Mans (5.45)
13 March 1944 - Le Mans (6.20)
18 March 1944 - Gardening, Heligoland (5.45)
22 March 1944 - Gardening, Kiel Bay (7.00)
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (5.55)
29 March 1944 - Paris (6.15)
30 March 1944 - Gardening, Heligoland (5.10)
1 April 1944 - Gardening, West Frisians (3.25)
18 April 1944 - Gardening, Kiel Bay (7.40)
23 April 1944 - Gardening, Baltic (7.00)
27 April 1944 - Montzen (4.15)
1 May 1944 - St. Ghislain (4.25)
11 May 1944 - Boulogne (4.00)
12 May 1944 - Louvain (4.40)
24 May 1944 - Aachen (3.55, early return)
7 July 1944 - Acheres (4.45)
9 July 1944 - Le Mans (5.35)
14 July 1944 - St. Pol (3.45)
16 July 1944 - Sterkrade (4.55)
21 July 1944 - St. Martin l'Hortier (4.15, daylight)
23 July 1944 - Bieneques (3.50)
24 July 1944 - Bamieres (3.45)
27 July 1944 - Foret d'Eawy (4.40)

Flying Officer Daly has completed a tour of operations which included eight attacks on the main German targets. He has invariably shown an excellent standard of navigation and his accuracy and determination has been an inspiration to all. One night in February, when detailed to attack Leipzig, his aircraft was badly damaged by fighter action on the way to the target and several of his navigational aids were rendered unserviceable. In spite of this he skilfully navigated his aircraft to the target and back to base, showing excellent timing and track keeping. I consider this officer's fine work and the high example he has shown fully merits the non-immediate award of the Distinguished Flying Cross.

* * * * *

DAMGAARD, F/O Harold Edward (J24475) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Kamloops, British Columbia, 3 February 1914; educated in Salmon Arm, British Columbia; home there. Bus driver for B.C. Coach Lines. Enlisted in Vancouver, 17 October 1940 as Master Motor Mechanic Transport. Attended Motor Transport course at No.2 Manning Depot, Brandon, 4-30 November 1940 ("Showed good signs of becoming an efficient airman.") To No.5 SFTS, 2 December 1940. Promoted AC1, 17 January 1941. Promoted LAC, 17 April 1941. Remustered to aircrew, 14 March 1942 and posted that date to No.1 ITS, reverting to AC2; graduated 3 July 1942 but not posted to No.7 EFTS until 15 August 1942; to No.5 SFTS, 24 October 1942; graduated and commissioned 19 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 7 April 1943; disembarked in United Kingdom, 17 April 1943. Attached to ACOS, Sidmouth (whatever that is), 31 May 1943. To No.15 (Pilots) AFU, 8 June 1943. Attached to No.1514 Beam Approach Training Flight, 14-20 July 1943. To No.18 (Pilots) AFU, 27 July 1943. To No.22 OTU, 10 August 1943. Promoted Flying Officer, 19 September 1943. To No.61 Base, 26 October 1943. Attached to No.1664 Heavy Conversion Unit, 24 November to 31 December 1943. To No.420 Squadron, 31 December 1943. Attached to No.11 OTU for course, 2-6 January 1944. Non-Effective (sick), 20 February 1944 but discharged from hospital, 3 March 1944 and given 21 days sick leave. Returned to No.420 Squadron, 23 March 1944. To No.432 Squadron, 9 June 1944. Returned to No.420 Squadron, 16 June 1944. To No.62 Base, 25 September 1944 for duty as rest pilot. Promoted Flight Lieutenant, 1 April 1945. To No.63 Base, 2 July 1945. To Repatriation Depot, 4 July 1945. Repatriated to Canada, 23 July 1945 via Station Yarmouth. To No.8 Release Centre, Vancouver, 11 September 1945. Released 1 October 1945. Died in Salmon Arm, British Columbia, 26 April 1990 as per British Columbia Vital Statistics. Photo PL-35309 shows him. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 12 September 1944 when he had flown 36 sorties (172 hours 35 minutes) in tour from 7 October 1943 to 9 September 1944. Reference is made to a crash on his first operational sortie; this would have been a "nickel" flight to Beauvais on 7 October 1943; his next sortie was not until

27 January 1944 (2nd pilot to Berlin). However, it most likely refers to his first operational flight as captain - 14/15 February 1944.

Flight Lieutenant Damgaard on the completion of his first operational tour has proven himself to be a courageous and skilful captain of his aircraft. Undaunted by a serious crash which occurred on his return from his first operational flight, Flight Lieutenant Damgaard returned to operations, and on many heavily defended targets in Germany and France demonstrated his exceptional qualities of leadership and coolness in the face of enemy fire. This officer's tenacity, endurance and fine offensive spirit have set a high standard of morale within the squadron and it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

7 October 1943 - Nickel operation, Beauvais (3.30)
27 January 1944 - Berlin (8.20, second pilot)
15 February 1944 - Berlin (7.25)
24 April 1944 - Karksruhe (7.20)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoye (4.20)
30 April 1944 - Somain (3.55)
1 May 1944 - St. Ghislaine (4.40)
8 May 1944 - Haine St. Pierre (4.15)
10 May 1944 - Ghent (3.50)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Querqeaville (4.10)
2 June 1944 - Neufchatel (4.15)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Coutances (5.55)
7 June 1944 - Acheres (4.10)
12 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (3.55)
21 June 1944 - St. Martin (4.15)
23 June 1944 - Bientque (3.35)
27 June 1944 - Foret d'Eawy (3.55)
1 July 1944 - Biennais (4.25)
6 July 1944 - Coquereaux (4.20)
24 July 1944 - Ferfay (4.30)
28 July 1944 - Hamburg (6.00)

31 July 1944 - Oeuf en Ternois (4.45)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - St. Leu d'Esserent (4.55)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (4.30)
9 August 1944 - Foret de Nieppe (4.05)
14 August 1944 - Bons Tassiey (4.35)
18 August 1944 - Connantre (6.30)
25 August 1944 - Brest (5.25)
3 September 1944 - Volkel (3.35)
9 September 1944 - Le Havre (4.10)

Accident of 15/16 February 1944: The following is taken from the website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lw396.html>; found by Peter Robertson, Ottawa Chapter, Canadian Aviation Historical Society:

Halifax LW396 near Raskelf, Easingwold - On the night of 15th / 16th February 1944 the crew of this Halifax were undertaking an operational flight to bomb Berlin and had taken off from Tholthorpe airfield at 17.25 hours on 15th February. They had attacked the target successfully and had returned to the skies over Yorkshire but while on their return flight the altimeter began to play up and the wireless equipment also failed. The weather over Tholthorpe had closed in after all of 420 Squadron's aircraft left base and fog had developed in the hours that they were carrying out the operational orders. Due to the radio fault the crew of this Halifax were not aware of an order to divert to another base to land because of the poor weather. The crew of LW396 made three attempts to land at Tholthorpe and all three resulted in overshoots. The needle on the altimeter was sticking during the attempted landings. At 00.50hrs and on the fourth attempt on going round again the aircraft flew into the ground near Raskelf, two of the crew were killed and three were seriously injured while two appear to have escaped injury. The pilot later stated that the altimeter had stuck at 300 feet during one of the overshoots and had read around 700 feet when the crash occurred.

Sunbeck railway signalbox's record book stated that the aircraft crashed onto the line between Sunbeck and Husthwaite Gate (a distance of 3 miles, 32 chains). From this information and other information from Police records the aircraft came to rest just south of the Pilmoor to Coxwold stretch of the railway line near Throstle Nest Farm, to the north west of Raskelf. A brief entry on the Tholthorpe airfield record book stated the incident "420 Squadron aircraft crashed on landing. Two killed".

The names of those killed in this accident were..

Wireless Operator / Air Gunner - WO1 Lloyd Leslie Whale RCAF (R/93150), aged 25, of Toronto, Ontario, Canada. Buried Harrogate Stonefall Cemetery, Yorkshire.

Air Gunner - Sgt Bernard Downey RCAF (R/183176), aged 23, of Doyles, Great Codroy, Newfoundland. Buried Harrogate Stonefall Cemetery, Yorkshire.

Those who survived were..

Pilot - F/O Harold Edward Damgaard RCAF (J/24475), Salmon Arm, British Columbia, Canada. Injured.

Air Gunner - Sgt F V Harvey RCAF (R/201568). Uninjured.

Bomb Aimer - F/Sgt G J Masur RCAF (R/150907). Uninjured.

Navigator - F/O A M Taylor RCAF (J/23495). Injured.

Flight Engineer - Sgt S Fletcher RAF (1821944). Injured.

Training: Course at No.1 ITS was 11 May to 3 July 1942. Courses in Mathematics, Law/Discipline, Navigation, General Studies, Anti-Gas, Armaments (written and practical), Aircraft Recognition, Drill and Signals (written). Scored 853 points from a possible 1,000, placing 16th in a class of 49. "An alert, sincere, capable airman, clean cut, neat and methodical."

Course at No.7 EFTS was 17 August to 9 October 1944. Tiger Moth aircraft - 10.25 dual to first solo, total 36.20 day dual, 33.45 day solo, 4.05 night dual, 1.00 night solo. Was ten hours on instruments, ten hours in Link (68 percent in Link). Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (practical). Scored 551 points out of possible 700, placing 13th in a class of 19. "Average pupil pilot, keeps trying, acts with reason, steady and should develop. Conduct and deportment satisfactory."

Course at No.5 SFTS was 26 October 1942 to 19 March 1943. Anson aircraft - seven hours dual to first solo, total 62.30 day dual, 58.15 day solo, 7.25 night dual, 7.55 night solo. Was 17.25 in formation, 24.15 on instruments. Logged 25 hours in Link. Scored 628 points out of possible 750, placing 13th in a class of 63. "A remustered MT driver with average ability in clear hood, instrument and navigation. He is somewhat lacking in self-confidence which should be overcome with more service experience."

Course at No.18 (Pilots) AFU was 21 June to 8 August 1943. Oxford aircraft - 3.30 day dual to first day solo, 25.10 total day dual, 28.30 day solo, 2.35 on instruments, 1.30 night dual to first

night solo, 5.30 total night dual, 12.25 night solo, ten hours at Beam Approach Flight, five hours in Link. Rated in General Flying (250/400), Applied Flying (130/200), Instrument Flying (165/250), Night Flying (55/100) and Link (32/50). "A steady pilot. Is very conscientious and a good hard worker. Night flying fair only. Needs polish." On detachment to No.1514 Beam Approach Training Flight (15-20 July 1943) he was rated on Beam Approach and "Q" Codes, Link Trainer (147/200), Receiver Operation (65/100), Instrument Flying (128/250), Cloud and Night Flying (128/250) and General Application of Beam Approach Procedure, Flying (105/200). "Beam procedure is quite good. I.F. - needs to pay more attention to height."

Course at No.22 OTU was 16 August to 14 November 1943. Wellington III aircraft - (5.00 dual to first day solo, total 15.45 day dual, 12.30 at controls by day with a captain, 27.25 by day at controls as captain; 7.10 night dual to first night solo, total 13.20 night dual, 12.00 at controls by night with a captain, 30.25 as captain by night, 35 hours on instruments and 15 hours in Link.) Flew two day and three night cross-country exercises, one Nickel operation, four Fighter Affiliation exercises.

Flying Test Grades in General Flying (300/400), Applied Flying (160/200), Instrument Flying (200/250), Night Flying (70/100) and Link (30/50). Ground courses in Airmanship (164/300) and Signals (77/100). "A above average pilot who, although of a quiet disposition, seems to get results. Has successfully completed one Nickel operation."

Course at No.1664 Conversion Unit was 25 November to 30 December 1943. His crew were J23495 A.M. Taylor (navigator), R150907 G.J. Masur (bomb aimer), R91350 L.L. Whale (wireless operator), 1821944 S. Fletcher (flight engineer), R201568 F.V. Harvey (mid-upper gunner) and R183176 B. Downer (rear gunner). Flew 38 hours 55 minutes. "Above average pilot and captain with average crew." Damgaard was specifically described as follows - "Above average pilot. He is extremely keen and careful. He spends much of his time learning and seems anxious to know as much as possible about aircraft. An excellent captain who should do extremely well." (S/L R.H. Boosey).

Notes: Application for Operational wing dated 10 September 1944 stated he had flown 36 sorties (172 hours five minutes), 31 December 1943 to 10 September 1944.

On Repatriation Form dated 4 July 1945 he stated he had flown 171 hours 50 minutes on operations (36 sorties), 390 hours 15 minutes non-operational. Types experienced were Oxford (81.25), Wellington (84.55), Halifax (387.25) and Lancaster (8.20).

Assessments: "A keen, experienced operational pilot. Should make a very capable flight commander. A very capable officer with good organizing ability." (W/C G.A. McKenna, 23 July 1944, when he had flown 653 hours 40 minutes, 94.55 in July six months)

"Very steady and keen officer. Excellent knowledge of trade. Fit for promotion to Temporary

Flight Lieutenant." (W/C W.G. Phalen, Station Linton where he was a test pilot, 30 March 1945; had flown 785 hours, 91.45 in past six months)

"An efficient, conscientious captain with a marked determination and ability for exact air testing." (W/C G.J. Edwards, No.62 Base, 4 July 1945 when he had flown 800 hours, 64 in July six months).

* * * * *

DANAHY, P/O Sylvester (J16385) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born in New Brunswick, 10 January 1922; home at Riverside, Albert County, New Brunswick. Enlisted in Moncton, 9 December 1940 and posted to No.1 Manning Depot. To No.31 SFTS (guard duty), 22 December 1941. To No.7 BGS, 20 February 1941. To No.6 BGS, 17 March 1941. To No.1 ITS, 18 March 1941; graduated and promoted LAC, 18 April 1941 when posted to No.8 EFTS; graduated 8 June 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941; to RAF overseas, 17 September 1941. To No.20 OTU, 20 October 1941. To No.57 Squadron, 20 May 1942. Promoted Flight Sergeant, 1 June 1942. Commissioned 4 December 1942. Date of posting to No.83 Squadron uncertain; when he was lost the Commanding Officer wrote to his mother that he had been with the unit only three weeks, which would place it about 7 February 1943; his tour with No.57 Squadron had ended on 3 February 1943. Missing, presumed dead, 28 February 1943 (Lancaster R5913, No.83 Squadron).

Pilot Officer Danahy is a keen and dependable captain of aircraft who has invariably completed his attacks with courage and determination. In October 1942, he took part in the daylight raid on Milan, an extremely long and difficult operation, during which he displayed resolution and courage in locating the target accurately. In January 1943, after a successful attack on a target in the Ruhr, Pilot Officer Danahy's aircraft was attacked by an enemy night fighter. Though considerable damage was sustained, he skilfully evaded further attacks and flew his bomber safely to base.

A partial copy of the Squadron Operations Record Book, Form 541 (Public Record Office Air 27/91494) includes the following sorties (probably incomplete but transcribed for illustrative purposes):

29 June 1942 - Wellington X3371 - Captain Sergeant Danahy, Navigator Sergeant McCartney, First WOP Sergeant Osborne, Second WOP Sergeant Bond, Air Gunner Sergeant Yapp. Airborne 2335 hours to 0515 hours. Target Bremen, bombed at 0154 hours, 10,000 feet. Camera

carried. Load was 810 x 4-lb incendiaries. "Bombs believed dropped in dock area. Several fires seen burning."

2 July 1942 - Wellington BJ667 - crew as above. Airborne 2320 hours to 0430 hours. Target Bremen, bombed at 0145 hours, 11,500 feet. Load was 810 x 4-lb incendiaries. "Bombs dropped near dock area and appeared to start fires. Three large and a lot of small fires observed. Many incendiaries seen dropped west of town.

21 July 1942 - Wellington BJ596 - Captain Flight Sergeant Danahy, Navigator Sergeant Maine, First WOP Sergeant Yapp, Second WOP Sergeant Bond, Air Gunner Sergeant Osborne Airborne 0000 hours to 0405 hours. Target Duisberg, bombed at 0140 hours from 12,800 feet. Bomb load was 1 x 1,000-lb, 7 x 500-lb and 2 x 250-lb. "Bombs dropped about ½ miles S.S.E. of Aiming Point "D". Four bursts seen and many scattered fires seen in town.

25 July 1942 - Wellington BJ593 - Captain Flight Sergeant Danahy, Navigator Sergeant Milnes, First WOP Sergeant Osborne,, Second WOP Sergeant Bond, Air Gunner Sergeant Yapp. Airborne 0040 hours to 0425 hours. Target Duisberg, bombed at 0235 hours from 7,800 feet. Camera carried. Load was 72 x 30-lb incendiaries. "Unable to say where bombs fell, but fires seen burning through cloud."

25 July 1942 - Wellington BJ593 - crew as above. Airborne 0030 hours to 0445 hours. Target Duisberg, bombed at 0220 hours, 10,000 feet. Camera carried plus 1 x 1,000-lb, 7 x 500-lb and 2 x 250-lb bombs. "Bombs dropped by T.R. [timed run]. Burst seen, no other results observed."

NOTE: The above two entries are puzzling, especially as the second appears in the middle of other entries dated 26 July 1943. There is an error here - but what is its exact nature ?

26 July 1942 - Wellington X3402 - crew as above. Airborne 2300 hours to 0620 hours. Target Hamburg,. Camera carried plus 1 x 1,000-lb, 7 x 500-lb and 2 x 250-lb bombs. "Sortie abandoned owing to engine trouble" - which is puzzling given the long time he was in the air.

28 July 1942 - Wellington Z1657 - Captain Flight Sergeant Danahy, Second Pilot P/O Wallace, Navigator Sergeant Milnes, First WOP Sergeant Osborne,, Second WOP Sergeant Bond, Air Gunner Sergeant Yapp. Airborne 2315 hours to 0445v hours. Target Hamburg with camera plus 72 x 30-lb incendiaries. "Sortie abandoned owing to engine trouble."

31 July 1942 - Wellington X3371 - Captain Flight Sergeant Danahy, Navigator Sergeant Milnes,, First WOP Sergeant Osborne,, Second WOP Sergeant Bond, Air Gunner Sergeant Yapp. Airborne 0035 hours to 0420 hours. Target Dusseldorf, bombed at 0226 hours from 10,000 feet. Camera carried plus 810 x 4-lb incendiaries. "Bombs dropped in built-up area. Lot of fires and some

ood ones seen. One big reddish explosion seen."

6 August 1942 - Wellington X3371 - Crew as above - Airborne 0155 hours to 0540 hours. Target Duisberg, bombed at 0340 hours from 9,000 feet. Camera carried; load was 72 x 30-lb incendiaries. "Incendiaries seen to light through cloud, followed by large flash and dark red fires as aircraft left."

17 August 1942 - Wellington X3371 - Crew as above - Airborne 2210 hours to 0450 hours. Target Osnabruck, bombed at 0118 hours from 9,500 feet. Camera carried plus 810 x 4-lb incendiaries. "Bombs dropped to north east almost half mile from a large red fire. Two large fires seen on leaving."

24 August 1942 - Wellington BJ596 - Captain was Flight Sergeant S. Danahy, Second Pilot Sergeant H. Lemon, Navigator Sergeant J. McCartney, First WOP Sergeant R.E. Osborne, Second WOP Sergeant H.W. Bond, Air Gunner Sergeant R.W. Yapp. Airborne 2130 hours to 0300 hours. Target Frankfurt, bombed at 0003 hours from 7,500 feet. Load was 1 x 1,000-lb and 7 x 500-lb bombs. "No results observed."

27 August 1942 - Wellington Z3747 - Captain was Flight Sergeant S. Danahy, Navigator Sergeant J. McCartney, First WOP Sergeant R.E. Osborne, Second WOP Sergeant H.W. Bond, Air Gunner Sergeant R.W. Yapp. Airborne from 2100 hours to 2330 hours. Target Kassel with 810 x 4-lb incendiaries and camera. "Mission abandoned as aircraft failed to climb and engines overheating." This was a bad night as five aircraft failed to complete the mission owing to engine problems and a sixth was missing.

17 October 1942 - Lancaster W4250 - Captain was Flight Sergeant S. Danahy, Flight Engineer Sergeant F. Tanner, Navigator Sergeant J. McCartney, WOP/AG Sergeant R.E. Osborne, Bomb Aimer Sergeant H.W. Bond, Mid-Upper Gunner Sergeant J.H. McKenna, Rear Gunner Sergeant R.W. Yapp. Airborne from 1215 hours to 1657 hours. Target Le Creusot, with camera, 4 x 1,000-lb bombs and 16 x 30-lb bombs. "Owing to fog approximately at the Scilly Isles the formation was lost and the aircraft returned to base. The hydraulic pipe in the mid-upper turret burst."

22 October 1942 - Lancaster W4772 - Crew as above. Airborne from 1726 hours to 0250 hours. Target Genoa, bombed at 2140 hours from 11,500 feet. Load was 2 x 1,000-lb bomb and 540 x 4-lb incendiaries. Camera carried. "Town and docks clearly seen and the target bombed at 2140 hours. Bombs were seen to explode in the Eastern part of the town and numerous fires were starting all over the target area."

24 October 1942 - Lancaster W4775 - Crew as above. Airborne from 1225 to 2136 hours.

Target Milan, bombed at 1707 hours from 5,500 feet. Load was 1,080 x 4-lb incendiaries. "Bombs were dropped at 1707 hours on a time run above clouds. Target area was identified through gaps in the clouds and several fires seen."

6 November 1942 - Lancaster W4772 - Captain was Flight Sergeant S. Danahy, Flight Engineer Sergeant F. Tanner, Navigator Sergeant J. McCartney, WOP/AG Sergeant R.E. Osborne, Bomb Aimer Sergeant H.W. Bond, Mid-Upper Gunner Sergeant J.H. McKenna, Rear Gunner Flight Sergeant E. Higgins. Airborne from 2128 hours to 0637 hours. Target Genoa, bombed at 0149 hours from 10,000 feet. Load was 900 x 4-lb incendiaries. "Target identified visually in good visibility. Many large fires were observed in the town and the crew saw their own bombs start additional fires."

8/9 December 1942 - Lancaster W4376 - Captain was Flight Sergeant S. Danahy, Flight Engineer Sergeant F. Tanner, Navigator Sergeant J. McCartney, WOP/AG Sergeant R.E. Osborne, Bomb Aimer Sergeant H.W. Bond, Mid-Upper Gunner Sergeant J.H. McKenna, Rear Gunner Sergeant R.W. Yapp. Airborne from 1744 hours to 0050 hours. Target Turin. Load was 1,260 x 4-lb incendiaries. "The town was clearly seen and the aiming point bombed at 2114 hours from 9,500 feet. Did not see own bombs because of the numerous fires."

9/10 December 1942 - Lancaster ED319 - Crew as above. Airborne 1756 hours to 0034 hours. Target Turin. Load was 1 x 4,000-lb H.C. bomb and 720 x 4-lb incendiaries. "Bombed built-up part of Turin in conditions of poor visibility at 2137 hours from 9,000 feet. Great deal of smoke over the target. Saw own 4,000-lb. H.C. go in the town." This was a bad night for No.57 Squadron. Twelve aircraft were detailed but three did not take off (two bogged, one with engine overheating. Sergeant Haye returned early from 100 miles inside France when port outer engine caught fire. Flight Sergeant Ramey appears to have bombed the target but crashed at Woodhall when attempting to land there - only one man survived.

20/21 December 1942 - Lancaster W4376 - Crew as above - Airborne 1816 hours to 2214 hours. Target Frankfurt. Load was 1,260 x 4-lb incendiaries. "The town was clearly seen. Opposition was much less than five months ago. Bombs were dropped at 1955 hours from 12,500 feet and were seen to fall in the town."

21/22 December 1942 - Lancaster W4376 - Crew as above. Airborne 1742 hours to 0141 hours. Target Munich. Load was 1 x 4,000-lb H.C. and 360 x 4-lb incendiaries. "Went back to Wurm See and made times run because ground features could not be seen. On run in. Bombs dropped at 2132 hours from 7,000 feet." The ORB stated that nine aircraft were detailed but two failed to take off due to technical failures and one failed to return. "The town was almost completely covered by a layer of cloud at 1,000 to 3,000 feet. Timed runs from Wurm See were made and some crews caught glimpses of built up areas through small breaks in the cloud layer. Results of bombing were not observed but several fires in the town were reported." Weather

bad on return so two aircraft were diverted safely to Linton-on-Ouse and three to Marston Moor. However optimistic crew reports may have been, they seem to have bombed decoy fires outside Munich.

9/10 January 1943 - Lancaster ED411 - Crew as above - Airborne 1720 hours to 2111 hours. Target Essen. Load was 1 x 4,000-lb H.C. and 1,080 x 4-lb incendiary bombs. "Bombed from 20,000 feet at 1925 hours. Saw bombs burst and start a fire in built-up area. Aircraft was shot up by cannon shells on the way home."

17/18 January 1943 - Lancaster W4376 - Captain was Flight Sergeant S. Danahy, Flight Engineer Sergeant C.E. Tanner, Navigator Sergeant J. McCartney, Wireless Operator Sergeant C.H. Corrie, Bomb Aimer Sergeant C.T. Clifton, Mid-Upper Gunner Sergeant J.H. McKenna, Rear Gunner Sergeant F.C. Smith. Airborne 1655 hours to 0011 hours. Target Berlin. Bomb load was 1 x 4,000-lb M.C. and 720 x 4-lb incendiary. "Bombs were dropped at 2033 hours from 19,000 feet on a timed run from lake S.E. of city which was identified. No results seen. Both gunners had trouble with oxygen failures. Landed at Feltwell following diversion." The squadron detailed eleven aircraft but five were cancelled before takeoff (previous battle damage, broken elevator hinges, engine unserviceable, rear turret unserviceable) and two returned early (one with engines overheating, one with oxygen failure). "The remaining four reached the target in conditions of poor visibility. The P.F.F. marker bombs and flares were late and were not of much assistance. All crews identified a big built-up area on E.T.A. Berlin and bombed it, seeing numerous fires start. Opposition from the ground was intense and a great deal of fighter activity was evident though no interceptions were reported. All aircraft were diverted; one early return landed at base and the other away."

Notes: On 30 June 1942 he was engaged in ferrying Wellington X3571 from Feltwell to Methwold. At the time he had 62 hours solo on type. Low flying over Methwold aerodrome, he caught the tops of some trees at edge of the field. Considerable damage to fuselage airframe, port mainplane and aileron, starboard airscrew and exhaust ring, front and rear turrets, port and starboard tailplanes, elevators, lower fuselage and bomb doors. Deemed to be the result of "bad flying discipline", general bad judgement. He was charged with a breach of flying discipline.

Assessed on 12 August 1942 as follows: "At present lacks a sense of responsibility and I consider a further period in the rank of Flight Sergeant is necessary before recommendation for Warrant Rank." (W/C E.J. Laine).

Assessed on 11 February 1943 by Commanding Officer of No.57 Squadron who noted that Danahy had flown 622 hours, 282 in previous six months. Described as "An excellent type of operational captain who has turned into a good officer. Smart and keen in his work." It was

also noted that he had gone to Pathfinder Force "after completing an excellent operational tour with No.57 Squadron."

* * * * *

DANBY, F/O Christopher (J26936) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Darlington, County Durham, 13 August 1918. Home in Hamilton, Ontario. Enlisted there 7 November 1939 as Equipment Assistant. To Rockcliffe, 16 January 1940. To Technical Training School, St. Thomas, 18 March 1940. Promoted AC1, 1 April 1940. To No.5 Equipment Depot, 18 April 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 15 September 1940. Promoted Sergeant, 1 July 1941. To No.10 (BR) Squadron, 31 July 1941, following it to Newfoundland in January 1942. Remustered to aircrew, 17 June 1942 when posted to No.3 ITS. May have graduated 14 August 1942 but not posted to No.11 EFTS until 26 September 1942; to No.1 Composite Training School, 17 November 1942; to No.1 SFTS, 28 December 1942. Ceased training, and posted to 4 AOS on 23 January 1943. Graduated and commissioned on 11 June 1943. To Embarkation Depot, 25 June 1943. Promoted Flying Officer, 11 December 1943. Further postings uncertain. Remained in postwar RCAF (20059). 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 10 November 1944 when he had flown 38 sorties (159 hours 55 minutes) as follows:

9 May 1944 - Berneval (3.30)
10 May 1944 - Lens (3.45)
12 May 1944 - Hasselt (4.10)
22 May 1944 - Orleans (5.15)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.25)
1 June 1944 - Cherbourg (4.05)
2 June 1944 - Trappes (5.05)
7 June 1944 - Juvisy (4.40)
9 June 1944 - Laval a/f (5.10)
12 June 1944 - Amiens (4.15)
14 June 1944 - Douai (3.55)
15 June 1944 - Fouillard (5.25)
24 June 1944 - Noyelle en Chaussee (2.35)
6 July 1944 - St.Martin l'Hey.(3.40)
7 July 1944 - Croix d'Alle (3.45)
9 July 1944 - Chateau Bernapre (3.30)
12 July 1944 - Thiverny (4.05)
15 July 1944 - Nucourt (4.35)
18 July 1944 - Manneville (4.15)
18 July 1944 - Acquet (4.05)
20 July 1944 - Bottrop (4.25)
25 July 1944 - Foret de Croc (3.50)
28 July 1944 - Foret de Nieppe (3.30)
30 July 1944 - Villers Bocage (4.05)
3 August 1944 - Bois de Casson (4.10)
5 August 1944 - Foret de Nieppe (3.35)
25 August 1944 - Pons Corff (5.40)
1 September 1944 - La Pourchinte (3.25)
10 September 1944 - Le Havre (4.20)
12 September 1944 - Gelsenkirchen (4.25)
17 September 1944 - Boulogne (3.25)
25 September 1944 - Calais (3.05)
26 September 1944 - Calais (3.30)
9 October 1944 - Bochum (5.35)
14 October 1944 - Duisburg (5.00)
15 October 1944 - Wilhelmshaven (4.30)
25 October 1944 - Essen (5.00)

This officer has taken part in a large number of sorties as navigator, against targets in Germany and occupied Europe. His ability as a navigator and his coolness and determination in action have set a fine example to his crew and attributed [sic] in no small way to the success achieved. It is considered that his splendid record merits the award of the Distinguished Flying Cross.

* * * * *

DANIEL, FS Leonard Melvin (R94310) - **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 June 1920. Home in Verdun, Quebec; enlisted in Montreal, 17 April 1941 as Radio Mechanic. To No.4A Manning Depot, 5 May 1941. To University of McGill, 31 May 1941. Promoted LAC, 6 September 1941. To No.31 Radar School, 21 September 1941. To "Y" Depot, date uncertain; to RAF overseas, 12 December 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943; promoted Flight Sergeant, 17 March 1944. Repatriated 13 August 1945. Retired 28 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945 identifying him as NCO in charge of daily servicing, radar and stating he had served eight months in Canada and 40 months overseas:

Flight Sergeant Daniel by tenaciously devoting himself to his duties has shown exemplary leadership in all phases of his work during periods when the very maximum was exacted from each individual. His ability and leadership have proven to be an inspiration to all those working under him.

* * * * *

DANIEL, F/O Walter Alexander (J26647) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Rivers, Manitoba, 26 June 1920; home there; educated there and University of Manitoba, 1940-1941. Active in COTC, Winnipeg, May to December 1941 before enlisting in Winnipeg, 16 February 1942. To No.2 Manning Depot, 18 March 1942. To No.10 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.2 AOS until 29 August 1942. Graduated 25 November 1942 when posted to No.1 Composite Training School. To No.7 BGS, 8 January 1943; to No.1 CNS, 17 April 1943. To No.1 BGS, 12 May 1943. Commissioned 28 May 1943. To "Y" Depot, 23 July 1943. Embarked from Halifax, 26 August 1943. Arrived in Britain, 1 September 1943. To No.5 AOS, 4 October 1943. To illegible base, 6 November 1943. Promoted Flying Officer, 28 November 1943. To No.617 Squadron, 30 November 1943. Repatriated 7 July 1945. To No.2 Air Command, 19 July 1945. To No.5 Release Centre, 31 August 1945. Retired 7 September 1945.

Died in Melville, Saskatchewan, 15 September 1994 as per **Legion Magazine** of January 1995. RCAF photo PL-44677 (ex UK-20136 dated 23 January 1945) shows him with a 22,000-lb bomb.

Flying Officer Daniel has taken part in numerous sorties and has proved himself an outstanding member of aircraft crew. In September 1944 he was the air bomber of one of a bomber force which attacked the German battleship Tirpitz. In October 1944 he took part in an attack on the sluice gates at Kems Barrage. On both occasions he proved his skill as a bomb aimer. His excellent work contributed materially to the successes obtained.

Photo PL-33669 (ex UK-15571 dated 6 October 1944) shows him. RCAF photo PL-43185 (ex UK-20146, dated 17 April 1945) has the following caption: "Members of a squadron are here reporting their latest attack with the largest bomb in the world, the 22,000-pound 'Ten-Ton Tessie' as they are called in Britain (British long tons). Left to right, Intelligence Officer, Section Officer (WAAF) S. Allen, Pulborough, Sussex, England; air gunner F/O J. Scannell, DFC, DFM, Cork, Ireland; S/L G.B. Ellwood, DSO, DFC, Portage la Prairie, Manitoba; and air bomber F/O W.A. Daniel, DFC, Rivers, Manitoba." Photo PL-33673 (ex UK-15575 dated 6 October 1944) shows RCAF aircrew with a total of 172 sorties, seated on a generator under a Lancaster, viz F/L R.E. Woods (Niagara Falls,, squadron bombing leader, 40 months overseas, 59 sorties), F/O W.A. Daniel (Rivers, Manitoba, 12 months overseas, 33 sorties), in back row P/O H.G. Allen (Willow Bunch, Saskatchewan, bomb aimer, four months overseas 38 sorties) and F/O R.L. Pinder (navigator, 24 months overseas, 42 sorties).

RCAF photo PL-43187 (ex UK-20150, dated 17 April 1945) has the following caption: "Walking away from their Officer's Mess are four Canadians (members of a famous RAF squadron). Left to right are F/O W.A. Daniel, DFC, Rivers, Manitoba; F/L F.L. English, air gunner, Pictou, Nova Scotia; F/O D.H. McLennan, air gunner,, Charlottetown, P.E.I.; and F/O Al Foreman, Westmount, Montreal."

Notes: On repatriation, 5 June 1945, he stated he had flown two tours and 54 sorties (290 hours 40 minutes operational) plus 188.30 non-operational hours; last sortie was 19 April 1945. Types experienced overseas were Anson (15 hours 20 minutes) and Lancaster (463.50).

Training: Course at No.7 ITS was 8 June to 31 July 1942. Marked in Mathematics (137/150), Armament (35/50), Signals (112/150), Navigation (120/150), Visual Link (38/50), Airmanship, Theory of Flight, Engines (64/100), Drill (67/100), Law and Discipline (81/100), Meteorology (41/50), Aircraft Recognition (91/100), and Anti-Gas (41/50). "A good all-round average type. Good service spirit. Cool and decisive. Conscientious. Worked hard."

Course at No.2 AOS was 31 August to 25 November 1942. Anson aircraft (31.55 as first

navigator by day, 27.25 as second navigator by day, 16.40 as first navigator by night, 2.55 as second navigator by night). Marked in Navigation, Air Work (392/700), Elements of Navigation (318/500), Signals, written (34/50), Maps and Charts (32/50), Meteorology (80/100). Under "Navigation" described as follows - "Slow in the air; is not able to cope with work required of air navigators. Ground work below the class average." General comments - "While keen to stay in aircrew is inclined to be lazy if left on his own." Failed course but keenness got him transfer to Air Bomber training.

Course at No.7 BGS was 11 January to 5 March 1943. Bombing training on Anson aircraft (27.35 day, 7.10 night); gunnery on Bolingbroke (15.30 day). In high level bombing dropped 63 bombs by day and 32 by night; in low level dropped 16 bombs by day. Gunnery beam test fired 600 rounds (13 percent hits); Beam Relative Speed Test, 2,200 rounds (nine percent hits), Under Tail Test, 400 rounds, four percent hits). Examined in Bombing, written (172/2500, Bombing, oral (207/250), Proficiency as Bomb Aimer (272/400), Gunnery, written (68/100), Gunnery, oral (81/100), Proficiency as Air Gunner (152/200), Aircraft and Ship Recognition (42/50) and Signals (45/50). Spent eleven hours on "turret manipulation." Graded "good average" in bombing, "average" in gunnery. Placed 27th in a class of 53.

Course at No.1 CNS was 19 April to 28 May 1943. Anson aircraft (30.50 by day, 11.30 by night). Marked in Navigation, air work (70/100), Bombing, air work (73/100), Photography, air work (77/100), Elements of Navigation (42/50), Signals, Practical (52/75), Photography (40/50), Reconnaissance (38/50) and Aircraft Recognition (55/75). Under "Navigation" described as "Good log and air work - Armament, dependable, hard worker." General assessment - "Hard worker, responsible and dependable." Placed 16th in a class of 20.

* * * * *

DANIELS, F/O John McLear (J20462) - **Commended for Valuable Services** - No.7 Flying Instructor School (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Chatham, Ontario, 9 June 1916. Home in Windsor, Ontario; enlisted there 24 September 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 23 October 1941. To No.1 ITS, 7 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.9 EFTS until 14 February 1942; may have graduated 10 April 1942 but not posted to No.6 SFTS until 25 April 1942; graduated and commissioned, 14 August 1942. To "Y" Depot, 28 August 1942; to RAF overseas, 27 October 1942; disembarked in Britain, 4 November 1942. To No.14 (Pilots) AFU, 14 November 1942. Promoted Flying Officer, 14 February 1943. To No.7 Flying Instructor School, 10 March 1943. To No.20 (Pilots) AFU, 19 May 1943. To No.7 Flying Instructor School, 1 December 1943. Promoted Flight Lieutenant, 14 August 1944. Attached to No.10 OTU, 21-25 September 1944. To No.8 OTU, 10 October 1944. To No.544 Squadron, 13 December 1944. To Bircham Newton, 25 June 1945. To No.18 Aircraft Holding Unit, 29 June 1945. Repatriated 10

September 1945. Retired 25 October 1945. Died in Kincardine, Ontario, 12 December 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. No citation.

DANIELS, F/L John McLearn (J20462) - **Mention in Despatches** - No.544 Squadron - 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" but he appears in a March 1945 list of personnel in No.544 (See Appendices to Coastal Command narratives).

Notes: Assessed 6 July 1944 at No.7 FIS where he was a flying instructor; he had flown 1,129 hours 45 minutes (297.20 in past six months). "A Canadian officer who works well and shows plenty of keenness. He is ambitious and should do well. He could take more interest in station activities." (W/C J.L. Waters).

Assessed 29 June 1945 at No.544 Squadron; had flown 1,623 hours (540 in past six months). "This officer has the ability, personalty and keenness to make a success of any service employment." (W/C D.W. Stevenson).

Repatriation form dated 31 August 1945 states he had flown 29 softies (136 hours 45 minutes), the last on 25 May 1945. Had also flown 1,193 hours 50 minutes non-operational. Types flown overseas were Oxford (1,000 hours), Magister (30.35) and Mosquito III, IV, VI, XIV, XVI and XXXV (300).

Training: Interviewed in Windsor, 3 September 1941. "Good personality - very likeable - clean cut - sincerity strong - ambitious to fly - anxious to play his part in the fight. Should make a good pilot,"

Attended No.1 ITS, 7 December 1941 to 1 February 1942. Courses in Mathematics (123/150), Navigation (142/200), Armament, practical and oral (71/100), Signals (150/150), Aircraft Recognition (88/100), Drill (92/100), Law and Discipline (93/100) and Airframes, Engines and Theory of Flight (95/100). Placed 14th in a class of 61. "An exceptional airman - above average intelligence - good educational background. Is conscientious and energetic."

Attended No.9 EFTS, 16 February to 10 April 1942. Finch II aircraft - 31.05 dual, 30.35 solo; 7.55 on instruments. Logged ten hours in Link. "A hard working trainee who shows promise of developing into smooth pilot, although he has found considerable difficulty in aerobatics. Possesses a general sound knowledge of sequences." Ground courses in Airmanship (160/200), Airframes (56/100), Engines (58/100), Signals, practical (100/100), Theory of Flight (76/100), Air Navigation (135/200), Armament, oral (131/200). Placed 15th in a class of 33. "A keen, steady student who is anxious to make a career in the service. Seems anxious to assume responsibility; conduct and deportment satisfactory."

Attended No.6 SFTS, 27 April to 14 August 1942. Harvard aircraft - 62.45 day dual, 95.25 day solo, 5.50 night dual, 12.00 night solo. Was 29.15 on instruments. Logged 25 hours in Link. "Progress satisfactory. Navigation above average. Clear hood and Instruments high average. No outstanding faults." (F/L J. Jordan). Courses in Airmanship and Maintenance (100/200), Armament, written (84/100), Armament, practical (32/50), Navigation and Meteorology (159/200), Signals, written (25/50) and Signals, practical (100/100). Placed 16th in a class of 42. "Confident type with determination and high average ability."

Attended No.14 (Pilots) AFU, 17 November 1942 to 10 March 1943. Oxford aircraft - 10.40 day dual to first day solo, 23.50 total day dual, 11.15 day solo; 1.25 night dual to first night solo, 6.20 total night dual, 7.50 night solo. Was 5.35 on instruments; logged 11.10 in Link. Flying tests in General Flying (260/400), Applied Flying (130/200), Instrument Flying (164/250), Night Flying (70/100) and Link (43/50). "Had a bad start for conversion to S.E. types by having four weeks sickness shortly after commencing the course, but on return made good progress and mastered twin engine technique, Should make a capable instructor."

Attached to No.1518 Beam Approach Training Flight, 6-13 February 1943. Oxford aircraft - ten hours (all instrument and beam) plus five hours in Link.

Attended Central Flying School on attachment from No.20 (Pilots) AFU, 10 March to 12 May 1943. Flew single engine elementary types (10 hours day dual, 15.30 day solo) and twin-engine service type (20.10 day dual, 5.00 night dual, 52.25 day solo, 7.05 night solo). Courses in Theory of Flight, Navigation, Airmanship and Technical Subjects. Scored 72 percent overall. "A keen and efficient pilot who has worked hard throughout the course, He has a natural instructional manner, demonstrating and giving good Patter convincingly. His night flying and Beam Approach are both of an above average standard." (S/L A.B. Jones). Graded Category "B" multi-engine. This was upgraded to A-2, 5 October 1944.

Attended No.8 OTU, 11 October to 5 December 1944. Mosquito aircraft - 7.55 dual to first solo (total dual), 47.30 solo, 3.50 on instruments. Had one forced landing, 5 December 1944 (engine failure). Flying tests in General Flying (300/400), Applied Flying (170/200), Instrument Flying (200/250) and Link (43/50). Ground examinations in Airmanship (252/300), Meteorology (70/100), Navigation (130/200) and Signals (76/100). "This pilot has proved himself to be above average as a potential PR pilot and as an officer, should be a definite asset to his squadron."

RCAF Press Release 10919, circa July 1945, read as follows:

WITH THE RCAF IN COASTAL COMMAND: A young Canadian Mosquito pilot, F/L J.M. Daniels (R.R. 1, Windsor, Ontario) shared with other RAF aircraft in a record-

breaking flight from England to Karachi, India. The flight, made on May 30, 1945, took 12 hours and 56 minutes. One stop was made en route, at Cairo, to refuel. The fastest previous England to India flight was made in 16 hours and 20 minutes.

F/L Daniels, who won his wings at No.6 SFTS, Dunnville, Ontario, came overseas in October 1942 and up until VE Day flew a Mosquito on photographic reconnaissance work in Coastal Command. Flying from airdromes in England, France and Italy, he photographed enemy targets both before and after they had been subjected to Allied bombing raids.

The young Windsor pilot, who was mentioned in despatches some time ago, has now arrived at the RCAF Repatriation Depot at Bircham Newton, England where he is waiting for a troopship to take him back to Canada for his 30 days leave. He has not yet decided whether to apply for demobilization or to keep on flying.

* * * * *

DANIS, F/L Cyrille Adelard Edmond (C8446) - **Mention in Despatches** - No.425 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 10 March 1916. Home in Ottawa; enlisted there, 19 April 1937 as Clerk. Promoted Sergeant as of 1 January 1940. To No.10 (BR) Squadron, 12 February 1940. To No.118 (Coastal Artillery Cooperation) Squadron, 5 July 1940. Promoted Flight Sergeant, 15 August 1940. To No.4 Manning Depot, 28 September 1940. Promoted WO2, 1 July 1941. Commissioned in Administrative Branch, 15 November 1941 with rank of Flying Officer. To No.3 Manning Depot, 8 December 1941. To No.1 Repair Depot, 26 September 1942. To No.4 EFTS, 5 November 1942. To "Y" Depot, 29 December 1942. To RAF overseas, 25 January 1943. Promoted Flight Lieutenant, 11 March 1943. Promoted Squadron Leader, date uncertain. Repatriated 18 March 1946. Reverted in postwar RCAF to WO2, 1 November 1946; promoted WO1, 1 April 1948. May have been commissioned again. Awarded Queen's Coronation Medal, 23 October 1953, when on strength of No.11 ACW Squadron. No citation in AFRO with gives unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 10 February 1944 which identifies unit and gives following:

This officer has been Adjutant of this squadron for one year. His experience, obtained in the ranks and as an officer, was most helpful in handling the personnel. Flight Lieutenant Danis is a capable and conscientious Administrative Officer whose cheerful disposition has inspired a high standard of morale among the ground crew personnel. In the many movements of this squadron, and the trying conditions under which the squadron operated whilst in North Africa, this

officer has maintained discipline and the administrative routine of the squadron.

* * * * *

DARBY, FS (now P/O) Charles Edmund (J15601) - **Distinguished Flying Medal** - No.10 Squadron (RAF) - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1412/42 dated 4 September 1942. Born in Harrow, Essex County, Ontario, 12 March 1909. Druggist there. Enlisted in Windsor, 20 July 1940 and posted to No.1 Manning Depot. To Trenton, 20 August 1940. To No.2 ITS, Regina, 31 August 1940. Promoted LAC, 26 October 1940 and posted next day to No.2 AOS, Edmonton; to No.2 BGS, Mossbank, 20 January 1941. Graduated and promoted Sergeant, 2 March 1941; posted next day to No.1 ANS, Rivers. Struck off strength at Rivers, 10 April 1941 and posted to Embarkation Pool, Debert. Subsequently to "Aviation Division, CPR, Montreal" (Ferry Command). Embarked for overseas, 1 June 1941. Taken on strength of United Kingdom, 4 June 1941. To No.19 OTU, 6 June 1941. To No.77 Squadron, 1 September 1941. Promoted Flight Sergeant, 1 December 1941. Attached to No.1 Air Armament School, 13 February to 7 March 1942. Posted to No.10 Squadron, 18 April 1942. Promoted Warrant Officer, 1 June 1942. Commissioned 16 June 1942 as per Appointments, Promotions and Retirements, 17 August 1942. Posted at uncertain date to No.1484 (B) Gunnery Flight. Promoted Flying Officer and Flight Lieutenant, 21 September 1942 and on same date posted to No.1652 Conversion Unit. Detached to No.4 Group Headquarters, 22 May to 2 June 1943. Detached to No.8 (Pathfinder) Group, 6-10 July 1943. Posted to No.1659 Conversion Unit (supernumerary), 13 July 1943. Reposted to No.1659 Conversion Unit, 21 October 1943, "for special duties". Repatriated to Canada on special leave, embarking 8 February 1944. Disembarked in New York, 17 February 1944. Embarked again for Britain, 4 May 1944; disembarked in Britain, 10 May 1944 and taken on strength of No.3 PRC. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 25 May 1944 to uncertain date. To No.1655 Mosquito Training Unit, 17 July 1944. To No.608 Squadron, 16 August 1944. Missing, presumed dead, 27/28 August 1944 (Mosquito KB212). Award presented at Buckingham Palace, 16 March 1943.

On his last sortie, Flight Sergeant Darby was navigator of an aircraft detailed to attack the German naval base at Trondheim. Whilst over the target area the aircraft was subjected to an intense barrage of anti-aircraft fire. Despite this, the objective was attacked from only 150 feet. Flight Sergeant Darby's skilful navigation contributed materially to the success of this hazardous operation. This airman is a courageous and determined observer whose fine fighting spirit has set an excellent example.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 17 May 1942 by Wing Commander J.B. Tait, Commanding Officer of No.10 Squadron. He had flown 24 sorties (179

operational hours).

On the night of 27th April 1942, Flight Sergeant Darby was taking part on his 24th sortie as navigator in an aircraft detailed to carry out a 150 feet low-level bombing attack on the German battleship **Von Tirpitz** in Ass Fjord, Norway. The operation was rendered all the more hazardous by the high surrounding cliffs, which permitted an entry only by way of the fiercely defended mouth of the fjord.

Over the target the aircraft was subjected to an intense barrage of anti-aircraft fire but, in spite of being hampered by a thick smoke screen, **dived** straight down and along the fjord to press home a perilously low attack right across the target. As a result of the terrific enemy fire the aircraft was holed in several places.

On returning to base, the captain was outspoken in his praise of his navigator and reported that in guiding him down and through the intense curtain of fire he had been largely responsible for the successful completion of the attack and the withdrawal of the aircraft out of the narrow fjord.

Undoubtedly Flight Sergeant Darby displayed splendid coolness in the face of point-blank enemy fire and I consider that his initiative and courageous devotion to duty fully merits the immediate award of the Distinguished Flying Cross.

To this the Base Commander, Station Leeming, added (20 May 1942)

Flight Sergeant Darby is a courageous and determined Non-Commissioned Officer who has always shown an eager and aggressive spirit in operations. He was a member of a crew which attacked the **Tirpitz** from a very low height and by his skill and courage was of the greatest help to his captain. I strongly recommend him for the immediate award of the Distinguished Flying Medal.

Notes: His repatriation to Canada was on compassionate grounds (father living in Harrow was very ill). On repatriation forms he stated that he had flown one full tour (27 sorties), 530 hours in all of which 204 hours were operational. He further stated that his future preferences were 1. Pilots course in Canada, 2. Operations in Australia and 3. Pathfinder squadron in Britain.

Application for Operational Wing, 29 November 1943, stated he had flown 202 operational hours and 27 sorties (6 September 1941 to 17 July 1942).

Training: Interviewed in Windsor on 13 June 1940 when he was described as follows: "Druggest

in small town, has responsible job. The quiet, steady type, probably very reliable but not brilliant, especially as to action. Education seems to fit him for observer's course. Manners and appearance suitable for commission."

Course at No.2 ITS involved following courses and marks: Mathematics (74/100), Armament, practical and oral (78/100), Drill (60/100), Law and Discipline (87/100). Was 17th in a class of 535; described as "Fine mature type - good background - officer material."

At No.2 AOS he flew in Lockheed aircraft (one hour 34 minutes as first navigator by day, 30 minutes as second navigator by day) and Ansons (23 hours as first navigator by day, 19 hours as second navigator by day, one hour 45 minutes as first navigator by night, seven hours 35 minutes as second navigator by night). In the air described as "Keen student - takes interest". Ground courses and marks were DR Plotting (124/150), DR, Written (97/150), Compasses and Instruments (125/150), DF/WT (92/100), Signals I (50/50), Signals II (50/50), Maps and Charts (77/100), Meteorology (83/100), Photography (90/100), Reconnaissance (79/100). Described as "Good student work; in classroom very good; takes an interest in his work." Placed 10th in a class of 39. Curiously, the Chief Instructor, F/L R.H. Batty, graded him as only average and not yet suitable for a commission.

Course at No.2 BGS involved Fairey Battle aircraft (six hours 20 minutes day bombing, five hours 50 minutes day gunnery, six hours 35 minutes as passenger. Did only high level bombing (no low level) with average error of 184 yards and best error was 152 yards. In gunnery tests scored 19 percent hits in Beam Test, four percent in Beam Relative Speed Test and eight percent in Under Tail Test. The Chief Instructor (F/L G.O. Godson) wrote an assessment that said more about the school than about Danby:

Bombing results considered satisfactory in view of the following: inexperienced pilots, uncalibrated instruments, Bomb-Aimer's forward vision restricted by Battle aircraft and targets difficult to see.

Advanced Air Observer Course at Rivers involved 32 hours 20 minutes flying on Ansons (6.40 as first navigator by day, 6.00 as second navigator by day, 5.40 as first navigator by night, 14 hours as second navigator by night). Air marks were 183/250. Described as "Extremely good work in the air, e.g. assists First Navigator by precomputing fixes to eliminate transfer of P/Ls." Ground courses were Astro Navigation, Plotting (91/150) and Astro Navigation, Written (61/100). Placed 27th in a class of 37. Described as follows: "Systematic and neat. Thorough knowledge of the subject. A little slow."

Course at No.1655 Mosquito Training Unit he began on Oxford aircraft (four exercises of two hours 50 minutes, one hour 25 minutes, two hours 25 minutes and three hours ten minutes.

Assessments not enthusiastic - "Bare average", "Good as far as it went.". He carried out an operational exercise, concentrating on wind finding and DR navigation on 7 August 1944 (daylight, three hours 15 minutes), described as "Quite a good effort. W/Vs and DR okay." This was followed by a four-leg exercise on 8 August 1944 (total time: four hours ten minutes) simulating a long distance mission outside GEE range ("Average exercise. W/Vs and DR good."). On 10 August 1944 came another long-range night exercise (three hours 40 minutes - "Good exercise. Winds and DR okay. Considerable target error but navigationally okay"). Further night exercises followed on 12 August 1944 (three hours 45 minutes) and 13 August 1944 (four hours - on this occasion described as "Above average. WVs and DR good. An accurate, hard working keen navigatir." Also logged five hours on "Local flying, SBA and bombing" for a total of 23 hours 50 minutes on Mosquitos. It was noted that he dropped six bombs from Oxford aircraft from 2,500 feet (day). He then did a series of dropping bombs from Mosquitos - four from 5,000 feet (day), four from 10,000 feet (day), four more from 2,500 feet (day), then four from 3,000 feet (night), four from 5,000 feet (night), four from 6,000 feet (night), and eight more from 5,000 feet (day). His average error was 368 yards (vs a Group average of 202 yards).

Assessments: On 14 July 1943, on posting from No.1652 Conversion Unit, it was noted he had flown 496 hours (55 in previous six months). W/C K.J. McDonald wrote, "During his service with this Unit, Flight Lieutenant Darby has proved himself a capable Bombing Leader. He has a thorough grasp of his subject and imparts his knowledge intelligently." To this, G/C G.L. Cheshire added, "This officer has set about his work quietly but efficiently."

On 4 February 1944, S/L J. Pennington wrote, "This officer has carried out the duties of bombing leader at this unit in an exemplary manner, and is highly recommended." He had by then flown 497 hours 25 minutes (33 hours 15 minutes in previous six months).

Circumstances of Death: 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).

* * * * *

DARGIS, F/O Joseph Georges Jules (J27243) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Trois Rivieres, Quebec, 14 April 1921; home there. Enlisted in Montreal, 21 May 1942. To No.6 Manning Depot, 7 June 1942. To No.4 Manning Depot, 24 July 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.11 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.13 SFTS; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943; to United Kingdom, 29 June 1943. Promoted Flying Officer, 11 December 1943. Repatriated 2 August 1945. To Mountain View, 13 September 1945. Retired 29 October 1945. RCAF photo PL-22381 (ex UK-6470 dated 2 December 1943 refers; Pilot Officer Jules Dargis (Trois Rivieres) discusses a model Wellington with Pilot Officer Rosaire Garneau (navigator, Montreal), Sergeant Roland Enos (bomb aimer, Montreal) and Sergeant Julien Cote (WAG, St. Paul, Alberta). Photo PL-36335 is a portrait.

This captain of aircraft has successfully completed many sorties over Germany and enemy occupied territory. One night in August, Flying Officer Dargis was detailed to attack a target in northern France. A good run over the target was made but the bombs failed to release. With the determination that has characterized all his work, Flying Officer Dargis made a second run-in and made his attack, the bombs being released manually. This officer has displayed notable skill, courage and devotion to duty.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 volume 20607) has recommendation drafted 16 September 1944 by W/C Hugh Ledoux, when Dargis had flown 36 sorties (169 hours 33 minutes).

8 May 1944 - St. Pierre (4.10)
9 May 1944 - Calais (3.30)
12 May 1944 - Louvain (4.10)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (5.10)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (5.00)
6 June 1944 - Coutances (5.30)
7 June 1944 - Acheres (4.4)
21 June 1944 - St. Martin (3.40)
23 June 1944 - Bientques (5.00)
24 June 1944 - Bemieres (3.40)
27 June 1944 - Foret d'Eary (4.15)
3 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (3.30)
7 July 1944 - July 1944 - Caen (1.20, duty not carried out)
12 July 1944 - Thiverney (4.35)
15 July 1944 - Nucourt (4.20)
17 July 1944 - Caen A.1 (4.20)
18 July 1944 - Wesseling (4.55)
20 July 1944 - Ferme de Forestell (4.00)
24 July 1944 - Ferfay (4.25)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.55)
31 July 1944 - Oeuf-en-Ternois (5.00)
3 August 1944 - Foret de Nieppe (4.00)
14 August 1944 - Bons Tassily (4.20)
15 August 1944 - Brussels (4.15)
16 August 1944 - Kiel (5.15)
18 August 1944 - Connantre (6.50)
25 August 1944 - Brest/Cornouailles (4.45)
27 August 1944 - Marquis Mimoyecques (3.55)
31 August 1944 - Ile de Cezembre (5.00)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.25)
12 September 1944 - Wanne Eickel (5.25)
13 September 1944 - Osnabruck (4.35)

This captain of aircraft has successfully completed 36 sorties against the enemy over France, Belgium and Germany. He has attacked several major targets including Hamburg, Wesseling, Stuttgart and Kiel. On these occasions he has exhibited fine airmanship and a keen sense of perception and timing.

On the night of 24th/25th July 1944 he was detailed to attack a flying bomb site at Ferfay, France. Just before crossing the English Channel, on the way to the target, trouble developed in the port outer engine. It was found necessary to feather the engine. The aircraft, being heavily loaded, was losing height all the time. Despite this fact, Flying Officer Dargis decided to continue on to the target, which was bombed effectively, and landed safely on return to home base.

On the night of 18th/19th August 1944, Flying Officer Dargis was detailed to attack Connantre, France. The target was reached without incident and the bomb aimer reported his bombs released. The bomb doors were then closed and the captain set a course for base.

Three minutes away from the target, this pilot instructed the Flight Engineer to make a visual inspection of the bomb bay and it was discovered that all the bombs were still in place. With great presence of mind and determination, Flying Officer Dargis returned to the target where the bombs were jettisoned by hand. Course was set for home twelve minutes after the bomber stream.

On these two occasions as well as on his other operations, Flying Officer Dargis has exhibited a strong sense of duty. His courage and determination to complete his missions, no matter what the cost, has been an inspiration to the other members of his crew.

Such devotion to duty irrespective of personal safety is highly commendable, and deserving of a reward commensurate with the actions. It is for these reasons that I recommend Flying Officer Dargis for an immediate award of the Distinguished Flying Cross.

* * * * *

DARK, F/O William Locke (J15992) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Biggar, Saskatchewan, 20 July 1918; home in Edmonton, Alberta; enlisted there 29 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; to No.31 SFTS, 30 November 1940;

ceased training and posted to No.1 Manning Depot, 8 January 1941; to No.1 AOS, 3 March 1941; graduated 25 May 1941 when posted to No.4 BGS; graduated 5 July 1941 when posted to No.1 ANS; promoted Sergeant, 7 July 1941; graduated from No.1 ANS, 19 August 1941 when posted to Embarkation Depot; to RAF overseas, 14 September 1941. Commissioned 25 September 1942. Promoted Flying Officer, 25 March 1943. Repatriated 12 August 1944. To No.165 (Transport) Squadron, 17 September 1944. Promoted Flight Lieutenant, 25 September 1944. To No.164 (Transport) Squadron, 31 October 1945. To No.1 Release Centre, 14 April 1946. Retired 25 April 1946. Photo PL-25523 (Right) shows him on return to Canada after completing two tours. Died 1986. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 19 September 1943 when he had flown 34 sorties (182 hours 48 minutes), in two tours - 30 May to 23 September 1942 (21 trips) and 29 March to 30 August 1943 (13 sorties).

This officer has shown a high degree of skill as a Navigator. He has made 34 operational sorties, only one of which has not been successful in bombing the target and 33 of which have been over heavily defended areas in Germany. Beginning with the first large scale raid on Cologne he has been navigator during the bombing of Essen, Emden, Bremen, Duisburg, Vegasack, Hamburg, Saarbrücken, Düsseldorf, Karlsruhe, Frankfurt, Flensburg, Stuttgart, Mannheim, Dortmund, Krefeld, Mulheim. For his fine record of achievement, his devotion to duty and his high degree of navigational ability, this officer is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

First Tour

30 May 1942 - Cologne (5.00)
2 June 1942 - Essen (4.45)
22 June 1942 - Emden (5.39)
25 June 1942 - Bremen (4.59)
27 June 1942 - Bremen (3.14)
29 June 1942 - Bremen (5.40)
13 July 1942 - Duisburg (4.46)
19 July 1942 - Vegasack (5.21)
21 July 1942 - Duisburg (4.40)
23 July 1942 - Duisburg (4.38)
25 July 1942 - Duisburg (4.25)
26 July 1942 - Hamburg (5.42)

29 July 1942 - Saarbrücken (6.17)
31 July 1942 - Düsseldorf (5.06)
6 August 1942 - Duisburg (4.33)
1 September 1942 - Saarbrücken (6.28)
2 September 1942 - Karlsruhe (7.03)
6 September 1942 - Duisburg (4.47)
8 September 1942 - Frankfurt (7.06)
10 September 1942 - Düsseldorf (5.58)
23 September 1942 - Flensburg (6.41)

Second Tour

29 March 1943 - St. Nazaire (6.27)
4 April 1943 - Kiel (6.30)
14 April 1943 - Stuttgart (7.25)
16 April 1943 - Mannheim (7.45)
23 May 1943 - Dortmund (3.15, unsuccessful)
11 June 1943 - Düsseldorf (5.20)
21 June 1943 - Krefeld (4.35)
22 June 1943 - Mülheim (4.50)
24 July 1943 - Hamburg (5.50)
25 July 1943 - Essen (4.40)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.35)
30 August 1943 - München Gladbach (4.45)

* * * * *

DARLING, F/L Francis Ritchie (J21752) - **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 26 March 1918. Home in Vancouver; enlisted there, 22 July 1941. To No.2 Manning Depot, 25 August 1941. To No.10 SFTS (guard), 26 October 1941. To No.2 ITS, 20 December 1941; graduated and promoted LAC, 14 February 1942 when posted to No.3 AOS; graduated 23 May 1942 when posted to No.2 BGS; may have graduated 13 July 1942 but not posted to No.1 ANS until 26 July 1942; graduated and commissioned, 5 September 1942. To No.34 OTU, 25 September 1942. To "Y" Depot, 30 December 1942. To RAF overseas, 4 January 1943. Promoted Flying Officer, 5 March 1943. Promoted Flight Lieutenant, 5 September 1944. Repatriated 2 August 1945. Retired 3 October 1945.

* * * * *

DARRAGH, F/L Hugh Francis (J7742) - **Air Force Cross** - No.2 Training Command Headquarters. Award effect as of 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Name also rendered as Francis Hugh. Born in Regina, 17 April 1920 (date from RCAF Press Release 4907 announcing award). Educated at Campion College, Regina; accountant with Canadian Pacific Railways Metal System; enlisted in Vancouver, 19 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot (general duties), 26 January 1941; To No.2 ITS, 28 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; may have graduated 3 July 1941 but not posted to No.12 SFTS until 15 July 1941; graduated and commissioned 25 September 1941. To Trenton, 26 September 1941. To No.12 SFTS, 27 December 1941. To No.3 Flying Instructor School, 29 August 1942. Promoted Flying Officer, 25 September 1942. To Trenton, 30 April 1943. Promoted Flight Lieutenant, 1 June 1943. To No.2 Training Command, 11 March 1944. Promoted Squadron Leader, 1 August 1944. To No.18 SFTS, 23 April 1945. To No.23 EFTS, 13 July 1945. To No.2 Flying Training School, 16 September 1945. Remained in postwar RCAF (19604), serving in No.11 Group Headquarters (March 1947), Staff College (7 October 1947). To AFHQ, 28 July 1948 (Executive Assistant to Chief of Air Staff); to Trenton, 2 January 1953, attending FIS. To No.1 (F) OTU, Chatham, 15 March 1953. To No.2 (F) Wing, May 1953. Appointed Commanding Officer, No.444 Squadron, January 1954. Killed in crash of Sabre 23078, 15 March 1954. Reported as having flown 2,157 hours to date, 1,700 hours as instructor.

This officer, throughout his career in flying training, has proven himself to be an outstanding pilot and instructor. He is most reliable and keen and can be depended upon to carry to a successful conclusion all tasks allotted to him with determination and ability. The energy, initiative and devotion to duty of this officer are outstanding.

* * * * *

DARRELL, Corporal Robert William (R153858) - **Mention in Despatches** - No.461 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 16 December 1914. Home in Toronto; enlisted there 4 February 1942 as Radio Mechanic. To No.1 Manning Depot on enlistment. To McGill, 15 March 1942. Promoted LAC, 10 July 1942. To No.1 Manning Depot, 11 July 1942. To No.31 Radar School, 29 July 1942. Reclassified as Radar Mechanic (Air), 10 September 1942. To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942. Promoted Corporal 19 June 1943. Promoted Sergeant, 19 October 1944. Repatriated 23 October 1945. Released 1 December 1945.

* * * * *

DASHPER, P/O Frederick Benjamin (J17211) - **Distinguished Flying Cross** - No.61 Squadron -

Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Winnipeg, 31 October 1920; home there; enlisted there 7 March 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.12 EFTS; graduated 22 October 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942. To RAF overseas, 11 March 1942. Commissioned 11 February 1943. Repatriation and release dates uncertain. After his discharge in 1945 he worked for the Canadian Fairbanks Morse Company, covering South Western and Northern Manitoba, living in Winnipeg until 1955, Dauphin Manitoba until 1957 and Port Arthur Ontario, until January 1961. He then moved to Ottawa to represent Hupp Canada in Eastern Ontario selling their line of appliances and air conditioning. In February 1970 he joined Toshiba of Canada Limited and represented them until his retirement in 1982. Died in Winnipeg, 2 September 2004. Public Record Office Air 2/8964 indicates citation drafted when he had flown 38 sorties (234 hours).

This officer has completed a large number of operational sorties involving attacks on some of the enemy's most heavily defended targets including Berlin, Bremen, Duisburg, Milan, Turin, and Spezia. On one occasion during an attack on Essen he flew low enough to enable his gunners to attack searchlight and anti-aircraft posts. By his careful pre-flight planning, skill and determination he has contributed greatly to the successes achieved.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 27 May 1943 when he had flown 38 sorties (30 successful) and 234 operational hours. Sortie list and submission as follows:

22 October 1942 - Genoa (8.50)
13 November 1942 - Genoa (9.10, bombed from 9,000 feet)
16 November 1942 - GARDENING (9.15)
18 November 1942 - Turin (7.00, bombed from 11,000 feet)
6 December 1942 - Mannheim (7.00, bombed from 10,000 feet)
8 December 1942 - Turin (4.15, unsuccessful, rear turret unserviceable)
9 December 1942 - Turin (7.10, bombed from 8,500 feet)
14 December 1942 - GARDENING (2.15, unsuccessful, recalled)
20 December 1942 - Duisburg (5.10, bombed from 13,000 feet)
8 January 1943 - Duisburg (2.20, unsuccessful, port outer engine unserviceable)
12 January 1943 - Bremen (5.30, bombed from 16,000 feet)
16 January 1943 - Berlin (8.10, photo of ground detail)
17 January 1943 - Berlin (7.45)
21 January 1943 - Essen (5.30, gunner fired at searchlight from 50 feet and stopped light flak fire.

27 January 1943 - Dusseldorf (5.00)
 11 February 1943 - Wilhelmshaven (3.10, unsuccessful, compass unserviceable)
 14 February 1943 - Milan (2.50, unsuccessful, rear turret unserviceable)
 16 February 1943 - Lorient (6.30, photo of aiming point)
 19 February 1943 - Wilhelmshaven (4.40, photo of cloud and fires)
 21 February 1943 - Bremen (5.30, bombed from 16,000 feet)
 25 February 1943 - Nuremberg (8.10, bombed from 13,000 feet)
 26 February 1943 - Cologne (5.20, photo of fires)
 1 March 1943 - Berlin (7.10, photo, fires and ground detail)
 5 March 1943 - Essen (5.05, bombed from 13,000 feet)
 8 March 1943 - Nuremberg (7.45)
 9 March 1943 - Munich (8.00, photo, fires)
 11 March 1943 - Stuttgart (6.05)
 22 March 1943 - St.Nazaire (6.15)
 26 March 1943 - Duisburg (3.50, unsuccessful, failure of navigational equipment)
 27 March 1943 - Berlin (7.25, photo, fires)
 29 March 1943 - Berlin (5.35, unsuccessful, port inner engine unserviceable)
 14 April 1943 - Stuttgart (3.10, unsuccessful, starboard outer engine unserviceable)
 16 April 1943 - Pilsen (9.10, bombed from 6,000 feet)
 18 April 1943 - Spezia (9.15, bombed from 7,000 feet)
 24 April 1943 - Stettin (8.10, photo, fires)
 26 April 1943 - Duisburg (4.35, photo of aiming point)
 28 April 1943 - GARDENING (8.50)
 30 April 1943 - Essen (4.40, photo, cloud).

This officer has completed 30 operational sorties involving 234 hours operational flying. He has attacked Berlin four time and Essen three times. On one of these sorties against Essen he flew low enough to allow his gunners to fire at enemy searchlights and light anti-aircraft posts. His other targets include the Italian towns of Milan, Turin and Spezia, and the strongly defended areas of Bremen, Cologne, Stettin, Duisburg, Pilsen and Stuttgart.

His careful attention to pre-flight planning and his skill and determination have contributed greatly to the success of the raids in which he has taken part. For his high standard of airmanship and his resolution to press home his attacks in the face of the heaviest enemy fire he is recommended for the award of the Distinguished Flying Cross.

* * * * *

DATE, F/O Harry Benson (J18075) - **Distinguished Flying Cross** - No.20 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Sarnia, Ontario, 15 February 1923. Home there. Enlisted in London, Ontario, 11 April 1941. To No.1 Manning Depot, 17 July 1941. To No.5 ITS, 20 August 1941; graduated and promoted LAC,, 9 October 1941; posted that date to No.11 EFTS; graduated 5 December 1941; posted on 6 December 1941 to No.8 SFTS; graduated and promoted Sergeant 27 March 1942. To "Y" Depot, 28 March 1942; to RAF overseas, 30 April 1942. Commissioned 30 June 1943. Dangerously injured, 28 February 1944. Repatriated to Canada, 14 November 1944. To Technical Training School, 4 January 1945; to Release Centre, 2 April 1945. Released 12 April 1945. Rejoined RCAF as a pilot, London, Ontario, 27 February 1952 (service number 47351); date of release uncertain. RCAF photo PL-27024 (ex UK-9472 dated 4 April 1944) is captioned as follows: "With the 40-mm cannon mounted in the wings of their Hurricanes these three Canadians have had their fair share of the great work these Hurricane squadrons have been doing in support of the 14th Army in its recent triumphs in the catch-as-catch-can struggle on the Arakan front. Left to right as they sit in one of their squadron's jeeps are F/O George Hatch (J16691) of 145 Douglas Drive, Toronto, who at six foot four inches tall makes him the tallest Canadian pilot if not the tallest pilot of any of the air forces in India; F/O H.B. 'Buddy' Date (J18075) of Woodrow Beach, Sarnia, who like Hatch has been flying in India since December 1942, and F/O Ed. V. Focklet (J10514) of 1156 West 10th Avenue, Vancouver, B.C., who joined the Canadians in India at the same time as the other two."

This officer has shown extreme keenness to engage the enemy since joining his present squadron and has proved himself a courageous and capable captain of aircraft. He has completed several valuable sorties in Lysander aircraft, securing information of great advantage to the Army. On February 28, 1944, while he was attacking a Greek [sic] steamer, a bullet entered his right side and passed through his body, injuring his arm when it emerged. In spite of this injury he led his formation back to base and made a safe landing.

NOTE: Public Record Office Air 2/9633 has the original recommendation drafted 2 May 1944 when he had flown 104 hours 15 minutes on operations. The sortie list is unusually detailed and is transcribed here as an unusual document for describing combat in the Far East. Worth noting is that all sorties from 10 February 1943 to 16 April 1943 were on Lysanders; sorties from 28 December 1943 to 28 February 1944 were on Hurricane IId aircraft.

10 Feb 43	Offensive Recce (2.45)	No.3 Stockade to Kalemyo; four 40-lb bombs dive-bombed on Thaxi and Kalemyo; Jap camp shot up northwest of Kalemyo.
11 Feb 43	Message Dropping (3.00)	Fallantiddin; Photos taken of possible landing ground near Botsung.
12 Feb 43	Photo Recce (2.45)	Chindwin Crossings; shot up villages.
13 Feb 43	Tactical Recce (2.40)	Yazagyo - Kalemyo area; shot up villages.
14 Feb 43	Tactical Recce (2.30)	Pantha - Lawtha - Indaw - Manyongi - Pyingaing; shot up villages.
16 Feb 43	Offensive/Tac Recce (2.55)	Ngapa - Webula; six 40-lb bombs on village occupied by Japs; two direct hits on houses.
17 Feb 43	Tactical Recce (2.25)	Tang'a - Pantha - Mawlaik - Singaung
19 Feb 43	Photo/Tactical Recce (2.30)	Mawlaik and area; new W/T Station seen.
20 Feb 43	Tactical Recce (2.30)	Kalemyo area; Heavy light machine gun and rifle fire experienced, Yazagyo - Kalemyo (one bullet in engine); much activity at Sibin - Kantha and Indaingyi.
26 Feb 43	Tactical Recce (2.30)	Hehlaw - Wetwauk - Ontha - Paungbyin - Thaugdud.
7 Mar 43	Tactical Recce (45 min)	Syin - Waye Chaung and road to Mawku; abandoned as aircraft unserviceable.
7 Mar 43	Tactical Recce (2.35)	To Mawku, Waye Chaung and road to Mawku; one 30-cwt vehicle shot up.
11 Mar 43	Tactical Recce (2.05)	Sittaung - Pantha - Indaw; shot up many river craft and town of Indaw.
12 Mar 43	Tactical/Photo Recce (2.30)	Thayetkon - Mansi; fired at from Chaungzoo and Mansi; fire returned.
14 Mar 43	Tactical Recce (2.20)	East bank of Chindwin - Pantha - Singaung; fired at from three 25-foot launches and replied to. Fired at from Ywatha and Paluzawa and replied to.
16 Mar 43	Tactical Recce (1.30)	Paungbyin area.
19 Mar 43	Tactical Recce (2.30)	Homalin - Maingkaing - Mansi and area/
21 Mar 43	Tactical Recce (2.15)	Paungbyin - Wehmat Chaung - Nankamu Chaung and area.
23 Mar 43	Tactical Recce (2.20)	Homalin - up Chindwin River to Naukpe and then east.
24 Mar 43	Tactical Recce (2.15)	Yazagyo - Natchaung; fired at from Kantha - Indaingyi, Kalemyo, etc and replied to.
29 Mar 43	Tactical Recce (2.40)	Pinlebu - Paungbyin; photo recce to Paunbyin.
31 Mar 43	Tactical Recce (2.35)	Yazagyo and Kantha; fired at throughout recce and

fire returned in many places.

1 Apr 43	Tactical Recce (2.30)	Maw-Tanga - Naignyaung - Kya-in - Kindat and area; fired at from Mawlaik; replied to.
5 Apr 43	Tactical Recce (55 min)	Mawtongi - Pyingaing; abandoned; bad weather.
12 Apr 43	Tactical Recce (2.45)	Pantha - Lawtha - Indaw - Mawtongi - Tyingaing - Swhegin; shot up oil tanks at Indaw and M.T. vehicles at Pyingaing. Many hits seen. L.N.G. [meaning ?] not encountered.
13 Apr 43	Tactical Recce (2.35)	Homalin - Yebawmi - Tan - Anthi.
14 Apr 43	Tactical Recce (2.35)	Homalin - Manaunpaung - Payatazoo - Sanda.
16 Apr 43	Tactical Recce (2.05)	Maingkaing - Mansi - Sinlahaung area.
* * * * *		* * * * *
28 Dec 43	Offensive Recce (1.30)	Mayu Coast - Akyab Island - Kaladan River; machine-gunned buildings.
31 Dec 43	Offensive Recce (1.15)	Maungdaw - Buthidaung - Rathedaung and roads.
4 Jan 44	Offensive Recce (1.25)	Paletwa - Ponnagyon - Donbaik; river craft strafed.
9 Jan 44	Offensive Recce (1.10)	Maungdaw - Rathedaung - Indin and roads.
13 Jan 44	Offensive Recce (2.00)	Waterways east of Akyab Island; some river craft damaged and sunk.
14 Jan 44	Offensive Sweep (1.45)	Lower Kaladan River - Kalabon River - Rathedaung - Seinnyinbya - Baguna; strafed towns and shot up river craft.
14 Jan 44	Offensive Sweep (1.15)	Lower Kaladan River - Kalabon River - Rathedaung - Seinnyinbya - Baguna; sunk and damaged several river craft and strafed villages.
18 Jan 44	Offensive Recce (1.50)	Mayu and Kaladan Valleys; bashas were strafed and several river craft sunk and damaged. Light machine guns encountered and replied to.
22 Jan 44	Offensive Recce (2.05)	Htizwe and Kanzauk Road and Kaladan Valley; many kisties and sampans attacked and sunk.
25 Jan 44	Offensive Recce (1.40)	Jap camps in Mayu Hills; Two Jap camps strafed; light machine gun encountered.
27 Jan 44	Offensive Recce (30 min)	Buthidaung - Minbya - May and Kaladan

27 Jan 44	Offensive Recce (1.45)	Rivers; returned, bad weather. Buthidaung - Minbya - Mychaung area; many river craft sunk; heavy light machine guns encountered and returned.
2 Feb 44	Offensive Recce (2.00)	Sunye - Minbya; several river craft damaged and sunk.
5 Feb 44	Offensive Recce (1.15)	Buthidaung - Kindaung road, Kalapanzin River; fired at mortar.
7 Feb 44	Offensive Straf (1.00)	East Badana and road, South Taung - Bazaar; strafed target after Vengeances.
9 Feb 44	Search (25 minutes)	Searching for crashed Japanese aircraft.
11 Feb 44	Offensive Patrol (1.30)	West Mayu Range and Kaladan Valley; Several river craft damaged and one 3-ton lorry hit.
12 Feb 44	Offensive Recce (1.30)	Mayu and Kaladan Valleys; one river craft destroyed.
13 Feb 44	Offensive Recce (1.15)	Saingdin Chang and Kalapanzin River; several dugouts destroyed
15 Feb 44	Offensive Recce (1.50)	Akyab Islands, Pauktaw; town strafed.
17 Feb 44	Tactical Recce (2.20)	Pyelongi and Lemro River.
22 Feb 44	Offensive Recce (2.15)	Mayohaung - Minbya - Ponnagyun - Apaukwa - Thizwe - Kanzauk; town strafed; Myohaung landing ground strafed and light machine gun replied to.
23 Feb 44	Offensive Recce (1.20)	Mayu River - Alechaung - Ponnagyun - Apaukwa; river craft destroyed.
26 Feb 44	Offensive Recce (1.35)	Thayettabin - Myohaung - Minbya - Buthidaung; several towns and river craft strafed; bashas strafed; light machine gun encountered and returned.
28 Feb 44	Offensive Sweep (1.35)	River craft southeast of Minbya; many large river craft damaged and destroyed; light machine gun encountered and pilot severely wounded.

This officer has shown extreme keenness since joining this squadron. At his own persistent request he was allowed to go on operations early last year, after an exceptionally short time on the type the squadron was then flying. In spite of this, Flying Officer Date proved himself a courageous and able pilot, carrying out some valuable sorties in the Lysanders and bringing back information which was very useful to the army. On Hurricanes he was also outstanding in his Flight, setting an example of keenness and efficiency, in his determination to press home an attack regardless of his personal safety.

On 28th February 1944, Flying Officer Date was attacking a creek steamer, when a bullet entered his left side, passed through his body and lodged in his right arm. In spite of this injury and the fact that he passed out ~~once~~ completely in the air, he led his No.2 back to our own lines (some 20 minutes flying) before making a wheels-up landing on a forward strip. Flying Officer Date has only recently been taken off the Dangerously Injured list after a period of nearly eight weeks.

* * * * *

DAULT, Sergeant Marjorie Helen (W312702) - **British Empire Medal** - CJS Washington - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Toronto, 4 July 1917. Home in Toronto; educated there including one year of Secretarial School. Employed as secretary and stenographer, Robert Simpson Company, 1937 to 1942 and T.L Brock and Company, 1942-1943. Enlisted in Toronto, 31 March 1943. To No.7 Manning Depot, 15 April 1943. To Composite Training School, 13 May 1943 for Clerk Stenographer Course. Scored 88.5 percent and placed first in a class of 14. "A quick, ready worker, a particularly good stenographer." To No.6 Repair Depot, 10 June 1943. Promoted AW1, 16 July 1943. To Canadian Joint Staff Washington, 13 September 1943. Promoted LAW, 10 October 1943. Promoted Corporal, 1 July 1944. Promoted Sergeant, 1 November 1945. Promoted Flight Sergeant, 1 September 1946. Released 17 December 1946. Died 11 April 1976; buried as Marjorie Helen Dault Lane in Whyte United Church Cemetery, Fitzroy Harbour, Ottawa/ Carleton.

This non-commissioned officer, during her tour of duty at this Headquarters, has consistently undertaken duties and responsibilities greatly superior to those normally required of a non-commissioned officer and has shown herself extremely capable and efficient in discharging these duties. She has displayed a high degree of initiative and forethought and, in dealing, as she frequently has to do in the absence of an officer, with officers of the American Services her tact and efficiency have contributed in no small measure to the good name of the Royal Canadian Air Force in Washington.

She was first recommended for a BEM, 20 July 1945 by Flight Officer M.C. Northwood, as

follows:

This Non-Commissioned Officer has been most capable, efficient and willing at all times to assume responsibility beyond that normally required of a junior NCO. In dealing, as she frequently has had to do in the absence of an officer with officers of the American Services her tact and initiative have contributed greatly to the good name of the RCAF in Washington.

This did not reach the 1946 New Year Priority List. On 12 March 1946, Flight Officer Northwood resubmitted the recommendation as follows:

This Non-Commissioned Officer during her tour of duty at this Headquarters has consistently undertaken duties and responsibilities greatly superior to those normally required on an NCO and has shown herself extremely capable and efficient in discharging those duties.

Sergeant Dault has displayed a high degree of initiative and forethought and, in dealing, as she frequently has to do in the absence of an officer, with officers of the American Services her tact and efficiency have contributed in no small measure to the good name of the Royal Canadian Air Force in Washington.

This was supported by A/V/M G.E. Wait (13 March 1946) and later by Air Commodore M. Costello (AFHQ).

* * * * *

DAVENPORT, F/O Robert Monroe (J18048) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. American in the RCAF. Born in Russellville, Arkansas, 27 January 1918 (birth date from MI.9 report); home there (electrical technician). Enlisted in Windsor, Ontario, 4 October 1941 and posted to No.1 Manning Depot. To No.13 SFTS (guard), 27 October 1941. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 27 December 1941 when posted to No.1 EFTS; may have graduated 27 February 1942 but not posted to No.14 SFTS until 14 March 1942; graduated and promoted Sergeant, 31 July 1942. To No.1 OTU, Bagotville, 28 August 1942; to "Y" Depot, Halifax, 15 November 1942; arrived overseas 22 November 1942. To No.58 OTU, 29 December 1942; to No.401 Squadron, 23 February 1943. Reported missing (flak), 9 January 1944; safe in UK (evader), 10 April 1944. Returned to No.401 Squadron, 10 May 1944; returned to Canada, 31 March 1945; released 11 October 1945. LAC as of 27 December 1941, Sergeant on 31 July 1942, Flight Sergeant 31 January 1943, P/O 23 June 1943, F/O 23 December 1943, F/L 17 September 1944. Victories as follows: **5 July 1944**, one FW.190 destroyed; **17 July 1944**, one

Do.217 destroyed; **20 August 1944**, one FW.190 destroyed, one FW.190 damaged; **18 September 1944**, one FW.190 destroyed; **5 October 1944**, 1/5 Me.262 destroyed. DFC presented to him in Houston, Texas, 12 August 1949. Died in Houston, 16 May 1988 as per **Airforce Magazine** of October-November-December 1988.

This officer has invariably displayed a high degree of skill, courage and determination in his attacks on the enemy. He has shot down three enemy aircraft and in attacks on road transport he has put out of action some sixty mechanical vehicles. He has at all times shown outstanding keenness.

DAVENPORT, P/O Robert Munroe, DFC (J18048) - **Mention in Despatches** - No.401 Squadron (Although the AFRO gives his unit as "No.405 BPC" it is clear that this is either a holding unit or a misprint) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. No citation in Canadian sources. Public Records Office Air 2/9229 has citation as submitted to Air Ministry Honours and Awards Committee.

On 9th January 1944 this officer was compelled to land his Spitfire in enemy occupied territory when the aircraft had sustained severe damage from anti-aircraft fire. After setting the aircraft on fire, Pilot Officer Davenport made for some woods. He was fired on by a party of Germans but escaped injury. Jumping into a lake, this officer pulled some bushes over his head and remained so until the Germans passed and went further into the woods. Pilot Officer Davenport then came out of the water and made his way southwest in the opposite direction to the enemy party. On 11th January he reached Pont Remy where he received food, money and an identity card from French helpers. On 13th January he was taken to the station and boarded a train for Paris. Here he found other helpers and eventually travelled on by train to Toulouse from where the remainder of his journey to the United Kingdom was arranged.

NOTE: This text is accompanied in the file by a copy of his own evasion report - MI.9/S/P.G.-1869, a copy of which is also in Public Record Office WO 208/3319:

I took off from Biggin Hill in a Spitfire aircraft about 1100 hours on 9 January 1944 for a target near Vacquerie (N.W. Europe, 1:250,000, Sheet 4, H.0700).

Whilst I was somewhere near Airon-St.Vaast (G.6922) I was hit by flak in the port wing, the fuselage and the radiator. I managed to gain control of the aircraft and made a good landing. I destroyed my radio set and IFF and got out of the aircraft. I ran like hell towards some woods, and then looking back I realized I had not destroyed my aircraft. I ran back and set it on fire.

By this time about eight Germans were approaching men from the other side of the field. They started shooting at me, but I think it is probably [sic] that they were firing blind. I got into the woods and jumped into a lake about 20 yards from the aircraft. I then pulled some bushes over my head. The Germans ran past me into the woods. I came out and went southwest and then south across the fields, in the opposite direction from the Germans. There were some men ploughing in the fields, but I found they did not speak English and I could not understand French. I did not receive any help until I reached Pont Remy (M.8377), where I arrived about 1630 hours on 11 January. On the nights 9/10 and 10/11 January I slept in a haystack, and during these two days I lived on the contents of my escape kit.

At Pont Remy I stopped at a house on the outskirts of the village and asked for some food. The lady who opened the door spoke a little English and she took me in and gave me some bread and coffee. About 15 minutes later two Germans arrived. My helpers seemed to be on friendly terms with them and they came into the room where I was sitting and talked for a little while. They then got up and left. At that time I was still in uniform, although I had torn off my rank and insignia.

I stayed at Pont Remy for two days, and during this time I was provided with an identity card, for which an old photograph of one of the villagers was used.

On 13 January I was taken to the station and given 1,000 francs and a railway ticket to Paris. I caught a train at 0820 hours and arrived in Paris about 1230. I walked about the town for about an hour and then came back to the station. Here I saw an old notice outside a hotel which said "English spoken at this hotel". I went inside and saw two old ladies. They spoke little English and told me that they could find someone who would help me. They took me upstairs and gave me civilian clothes and some beer. At night a man who had at one time worked with the **New York Herald** arrived. He took me to his house for the night. The next morning (14 January) he made me a chit stating that I was deaf and dumb. At 0500 hours he took me to the station and bought me a ticket to Toulouse. I gave him the money for this ticket from my escape purse.

My journey to Toulouse took from 0800 hours to 2000 hours. There were six other men in my carriage and to begin with they made several attempts to talk to me. I showed them my chit and they left me in peace. Towards the end of the journey I began to get a little worried as to what I should do when I arrived at

Toulouse. I knew that it was a large city and that there were likely to be a lot of Gestapo about. I therefore decided to take a chance and ask my companions if they knew of an address where I could go. They were delighted to learn that I was in the RAF and all of them were very anxious to help me. They gave me some food and one of them went to fetch the ticket collector. He in turn brought a young Vichy conscript to see me and at Toulouse this boy took me to a hotel that he knew. He told the proprietor that I was English and I was refused admission. We then went to another hotel. My helper again said I was English and this time we were taken in. About ten minutes after we had arrived the manager came to see me and asked if I wanted to go to Spain. From this point my journey was arranged for me.

* * * * *

DAVEY, Squadron Officer Jean Platt (C13578) - **Officer, Order of the British Empire** - AFHQ, Directorate of Medical Services (Air) - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Hamilton, Ontario, 16 March 1909, the daughter of Dr.J.E. Davey (also a physician and former Lieutenant-Colonel, RCAMC). Educated at Central Collegiate, Hamilton (1922-1929) and University of Toronto (1929-1936, BA and MD). Junior Internee at Toronto Psychiatric Hospital (1935-1936), and Toronto General Hospital (1936-1937). Senior Internee in Medicine, Toronto General Hospital, 1937-1938. Resident Physician at Women's College Hospital, Toronto, 1938-1939. In private practice, 1939 onwards and also medical advisor for women students, University of Toronto. Enlisted in Ottawa, 18 August 1941 and taken on strength of Directorate of Medical Services with rank of Flight Officer. It was noted at the time that her enlistment entailed considerable financial sacrifice. Promoted Squadron Officer, 15 October 1942. Retired 9 May 1945 to Toronto. Presented 24 November 1943. From 1950 to 1965, she served as Physician-in-Chief, Department of Medicine at the Women's College Hospital, Toronto. In 1958 the Department of Medicine at Women's College Hospital became a teaching department affiliated with the University of Toronto and Dr. Davey was appointed to the Faculty of Medicine. In 1968 she was promoted a full professor and in 1973 she was awarded the Order of Canada. As an officer in the RCAF Supplementary Reserve she was occasionally called upon to lecture to female recruits at St. Jean, Quebec and in Toronto, 1951-1953. Died 13 March 1980. Ten centimetres of textual records and 58 photos with Library and Archives Canada (CAIN 261479). The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier).

Squadron Officer Davey was the first woman doctor to offer her services when the Royal Canadian Air Force Women's Division was authorized. She is solely responsible for the efficient organization of the medical arrangements for the Women's Division and it is entirely due to her efforts and devotion to duty that

the medical welfare of this Division is at such a high level. During her service career this officer has carried out her duties in an energetic and conscientious manner and through her skill and initiative has obtained excellent results in this extremely important work. Squadron Officer Davey is an excellent officer and by her diligent and cheerful manner has been a splendid example to all with whom she comes in contact.

The recommendation (for an OBE) was raised on 6 April 1943 as follows:

This Squadron Officer was the first woman doctor to offer her services in Canada when the Royal Canadian Air Force Women's Division was authorized. In doing so she accepted a big financial loss. Organized the whole of the medical arrangements for the Women's Division without assistance. It is entirely due to her efforts and devotion to duty that the medical welfare of the Women's Division is on such a high level. With her refreshing ideas and unflagging energy and attention to detail, the improvements in the Medical Services as a whole are a reflection of her skill and enthusiasm. This recommendation is most strongly put forward as a fitting recognition of the high class work carried out by Canada's first woman medical officer.

Notes: Interviewed 1 August 1941 by F/L J.O. Plummer - "Very good type. Suitable in personal respects for commissioned rank."

Excerpt from memo dated 29 June 1942, S/L G.P. Hedges (Commanding No.6 Manning Depot, Toronto) to AFHQ: "The above noted officer was at this Station from 20-10-41 to 7-12-41 and from 28-12-41 to 2-1-42, and was then posted to Air Force Headquarters (D.M.S.). While on the strength of this unit she showed ability, both as a Medical Officer and as an organizer. She has a most pleasant personality, a keen mind and is of good appearance, and it is recommended that she be retained in the Service."

Described as having been responsible for policy, organization and administration of the Medical Department, Women's Division, AFHQ.

* * * * *

DAVEY, Sergeant Richard Royden (R90395, later J89183) - **Distinguished Flying Medal** - No.178 Squadron - Award effective 29 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Goderich, Ontario, 20 March 1916; home in Durham, Ontario (mill worker); enlisted in London, 7 March 1941. To No.1 Manning Depot, 23 June 1941. To No.1 SFTS (guard duty), 3 August 1941. To No.1 WS, 8 November 1941.

Promoted LAC, 9 December 1941. May have completed course by 13 April 1942 but not posted to Trenton until 28 April 1942. To No.6 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942; to RAF overseas, 19 July 1942. Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943. Commissioned 22 August 1944. Promoted Flying Officer, 22 February 1945. Repatriated 29 March 1945. Retired 29 May 1945 Award sent by registered mail. Died in Owen Sound, Ontario, 2 January 2004 as per **Legion Magazine** of September 2004.

In July 1943, this airman was the rear gunner of a Halifax aircraft detailed to attack Reggio di Calabria. Shortly before reaching the target the bomber was attacked by a Junkers 88 and sustained much damage, the intercommunication system was put out of action and the left tail elevator was forced down. The enemy aircraft made one continuous attack and finally closed to within fifty yards. Sergeant Davey, who had cooley withheld his fire, then delivered one ling burst which caused the attacker to explode and fall into the sea in flames. Sergeant Davey's coolness and skill when under fire contributed much to the safe return of his aircraft.

* * * * *

DAVID, S/L Paul Emile (C1020) - **Air Force Cross** - No.11 EFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Montreal, 24 March 1916. Member of the Montreal Light Aeroplane Club in 1938. Enlisted in Montreal, 6 April 1939 with rank of Provisional Pilot Officer and assigned to No.118 (B) Squadron, Auxiliary Air Force. Attended summer camp, Trenton, 1939 and awarded pilot's flying badge, 11 April 1940. With No.4 EFTS as of 6 November 1940. Promoted Flight Lieutenant as of 1 July 1941. Promoted Squadron Leader, 15 January 1942. To No.11 EFTS, 31 March 1942. To Central Flying School, Trenton, date uncertain. Returned to No.11 EFTS, 20 November 1942. To "A", 7 February 1943. Promoted Wing Commander, 1 February 1944. To No.2 SFTS, 15 March 1944. To No.36 OTU, 1 May 1944; unit became No.8 OTU on 30 June 1944. To "Y" Depot, 23 July 1944. Taken on strength of No.3 PRC, 3 August 1944. Repatriated 7 February 1945. Retired 20 March 1945. Elected President, Montreal Flying Club, 1947. Photo PL-35239 shows him

This officer has been in the Command since 1940 during which time he has been instructing continuously. During the first four months he was instructing at a Service Flying Training School, and during the last 20 months he has been employed as an Elementary Flying Instructor and Chief Supervisory Officer. His work has always been of a high order and he has never spared himself in his efforts to turn out good pupils. He has completed approximately 1,200 hours flying. This officer has always set a high example to his juniors and trainees.

Note: A report dated 14 December 1942 (Air Commodore A.L. Paxton, AFHQ to Air Officer Commanding, No.3 Training Command) described him following a Senior Instructors Course, Central Flying School, 2-21 November 1942:

This officer's general flying ability was high average on all types. Although practically all of his time in the past two years has been on elementary aircraft, he readapted himself to advanced types very normally. His instrument flying recovery from unusual positions was very good. Navigational exercises were weak, no doubt due to the fact that his CSO duties have kept him pretty well confined to aerodrome flying. His general knowledge was weak but consistent with the course average. He worked very hard on the course and warranted a raise in category to A2 on the strength of his application and flying ability.

* * * * *

DAVID, F/L Warren William James (C11892) - **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 9 December 1912. Home in Toronto; enlisted there 29 May 1942 in Equipment Branch, commissioned and posted to No.5 Manning Depot. To Technical Training School, 19 June 1942. To No.1 Equipment Depot, 31 July 1942. Promoted Flying Officer, 15 January 1943. To "Y" Depot, 15 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flight Lieutenant, 28 December 1943. Repatriated 23 April 1945. Re-engaged as of 1 October 1946 with rank of Flight Lieutenant (19717, Supply Branch). Promoted Squadron Leader, 1 January 1953.

* * * * *

DAVIDSON, P/O Albert Edwin (J87003) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Leversham, Ontario, 23 October 1915 (birth date published when he died); home in Hamilton, Ontario. Enlisted in Toronto, 16 April 1942 and posted to No.1 Manning Depot. To No.6 ITS, 1 August 1942; graduated and promoted LAC 25 August 1942 but not posted to No.9 EFTS until 7 November 1942; ceased training on 22 December 1942 and posted to No.1 Composite Training School, Trenton. To No.4 BGS, 20 February 1943; graduated 15 May 1943 when posted to No.4 AOS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, Halifax, 2 July 1943; to United Kingdom, 15 July 1943. Commissioned 26 May 1944. Promoted Flying Officer, 26 November 1944. Repatriated 14 February 1945. Released 11 May 1945. Postwar he worked for the North York Board of Education. Died in Midland, Ontario, 5 June 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March

April 2000. RCAF photo PL-19390 (ex UK-4578 dated 31 July 1943) shows six navigators from Toronto on troopship en route to Britain - front row are Sergeant Sandy Murdoch (Scarborough), Sergeant Morris C. Murray, Sergeant T.C. Grigsby; back row are Sergeant Albert E. Davidson, Sergeant Joseph M. Wolowiec, and Sergeant George F. Wilkins. 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 9 Aug 1944 when he had flown 29 sorties (and four partial sorties), totalling 172 operational hours, 22 March to 6 July 1944.

* denotes 1/3 sortie counted

www.bombercommandmuseumarchives.ca

22 March 1944 - Frankfurt - Target bombed.
9 April 1944 - Villeneuve St.George* - Target bombed; aiming point photograph.
10 April 1944 - Aulnoye* - Target bombed; photograph of target.
18 April 1944 - Rouen* - Target bombed.
20 April 1944 - Cologne - Target bombed.
22 April 1944 - Dusseldorf - Target bombed; photo of target.
24 April 1944 - Karlsruhe - Starboard inner feathered on way to target; attacked twice by fighters.
26 April 1944 - Essen - Target bombed.
27 April 1944 - Friedrichshaven - Target bombed; attacked by Ju.88; no combat through evasive action; no damage; photograph of target.
30 April 1944 - Maintenon* - Target bombed; aiming point photograph.
1 May 1944 - Lyons - Target bombed.
3 May 1944 - Mailly-le-Camp - Target bombed; aiming point photograph.
7 May 1944 - Bruz - Target bombed; photo of target.
9 May 1944 - Merville - Target bombed; photo of target.
10 May 1944 - Dieppe - Target bombed; photo 200 yards from aiming point.
15 May 1944 - Kiel Bay - Mines laid within 200 yards.
24 May 1944 - Dunkirk - Target bombed.
31 May 1944 - Tergnier - Target bombed; extreme weather conditions; photos 110 yards from aiming point.
5 June 1944 - Crisbecq - Target bombed.
6 June 1944 - Vire - Target bombed; photo on target.
7 June 1944 - Foret de Cerisy - Target bombed.
10 June 1944 - Acheres - Target bombed; photo on target.
12 June 1944 - Gelsenkirchen - Target bombed; photo on target.
14 June 1944 - Le Havre - Target bombed; aiming point photo result commended.
15 June 1944 - Boulogne - Target bombed.
24 June 1944 - Les Hatons - Target bombed; hit several times by AA fire; aiming point photographed.
25 June 1944 - Liegescourt - Target bombed; aiming point photographed.
27 June 1944 - Vaires - Target bombed; attacked by Ju.88; aiming point photo.
29 June 1944 - Siracourt - Target bombed; aiming point photograph.
2 July 1944 - Oisemont - Target bombed.
4 July 1944 - Orleans - Target bombed; photo of target.
5 July 1944 - Dijon - Target bombed; aiming point photograph.
6 July 1944 - Foret du Croq - Target bombed; aiming point photograph.

This Canadian air bomber, Pilot Officer Davidson, is the air bomber in a most gallant Lancaster aircrew and has now completed his first tour of operations comprising 29 and four-thirds sorties and 172 hours operational flying. He has taken part in attacks on the most strongly defended targets including Cologne, Dusseldorf, Essen, Friedrichshaven and Gelsenkirchen, and has at all times shown a complete disregard for his own personal safety.

The accuracy with which Pilot Officer Davidson has delivered his bombs has been exceptional, and the close co-operation which he has maintained with his captain has enabled them as a team to obtain the most successful results, which have been time and again proved by the photographs they have obtained of the targets they have been detailed to attack.

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

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

* * * * *

DAVIDSON, P/O Auber Maurice (J19161) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Medicine Hat, Alberta, 7 June 1919; home in Lethbridge, Alberta. In Canadian Army, 1940. Transferred to RCAF in Calgary, 13 January 1942. To No.2 Manning Depot, 27 January 1942. To Station Calgary, 10 April 1942. To No.4 ITS, 9 May 1942. Promoted LAC, 3 July 1942. To No.3 BGS, 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942; to RAF overseas, 26 October 1942. Further trained at No.20 OTU. Commissioned 7 November 1943. Repatriated to Canada, 19 December 1944. Retired 9 February 1945. Served in postwar RCAF as a pilot, 28 April 1953 to 31 March 1960 (209894). Worked as a geologist for Petrofina, until 1981, then to consulting with Murphy Oil. Died in Calgary, 8 January 2004 as per **Legion Magazine** of March 2004. 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 23 December 1943 when he had flown 25 sorties (148 hours 15 minutes) as follows:

12 May 1943 - Duisburg (6.19)
13 May 1943 - Bochum (5.43)
23 May 1943 - Dortmund (4.47)
25 May 1943 - Dusseldorf (5.12)
29 May 1943 - Wuppertal (5.42)
11 June 1943 - Dusseldorf (4.40)
9 July 1943 - Gelsenkirchen (5.30)
13 July 1943 - Aachen (5.16)
15 July 1943 - Montbeliard (7.44)
24 July 1943 - Hamburg (5.51)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.00)
30 July 1943 - Remscheid (3.27; nav instruments u/s, not completed).
2 August 1943 - 20 miles from Hamburg (target of last resort)
9 August 1943 - Mannheim (6.49)
10 August 1943 - Nuremburg (8.27)
12 August 1943 - Milan (9.40)
17 August 1943 - Peenemunde (7.47)
23 August 1943 - Berlin (7.38)
27 August 1943 - Nuremburg (7.23)
30 August 1943 - Munchen (4.26)
15 September 1943 - Montlucan (6.31)
8 October 1943 - Hanover (5.39)
3 November 1943 - Dusseldorf (3.23); nav. u/s, not completed.
11 November 1943 - Cannes (9.08)
18 November 1943 - Munchen (7.33)
22 November 1943 Berlin (6.58)

Pilot Officer Davidson joined the squadron in May 1943 and has completed 25 operational sorties. He has at all times possessed coolness and displayed fearlessness in the face of danger, showing a high degree of courage, skill and initiative and has been a great credit to his mother country. He is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: Recommendations are normally approved routinely by Station COs, but in this case the view of the CO, Station Snaith is interesting: "With typical Canadian tenacity, this officer has always maintained a constant display of devotion to duty and conscientious pursuit of any task given to him."

Public Record Office Air 50/189 has combat report for engagement on 10/11 August 1943. Target was Nuremberg, Halifax K/51 (HR947); position 4159" North 02 19" East; time was 2141 hours; height was 15,000 feet; Indicated Air Speed 150; course 106 Magnetic. Visibility good, half moon and 10/10 cloud below. He was tail gunner; the mid-upper gunner was P/O A.E. Thomas who may have been RCAF (trained at No.9 BGS and No.20 OTU). Narrative as follows:

Halifax aircraft was proceeding on track with IFF off and no searchlights or fighter indicators in operation, when mid-upper gunner [Thomas] sighted a single engined aircraft identified as a FW.190 on port quarter level at 800 yards. No lights were carried by enemy aircraft, which closed in on Halifax aircraft and when range decreased to 600 yards the mid-upper and rear gunners opened fire with long bursts, at the same time giving a corkscrew port to own aircraft. Mid-Upper Gunner had a No.1 stoppage in one gun which was cleared immediately. Rear Gunner had No.2 stoppages in all four guns caused by links in chute. As enemy aircraft closed in to 500 yards Mid-Upper fired another burst and enemy aircraft passed from port quarter level to astern down and over to starboard quarter down. Range never less than 500 yards. Enemy aircraft was seen by rear gunner to bank to starboard quarter down, pass over to astern down and over to port beam level where Mid-Upper Gunner fired a burst at 500-600 yards at the same time giving a port turn to own aircraft. Enemy aircraft was not seen again. Enemy aircraft did not open fire. No damage to enemy aircraft was observed.

Mid-Upper Gunner fired 150 rounds of ammunition.

Tail Gunner fired 100 rounds.

Incident of 13/14 May 1943: The following is digested from Aircraft Accidents in Yorkshire website - <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb792.html>: the site

offers biographical details on all involved: portion on MacEachern included here for Canadian content:

Halifax JB792 damaged by flak, returned to Snaith airfield.

On the night of 13th / 14th May 1943 the crew of this aircraft were tasked with flying an operational flight to bomb Bochum and took off from Snaith airfield at 00.04hrs. The aircraft sustained flak damage prior to reaching the target area and despite hits on the aircraft in numerous places the crew released their bombs and returned safely to base landing there at 05.47hrs. This aircraft was repaired and it crashed on landing at Woolfox Lodge airfield ten days later on return from Ops with pretty much the same crew.

Pilot - F/O Arthur Douglas Andrew RAFVR (129330).

Navigator - F/O William Auld RAFVR (130586), of Iredan, Transvaal, South Africa.

Air Bomber - Sgt Thomas Kidger RAFVR (1500040).

Wireless Operator - Sgt George James Stuart McMillan RCAF, of Colville, Saskatchewan, Canada.

Flight Engineer - Sgt Keith MacEachern RCAF (R/82304), of Cumberland, Ontario, Canada.

Air Gunner - P/O Albert Edward Thomas RAF (50556).

Air Gunner - Sgt Auber Maurice Davidson RCAF, Lethbridge, Alberta, Canada.

Keith MacEachern was born in Canada in 1921 and enlisted into the RCAF in July 1940. He initially served as ground crew working on Spitfires but while in the UK he re-mustered as aircrew and trained as a flight engineer. An account of his life by his granddaughter found on www.cths.ca states that he first served with 421 Squadron which was a fighter unit and this was probably with whom he served as ground crew. After training his first operational unit must have been 51 Squadron although www.cths.ca states this was 52 Squadron (but they were based in North Africa in 1943 flying Blenheims). He was posted to 51 Squadron on 5th January 1943 from 1659 HCU and served with them until the night of 11th / 12th June 1943 when he was flying in Halifax HR852 on Ops to Dusseldorf, the aircraft was badly damaged and all the crew baled out and became PoWs. After the war he married a Yorkshire girl but he and his wife returned to Canada for a number of years, they later emigrated back to Yorkshire in 1955 where he worked in mining and later ran pubs in Wakefield and Castleford where he died in 1991.

* * * * *

DAVIDSON, G/C Cecil Alexander (C1232) - **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 23 November 1889 at Glasgow, Scotland as per RCAF Press Release reporting award and birth date published when he died. Educated there

including Glasgow University. Served in CEF (Canadian Engineers), 14 April 1917 to 11 February 1919, rising to Company Sergeant-Major. Contractor, engineer, town planner in and for Alberta between the wars. Enlisted in Vancouver, 16 October 1939 in Works and Buildings Branch. In Western Air Command, 10 October 1939 to 6 September 1940; with No.4 Training Command, 7 September 1940 to 30 November 1944; while there promoted Wing Commander (15 July 1941) and Group Captain (1 January 1943). With No.2 Air Command, 30 November 1944 to 10 November 1945. To Maintenance Command, 11 November 1945. To AFHQ, 8 August 1946. Released 6 December 1949. Died in Edmonton, 6 March 1968. RCAF photo PL-1583 taken 1940 shows him as Flight Lieutenant at desk.

As senior construction engineering officer, Group Captain Davidson has been responsible for the construction of units formed in No.4 Training Command and for the maintenance of units in No.2 Air Command. The manner in which he has carried out his tasks has been outstanding and praiseworthy. He has shown himself to be most capable and his high powers of leadership, combined with his initiative and energy, have produced excellent results. Throughout his service his devotion to duty has been outstanding and his contribution to the success of the British Commonwealth Air Training Plan has been of great value.

NOTE: Davidson's OBE came after prolonged efforts by his superiors. He was first recommended by A/V/M Howsam, 30 October 1942 (did not reach Priority List) with the following citation:

The marginally noted officer has been in charge of Works and Buildings at these headquarters [No.4 Training Command] for the past fifteen months, which has been an extremely difficult period, In addition to construction of a large number of RCAF stations in a comparatively short period, during the past six months he was called upon to contend with the supervision of numerous RAF stations. This officer has been under a severe physical and mental strain for many months, and has surmounted many and unusual difficulties in a most capable manner. He has cheerfully worked excessively long hours over a protracted period, has demonstrated ability and resourcefulness to an unusual degree and it is largely due to these qualities and to his perseverance and devotion to duty that the stations have been made ready for occupancy and training has not been delayed. It is strongly recommended that the outstanding services of this officer be recognized by the award of the OBE.

This failed; he was recommended again for the OBE on 29 February 1943
(Howsam), 15 September 1943 (Howsam), 20

January 1944 (Howsam), 1 August 1944 (Howsam)
and finally on 12 February 1945 (Guthrie).

DAVIDSON, G/C Cecil Alexander, OBE (C1232) - **American Legion of Merit (Degree of Officer)** - effective 13 March 1946 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. AFRO 473/46 dated 10 May 1946 cancels and re-instates. Lieutenant-Colonel J.A.P. Thomas, Military Air Attache, writing to AFHQ, 1 April 1946, reports that the award had been presented by the American Ambassador, 29 March 1946 at Embassy Residence.

Group Captain Cecil A. Davidson, OBE, Royal Canadian Air Force, performed outstanding services from November 1942 to October 1944 as Chief Works Officer, No.4 Training Command, Calgary, Alberta, Canada. He made important contributions to the solution of problems incident to the construction and maintenance of airfields in northwest Canada, and constantly strove to assist the American forces stationed there.

* * * * *

DAVIDSON, F/O John Brian (J14035) - **Mention in Despatches** - No.299 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 11 July 1914. Home in Assiniboia, Saskatchewan; enlisted in Regina, 24 August 1940. To "H", 15 September 1940. To No.1 ITS, 23 October 1940; graduated and promoted LAC, 10 December 1940 when posted to No.12 EFTS; graduated 28 January 1941 when posted to No.31 SFTS; graduated and promoted Sergeant, 29 May 1941. To Trenton, 30 May 1941. To No.32 EFTS to instruct, 24 August 1941 to 23 November 1942 when posted to Ottawa; commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. Posted to No.34 OTU, 9 January 1943; to "Y" Depot, Halifax, 24 April 1943 and to RAF overseas, 15 May 1943. Promoted Flight Lieutenant, 1 July 1944. Repatriated 1 June 1945; released 31 July 1945.

DAVIDSON, F/L John Brian (J14035) - No.299 Squadron - **Distinguished Flying Cross (United States)** - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Public Records Office Air 2/9644 has recommendation.

As Deputy Flight Commander, Flight Lieutenant Davidson participated in four sorties during the Arnhem operations during which he displayed high skill, fortitude and devotion to duty. Despite the intense opposition encountered and the damage caused to his aircraft, Flight Lieutenant Davidson completed his missions successfully.

* * * * *

DAVIDSON, F/L Max Whitely (C23562) - **Distinguished Flying Cross** - No.420 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, Manitoba, 12 December 1919; home in Govan, Saskatchewan and Barnwell, Alberta. Mechanic/clerk. Had a Private Pilots License and had flown ten hours 30 minutes dual, 39.30 solo before applying (Johansson Flying School, Winnipeg). Enlisted in Regina, Saskatchewan, 31 October 1940 as Pilot Instructor and taken on strength of No.4 Training Command. To Central Flying School, Trenton, 14 December 1940 for Instructor Course. Granted rank of Sergeant, 17 January 1941 and posted to No.5 EFTS on indefinite leave without pay. To No.3 SFTS, 15 February 1942. Commissioned 6 October 1942. To No.5 EFTS, 1 December 1942. Promoted Flying Officer, 6 March 1943. To No.3 SFTS, 27 June 1943. To "Y" Depot, 27 October 1943. Embarked from Canada, 1 November 1943. Disembarked in United Kingdom, 9 November 1943. Taken on strength of No.3 PRC, 10 November 1943. Attached to No.6 EFTS, 21 January to 18 February 1944. Detached to Honinton, 2-14 March 1944. To No.6 (Pilots) AFU, 14 March 1944. Attached to No.1523 Beam Approach Training Flight, 18 April 1944. To No.22 OTU, 30 May 1944. To No.61 Base, 30 August 1944. Attached to Dalton Battle School, 30 August to 20 September 1944. Attached to No.1666 Conversion Unit, 20 September to 30 October 1944. Promoted Flight Lieutenant, 6 October 1944. To No.420 Squadron, 31 October 1944. Repatriated 18 June 1945. To Debert, 8 September 1945. Retired 21 September 1945. Postwar TCA/Air Canada pilot. Died in Vancouver, 28 June 1995. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". See DHist file 181.009 D.1746 (PAC RG.24 Vol.20608); recommendation made 15 March 1945 at which time he had flown 25 sorties (168 hours 50 minutes):

Flight Lieutenant Davidson has completed many sorties against heavily defended and deeply penetrated targets and has at all times displayed a high degree of skill and courage in pressing home his attacks. This officer's keenness and devotion to duty has set a fine example to all. His resolute work has played a good part in the success of the squadron.

The sortie list was as follows:

18 November 1944 - Munster (5.45)
21 November 1944 - Castrop Rauxel (7.15)
27 November 1944 - Neuss (6.10)
30 November 1944 - Duisburg (7.15)
2 December 1944 - Hagen (7.05)

4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (7.00)
6 December 1944 - Osnabruck (6.35)
24 December 1944 - Dusseldorf (4.50)
29 December 1944 - Spich (6.50)
30 December 1944 - Cologne (6.50)
2 January 1945 - Ludwigshaven (7.15)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (7.15)
13 January 1945 - Saarbrucken (7.45)
14 January 1945 - Grevenbroisch (6.15)
16 January 1945 - Magdeburg (6.45)
7 February 1945 - Goch (6.00)
13 February 1945 - Bohlen (8.45)
14 February 1945 - Chemnitz (8.20)
17 February 1945 - Wesel (7.25)
7 March 1945 - Hemmingstedt (6.30)
8 March 1945 - Hamburg (6.00)
10 March 1945 - Essen (6.00)
13 March 1945 - Wuppertal (6.05)

Notes: Course at Central Flying School was 16 December 1940 to 13 January 1941. Flew 14.55 single engine solo and 13.15 single engine dual. Ground courses in Airframes (78/100), Airmanship (65/100), Engines (79/100), and Air Navigation (60/100). "An excellent pupil, flying average and a very good worker. Aerobatics and instrument flying good. Has clear voice and will make a good instructor." (S/L C. Carling-Kelly).

Assessed as Flying Instructor, 27 August 1942 when he had flown 1,690 hours single engine solo and 78.10 single engine dual; had also flown 15.15 twin engine solo and 15.15 twin engine dual. He had logged about 1,500 hours instructing at No.5 EFTS. Tested on Moth and described under following headings - Sequence (average), Voice (good), Manner (pleasant), Ability to Impart Knowledge (above average), Ability as Pilot (above average). "An above average elementary instructor." (S/L A.L. Shellfohn).

Recommended 22 April 1943 for an AFC by S/L W.W. Smith, No.5 EFTS. Although it did not receive even Training Command Headquarters approval, it is transcribed here for the record:

1. This officer was a direct entry pilot in December 1940, and has flown 2,160 hours instructing service personnel. He has displayed exceptional organising ability and leadership. In 1942 he flew 1,030 instructional hours while carrying

out the duties and responsibilities of Flight and then Squadron Commander.

2. On re-organization of EFTS', he was recalled as a Sergeant to the Service. His leadership, adaptability and keenness to learn service procedure made him an outstanding example and an invaluable assistant to his superiors during this period.

3. He applied himself to the development of sports and all other station activities since the early days of Elementary Training.

To this the School Manager added his comments:

This officer has consistently displayed ability and leadership of the highest type. His guidance and example in developing instructors and trainees deserves special recognition.

Flew 365 hours 25 minutes, January to June 1943. Flew 176 hours, June to October 1943.

Assessed 26 January 1943 at No.5 EFTS: "An above average instructor with good organizing ability; a former squadron commander at this station; possesses qualities of leadership which extract the most from those serving under him." (S/L W.W. Smith)

Assessed 10 June 1945 on repatriation. He had flown 3,118 hours, 282 in past six months. "This officer is very keen and a very efficient pilot. He is very experienced and very dependable at all times."

Overseas Training: Course at No.6 (Pilots) AFU was 14 March to 30 May 1944. Flew Oxford aircraft (3.50 day dual to first day solo, 16.20 total day dual, 18.55 day solo; 2.15 night dual to first night solo, 7.10 total night dual, 14.05 night solo - of these, 3.45 on instruments. Also logged 9.55 in Link. Assessed in General Flying (295/400), Applied Flying (160/200), Instrument Flying (180/250), Night Flying (75/100) and Link (28/50). "An above average pilot with a great deal of experience. Very keen and willing to fly. Should make a good captain of aircraft." (K.N. Sayers).

Course at No.1523 BAT Flight was 10-24 April 1944. Oxford aircraft (12.35, all beam and instrument flying). Also logged 4.55 in Link. Flying Tests in Beam Approach Procedure and "Q" Codes in Link (140/200), Receiver Operation (70/100), Instrument Flying (175/250), Cloud and Night Flying (175/250) and General Application of Beam Approach Procedure (145/200). "Has completed an above average course. Instrument flying and cloud flying good. Has no trouble with procedures. Could use SBA in emergency."

Course at No.22 OTU was 1 June to 16 August 1944. Wellington X and XIV aircraft (4.55 day dual to first day solo, 4.55 total day dual, 9.15 with a captain at control by day, 30.45 day solo; 4.30 night dual to first night solo, 4.30 total night dual, 4.55 night with a captain at control, 29.55 night as captain). Of these, 28.00 on instruments. Also logged 12.30 in Link. Assessed in General Flying (300/400), Applied Flying (130/200), Instrument Flying (170/250), Night Flying (75/100) and Link (30/50). "An Ground examinations in Airmanship (258/300), Armament (270/300), Meteorology (75/100), Navigation (110/200) and Signals (81/100). Did six daylight and four night cross-countries over 10,000 feet, four fighter affiliation exercises, one night interception exercise and four Flashlight exercises. "An above average pilot who has proved a good captain. An ex EFTS instructor who converted without difficulty, and has shown keenness throughout. Should do well on four-engined aircraft."

Course at No.1666 Conversion Unit was 20 September to 31 October 1944. "A confident and capable pilot and captain."

* * * * *

DAVIDSON, W/C Melville Alexander Whitlaw (C1510) - **Air Force Cross** - No.1 Training Command Headquarters (since moved to No.2 Air Command). Award effective as of 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Much of following detail from "Lives Lived", **Globe and Mail** (date unknown), article written by daughter Leight Davidson. Born 12 June 1912 in Calgary where his father was a toolmaker for the CPR. Each year the family of four used his railway pass to see Canada, sharing two berths and a suitcase of food. As a boy he bagged groceries, delivered papers, and hunted gophers. He attended Teachers College and at 19 he was teaching in a one-room school, boarding at a farm and commuting on horseback. On cold mornings he gauged how quickly he needed to dress by the opacity of the glue bottle on his night stand. He was paid \$ 840 and counted himself lucky in the Depression. He used his savings to study mathematics and physics at McGill. In 1936, celebrating graduation, he worked his way to Britain on a cattle boat. He indulged in Cardiff baths and British pubs before going to Geneva with a scholarship to study international affairs. He used his CP connections to get a berth home on the **Empress of Britain** and vowed he would one day travel first class. He then secured an MA at Columbia University and was taking Ph.D courses when the war began. Knowing he had astigmatism, he memorized the eye charts while the examining physician was out of the room and enlisted in Montreal, 15 December 1939. To No.1 Training Command Headquarters, 31 October 1940. Squadron Leader as of 1 September 1941. To No.4 AOS, 1 March 1943; to No.1 AOS, 10 May 1943. Attained rank of Wing Commander 1 June 1944. To No.1 Training Command Headquarters, 28 April 1944. To No.6 OTU, 25 April 1945. To "Y" Depot, 24 August 1945. Posting overseas cancelled; retired 3 October 1945. After the war, now married, he moved to Chatham, Ontario where he joined C

and D Sugar (now Redpath). He was an active lobbyist, attended Harvard business courses and finally moved to Toronto where he founded the Canadian Sugar Institute. Died in Toronto, 14 April 2002. When recommended for AFC he had flown 825 hours to date, 135 hours in previous six months.

This officer, for over four years, has been employed on various duties in the field of navigation. He has proven himself to be an instructor of high merit and an outstanding leader. Mainly interested in the service and in all aspects of aircrew training, he has displayed a high degree of initiative and forethought throughout his career. By his own excellent example and ability he has at all times commanded the full respect and co-operation of those working under him. His exceptional resourcefulness, energy and unselfish devotion to duty have made a large contribution to the flying training plan.

* * * * *

DAVIDSON, F/L Reuben Herbert (J28937) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born in Swan Lake, Manitoba, 2 December 1912. Home in Victoria, British Columbia. Clerk and former member of Royal Canadian Artillery. Enlisted in Vancouver, 12 June 1942. To No.3 Manning Depot, 24 August 1942. To No.3 SFTS (guard), 7 October 1942. To No.2 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.2 BGS until 3 April 1943; graduated 26 June 1943 when posted to No.7 AOS; graduated and commissioned 6 August 1943. To "Y" Depot, Halifax, 20 August 1943; to RAF overseas, 25 August 1943; promoted Flying Officer, 6 February 1944. Repatriated 27 September 1945; released 9 November 1945.

Throughout a long period of operational flying Flight Lieutenant Davidson has displayed devotion to duty of the highest order. In August 1944 he was the air bomber of an aircraft detailed to attack Foret de Nieppe. Whilst approaching the target the bomb doors failed to open. This officer calmly directed his captain to circle the target once more after which a successful attack was made in the face of heavy opposition from the anti-aircraft defences. On the homeward journey Flight Lieutenant Davidson also rendered invaluable aid to the navigator who was handicapped by loss of much equipment. As squadron bombing leader this officer has at all times inspired complete confidence in new crews. His personal gallantry has been of the highest order.

Public Records Office Air 2/9645 has shorter citation, presumably final.

In August 1944 Flight Lieutenant Davidson was bomb aimer of an aircraft

detailed to attack Foret de Nieppe. On the run up to the target the bomb doors would not open but aided by the Flight Engineer the bombs were released after a very steady run across the target in the face of accurate anti-aircraft fire and searchlights. As Squadron Bombing Leader, Flight Lieutenant Davidson at all times inspired complete confidence and his personal gallantry is of the highest order.

The original recommendation was drafted 29 March 1945, when he had flown 29 sorties; as of 31 March 1945, a final sortie was added, making a total of 30 sorties (134 hours 50 minutes); sortie list and submission as follows:

www.bombercommandmuseumarchives.ca

22 May 1944 - Le Mans (4.30)
27 May 1944 - Bourg Leopold (4.35)
31 May 1944 - Querqueville (3.50)
2 June 1944 - Neufchatel (4.05)
5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutances (4.35)
7 June 1944 - Acheres (4.40)
9 June 1944 - Le Mans (5.35)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientque (4.00)
24 June 1944 - Bamieres (4.00)
1 July 1944 - Biennais (4.05)
4 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.40)
12 July 1944 - Thiverny (4.40)
15 July 1944 - Nucourt (4.50)
18 July 1944 - Wesseling (5.35)
24 July 1944 - Ferfay (4.40)
28 July 1944 - Hamburg (5.25)
29 July 1944 - Ange sur Seulles (4.35)
3 August 1944 - Foret de Nieppe (4.20)
5 August 1944 - St. Leu d'Esserent (5.05)
8 August 1944 - Foret de Chantilly (4.40)
9 August 1944 - Foret de Nieppe (4.05)
25 August 1944 - Brest (4.40)
3 September 1944 - Volkel (3.35)
9 September 1944 - Le Havre (4.25)
10 September 1944 - Le Havre (4.35)
25 September 1944 - Calais (3.45)
31 March 1945 - Hamburg (5.40)

This officer has set a fine example of skill and courage throughout a long period of bomber activity and his devotion to duty has been of the highest order. Flight Lieutenant Davidson has completed many successful sorties over such heavily defended targets as Hamburg, Brest, Calais and Le Havre.

In August 1944, Flight Lieutenant Davidson was bomb aimer of an aircraft detailed to attack Foret de Nieppe. On the run up to the target, realizing the bomb doors would not open, he calmly proceeded to direct his skipper in an orbit of the target. Despite the loss of the starboard outer motor, he worked with the Engineer to open the bomb doors, after which a very steady run was made across the target, notwithstanding the accurate flak and searchlight batteries. On the homeward journey Flight Lieutenant Davidson rendered invaluable aid to the Navigator who was handicapped by the loss of his navigational aids.

As Squadron Bombing Leader, Flight Lieutenant Davidson at all times inspired complete confidence in new crews and his personal gallantry is of the highest order. It is recommended that Flight Lieutenant Davidson be awarded the non-immediate Distinguished Flying Cross.

DAVIDSON, F/L Reuben Herbert, DFC (J28937) - **Croix de Guerre (France)** - No.420 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. See DHist file 181.009 D.1746 (PAC RG.24 Vol.20608); recommended 12 January 1945 at which time he had flown 130.50 hours, 29 sorties, and was unit Bombing Leader. Recommendation read as follows:

In August 1944 Flight Lieutenant Davidson was bomb aimer of an aircraft detailed to attack Foret de Nieppe. On the run up to the target, Flight Lieutenant Davidson realizing the bomb doors would not open, calmly proceeded to direct his skipper in an orbit of the target despite the loss of the starboard outer motor and worked with the Engineer to open the bomb doors, after which a very steady run was made across the target, notwithstanding the accurate flak and searchlight batteries. On the homeward journey, Flight Lieutenant Davidson rendered invaluable aid to the Navigator who was handicapped by the loss of most of his navigation aids. As Squadron Bombing Leader, Flight Lieutenant Davidson has at all times inspired complete confidence in new crews, and his personal gallantry is of the highest order.

* * * * *

DAVIDSON, S/L Robert Tremayne Pillsbury, DFC (20465) - **Croix de Guerre with Gold Star (France)** - AFRO 485/47 dated 12 September 1947. Born in Vancouver, 10 February 1917 (information from family). Enlisted in RAF, 1937. Served with No.30 Squadron (Blenheims), 1940-1942; No.261 Squadron (Hurricanes), 1942; No.175 Squadron (Typhoons), 1943; commanded successive Typhoon wings including No.143 Wing. Shot down in May 1944, evaded and joined Maquis. Transferred to RCAF, 12 December 1944. Postwar RCAF service including Korea. See data base for postwar awards; see also "Triple Front Ace", **Journal of the Canadian Aviation Historical Society**, Summer 1964. Died at Manotick, Ontario, 13 December 1976. His logbook and original medals have long been sought by his family and biographers, who believe they were stolen from his home.

Pilot remarquable, le Wing Commander Davidson fut abbutu au cours d'une mission sur la gare de triage de Douai ou il menait son Group. Abrite par les patriotes francais, il decida immediatement de se joindre au Maquis ou il demand a servir comme simple soldat refusant tout grade. Pendant cinq mois, cet Officier partagea le sort du mouvement de resistance, se cachant dans un trou creuse dans une etable. Il prit part a toutes les actions effectuees par son detachement de la F.F.I. de la region. Wing Commander Davidson par son courage et son entrain a puissammennt aide a la reussite des operations du mouvement de resistance et a contribue a cimenter l'amitie franco-allies.

TRANSLATION

A remarkable pilot, Wing Commander Davidson was shot down in the course of a mission at the station of Douai where he was leading his Group. Hidden by French patriots, he immediately decided to join "Maquis" troops, he asked that he be allowed to serve as a private, refusing all rank. During five months this officer shared the fate of resistance, hiding in a hole in a stable. He took part in all actions by his Detachment of the French Forces of the Interior of the region. Wing Commander Davidson by his courage and willingness contributed to the success of the operations of the movement of resistance and help in cementing the good will between France and her Allies.

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Davidson served as Commanding Officer of a Fighter Squadron in the 2nd Tactical Air Force, was shot down, evaded the enemy and actually worked as a labourer in the constructing of secret German installations in France in order to obtain valuable information for the Allied cause.

Volume 1 of file 45-19-15A, "Prisoners of War - Escape of - Interrogations", National Archives of Canada, RG.24 Volume 5372 has the following statement of his activities in France including personnel he had met:

After crashing, hid in wheat field for awhile, 300 yards from aircraft. Contacted French farmer at 3 p.m. and moved to a farm house at 2 a.m. next morning. Lived for three months in a tiny hole under oat bin in stable. Carried out minor sabotage in area during nights. Joined F.F.I. as ordinary soldier and supplied them with explosives obtained from Flying Bombs that had crashed but not exploded. Moved inland by motorcycles to Douai in August; continued to work with F.F.I. until September 4th, then made my way through the lines and contacted the Welsh Guards Armoured Division at St. Pol on September 5th.

(Contacts)

8 May 1944 to 1 August 1944 - Raymond Bouillet, Chef de Culture, Verchin, Near Fruge, Pas de Calais - My immediate superior in the F.F.I. An excellent soldier, who on more than one occasion saved my life.

8 May 1944 to 1 August 1944 - Mme Tartare, Verchin, near Fruge, Pas de Calais - food and shelter, also tools for sabotage.

* * * * *

DAVIDSON, P/O Samuel (J19143) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born in a shack at Clover Bar, Alberta, 7 March 1916. Raised close to Black Diamond Mine (now the Sunridge Ski Hill). Home given as Edmonton and Clover Bar, Alberta. Rode the rails across Canada twice in the Depression, looking for work, eventually finding it in the nickel mines in Sudbury, Ontario. Enlisted in Halifax, 20 August 1941 and posted to No.5A Manning Depot. To No.5 SFTS (guard), 8 October 1941. To No.3 ITS, 6 December 1941; graduated and promoted LAC, 30 January 1942; to No.12 EFTS, 1 February 1942; ceased training and posted to Trenton, 5 March 1942; to No.7 BGS, 25 April 1942; graduated and promoted Sergeant, 25 May 1942. To "Y" Depot, 26 May 1942; to RAF overseas, 19 July 1942. Promoted Flight Sergeant, 25 November 1942. Promoted WO2, 25 May 1943. Commissioned 6 November 1943. Posted to No.82 OTU for instructional duties, March 1944. Repatriated 12 June 1945. To No.420 Squadron, 15 June 1945. To Eastern Air Command, 1 November 1945. Retired 19 December 1945. Rear gunner to F/L J. Brown. Following the war he went farming, coal mining, pipefitting and politicking; eventually settled in Edmonton. Died there, 3 February 2008 as per Royal

Canadian Legion "Last Post" website and **Legion Magazine** of November/December 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.2624 (RG.24 Vol.20628) has recommendation dated 21 February 1944 when he had flown 24 ½ sorties (156 hours 35 minutes) between 26 January 1943 and 15 February 1944.

This officer is a cool, confident and efficient air gunner whose example in the face of the enemy has been most praiseworthy. He has taken part in a large number of sorties, involving attacks on strongly defended targets in Germany, and throughout has displayed great determination and unfailing devotion to duty. During the course of operations by this officer, six completed sorties have been directed against Berlin...

The sortie list was as follows:

26 January 1943 - Lorient (6.55)
29 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (5.10)
14 February 1943 - Cologne (3.45)
16 February 1943 - Lorient (4.50)
20 February 1943 - Gardening (4.20)
10 March 1943 - Air/Sea Rescue (4.15 - counted as one-half sortie)
12 March 1943 - Emden (5.35)
26 March 1943 - Duisburg (4.10)
4 April 1943 - Kiel (6.15)
10 April 1943 - Frankfurt (8.20)
23 August 1943 - Berlin (7.00)
2 September 1943 - Gardening (2.55)
3 September 1943 - Berlin (7.55)
6 September 1943 - Munich (8.15)
22 September 1943 - Hanover (5.20)
7 October 1943 - Stuttgart (7.05)
8 October 1943 - Hanover (4.35)
20 October 1943 - Leipzig (7.15)
22 October 1943 - Kassel (5.40)
3 November 1943 - Dusseldorf (4.50)
18 November 1943 - Berlin (7.50)
22 November 1943 - Berlin (7.45)
20 January 1944 - Berlin (7.05)
15 February 1944 - Berlin (7.45)

* * * * *

DAVIDSON, Sergeant (now P/O) Victor Percival (R54948/C17628) - **British Empire Medal** - RCAF Overseas Headquarters - Awarded 8 June 1944 as per **London Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. Born in Montreal, 20 September 1916; educated there (William Dawson Public School, Montreal High School). Enlisted there 31 May 1940 as a Photographer. Promoted AC1, 31 August 1940. To Rockcliffe, 1 October 1940. Promoted LAC, date uncertain. To No.1 Manning Depot, 18 February 1941. To Embarkation Depot, 26 February 1941. Overseas as of 5 April 1941 and assigned to No.400 Squadron. To RCAF Overseas Headquarters, 7 June 1943. Promoted Corporal, 1 October 1942. Promoted Sergeant, same date. Commissioned 19 April 1943. Promoted Flying Officer, 19 October 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. Retired 18 September 1945. RCAF photo PL-3043 (circa 1941) shows R54948 AC1 V.P. Davidson, R66501 AC1 A.E. Brewer, R73966 AC1 M.P. Hearne and R66510 AC1 A. Gzeskansi. RCAF Photo PL-43818 (ex UK-21090, circa 1 May 1945) shows him examining a V-2 firing trailer; PL-43819 (ex UK-21091) shows him looking at a V-2 fuel trailer.

As a photographer on loan to the Royal Air Force, this NCO on several occasions landed under fire on enemy-held territory and, with complete disregard for personal risk, obtained valuable photographs depicting the contribution of air force personnel in the campaign. He frequently went beyond the requirements of his normal duties to obtain photographs. His devotion to duty in this work has been outstanding.

* * * * *

DAVIE, P/O John (J85334) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Edinburgh, Scotland, 27 December 1918. Home in Biggar, Saskatchewan where he was educated, 1923-1935. Attended Saskatoon Technical School, 1940. Employed sporadically as milkman, egg grader and clerk. Enlisted in Saskatoon, 27 December 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 24 January 1941. Promoted AC1, 21 June 1941. To Dartmouth, 25 June 1941. Promoted LAC, 1 January 1942. To No.121 Communications Squadron, Dartmouth, 10 January 1942. Remustered to aircrew, 14 March 1942 when reduced to AC2 and posted to No.3 ITS; rank of LAC restored, 1 April 1942; posted to No.5 Manning Depot, 23 May 1942; to No.21 EFTS, 6 June 1942; ceased training and posted to Trenton, 8 July 1942. To No.5 BGS, 29 August 1942; graduated 23 October 1942 and posted next day to No.2 AOS; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943. Disembarked in Britain, 12 January 1943. To No.23 OTU, 9 March 1943 (Wellingtons, 75 hours

20 minutes) Promoted Flight Sergeant, 4 June 1943. To No.1659 Conversion Unit, 7 June 1943 (Halifax aircraft, 28 hours 30 minutes. To No.419 Squadron, 28 June 1943 (Halifax aircraft, 161.55). Commissioned 30 October 1943. To No.429 Squadron, 11 November 1943 (Halifax aircraft, 66 hours ten minutes). To No.82 OTU, 8 April 1944. Promoted Flying Officer, 30 April 1944. Attached to No.30 OTU, 26 April to 5 May 1944. Attached to Bruntingthorpe, 6-18 September 1944. Attached to Manby, 14 October to 11 November 1944. Repatriated 2 February 1945. To No.2 Air Command, 13 February 1945. Retired 13 April 1945. Rejoined RCAF Auxiliary (120616) as navigation officer, 8 March 1948 with No.406 Squadron, Saskatoon in rank of Flying Officer. Promoted Flight Lieutenant, 1 June 1950. To No.23 Wing Headquarters, 12 June 1956. Promoted Squadron Leader, 1 January 1957. To No.406 Squadron for special duties, 1 November 1959. To No.23 Wing Headquarters, 1 January 1961. To Supplementary Reserve on reduction of strength, 31 March 1964. Died in Saskatoon, 28 January 1997 as per **Legion Magazine** of March 1997. 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.5524 (RG.24 Vol.20667) has recommendation dated 20 April 1944 when he had flown 29 sorties (205 hours ten minutes), 13 July 1943 to 22 March 1944.

This air bomber has attacked many of the most heavily defended targets in Germany including Berlin, Hanover, Essen and Nuremburg. He has at all times shown a devotion to duty, keenness for his work and offensive spirit which have resulted in his pressing home the attack and successfully bombing his objective. It is considered that this officer's fine offensive spirit and devotion to duty fully merit the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 23 March 1944 stated he had flown 29 sorties (216 hours ten minutes), 13 July 1943 to 24 March 1944.

On Repatriation Form, 8 January 1945 he stated he had flown 29 sorties (216.05) non-operational flying was 173.15.

As of 1 October 1963 his Auxiliary flying consisted of 460 hours in Mitchells, 430 hours in Expeditors and eleven hours in Otters; in the previous twelve months he had flown ten hours in Otters and 80 in C-45 Expeditors.

Training: Course at No.3 ITS was 16 March to 8 May 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 877 points of a possible 1,00, placed 38th in a class of 185. "Serious, retiring, self-conscious. Hard worker. Average."

At No.21 EFTS he flew eleven hours 30 minutes dual but did not solo - "He lacks judgement, air sense and coordination."

Course at No.5 BGS was 31 August to 23 October 1942. Battle and Anson, 26.50 day bombing, 8.00 night bombing, 13.55 day gunnery. Dropped 53 bombs high level, 19 bombs low level. In gunnery scored 8.5 percent hits in Beam Test, 9.6 percent hits in Beam Relative Speed Test and 14.2 percent hits in Under Tail Test. Fired 2,205 rounds air-to-air. Spent two hours 15 minutes in Turret Manipulation. Ground tests in Bombing, written (181/250), Bombing, practical (186/250), Aircraft Recognition (47/50), Gunnery, written (91/100), Gunnery, practical (85/100) and Signals (50/50). "Above average in air work. Average in ground subjects." Placed 14th in a class of 44.

Course at No.2 AOS was 26 October to 4 December 1942. Anson aircraft - 20.40 by day and 13.05 by night. Graded in Air Navigation air work (83/100), Bombing air work (68/100), Photography air work (84/100), Elements of Navigation (29/50), Signals, practical (71/75), Photography (43/50), Reconnaissance (38/50) and Aircraft Recognition (67/75). Placed sixth in a class of 18.

Course at No.23 OTU was 9 March to 31 May 1943. Was six hours at controls (three day, three night) and otherwise flew 44 hours day and 31.20 night. Dropped 37 bombs by day and 26 by night. "An average air bomber who should do well on operations."

At No.1659 Conversion Unit he flew 28 hours 30 minutes and took part in three cross-country exercises. Dropped 16 practice bombs by day. Spent three hours practicing GEE on ground and 30 minutes in air.

* * * * *

DAVIES, F/L Alan Craig (J19015) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born in Toronto, 12 July 1917. Home in St.Catharines, Ontario. Clerk and Accountant. Enlisted in Montreal, 26 August 1941. Granted Leave Without Pay until 21 September 1941 when posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 27 October 1941. To No.1 ITS, 7 December 1941; graduated and promoted LAC, 30 January 1942; to No.9 EFTS, 14 February 1942; may have graduated 10 April 1942 but not posted to No.6 SFTS until 25 April 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942; promoted Flight Sergeant, 9 April 1943; commissioned 9 October 1943. Interned in Sweden, 16/17 December 1943 after raid on Berlin. For more on this sortie see entry for DFM to Sergeant E.O. George. Later released (September 1944) and returned to operations. Repatriated to Canada, 3 May 1945. To No.1 WS, 18 June 1945. To Debort, 5

August 1945. To Halifax, 13 October 1945. To Greenwood, 19 October 1945. To No.2 Release Centre, 19 February 1946. Released 27 February 1946, settling again in St. Catharines. DFC presented at Stamford Centre, Ontario, 7 August 1949. Died in Oakville, Ontario, 3 March 1998.

This officer has completed two tours of operational duty during which he has attacked a wide range of enemy targets. He has at all times displayed the greatest keenness and throughout has set a fine example of devotion to duty. In March 1945, Flight Lieutenant Davies participated in an attack against Gladbach. By his skilful leadership, this officer contributed materially to the success obtained.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has original recommendation drafted by W/C C.M. Black, 31 March 1945 when he had flown 20 sorties (127 hours 50 minutes); sortie list and submission as follows:

www.bombercommandmuseumarchives.ca

5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (7.00)
28 January 1945 - Stuttgart (6.45)
2 February 1945 - Wanne Eickel (5.50)
4 February 1945 - Bonn (5.40)
14 February 1945 - Chemnitz (8.35)
17 February 1945 - Wesel (6.30)
20 February 1945 - Monheim (7.20)
21 February 1945 - Worms (6.20)
23 February 1945 - Essen (6.05)
5 March 1945 - Chemnitz (8.40)
8 March 1945 - Hamburg (6.25)
11 March 1945 - Essen (5.50)
14 March 1945 - Zweibrücken (6.25)
15 March 1945 - Castrop Rauxel (6.10)
18 March 1945 - Witten (6.50)
21 March 1945 - Rheine (5.15)
22 March 1945 - Dorsten (4.35)
24 March 1945 - Gladbeck (6.05)
25 March 1945 - Münster (4.45)

Flight Lieutenant Davies has recently completed a second tour of operations with this squadron and has been an outstanding example of what an efficient captain of aircraft should be. On March 24th, 1945 he was selected as "Gaggle" Leader to attack a target in Germany by daylight. The outstanding success of this raid was due mainly to the efficient manner in which Flight Lieutenant Davies and his crew led the attack.

This officer is considered to be one of the finest captains of aircraft on the squadron and he has set a splendid example to new crews just commencing operations. Despite the fact that he was shot down in flames on his first tour he has, throughout his second tour, maintained a spirit of eagerness and determination to attack the enemy which has been an inspiration to all members of the squadron. This officer's courage, devotion to duty and splendid aggressive manner on operations should, I feel, be recognized. I therefore strongly recommend that he be granted an immediate award of the Distinguished Flying Cross.

Public Record Office WO 208/3323 has MI.9 report based on interviews of 10 September 1944 with Davies, J190068 P/O Henry Floyd Garriock and 1319059 Sergeant Ryan Engel.

P/O Davies: We took off in a Lancaster aircraft on 10 December 1943 from Linton to bomb Berlin. About ten minutes before we reached our target we were hit by flak and lost all the petrol in the main tank and could not use Number 2.

We went in and bombed our target, but on the way home saw we could not make England, so I gave the word to bale out.

I landed south-east of Alvesta (Sweden) and contacted a farmer who took me in and gave me some food, but while I was eating, the police walked in and arrested me. I was sent to an army barracks in Alvesta and from there to the internment camp in Fallun, where I stayed until 3 September.

F/O Garriock: I was ordered to bale out and landed near Alvesta. I contacted a farmer who gave me some food and I went to bed.

Next morning I started to walk. My host contacted another farmer, who said he would take me to town. He did so, but handed me over to the police. From then on my story is the same as that of P/O Davies.

Sergeant Engel: I baled out and landed in a wood close to Alvesta. I climbed a tree and stayed there all night.

Next morning I contacted a farmer who told me that one of my crew was at a neighbouring farm. He took me there. From there on my story is the same as that of P/O Davies.

* * * * *

DAVIES, F/L Daniel Peter (J22413) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Calais, France, 21 October 1923. Educated in France, 1929 to 1936 and England, 1936-1938. Home in Montreal, Quebec; enlisted there 3 November 1941 and posted that date to No.2 Manning Depot. To No.12 Equipment Depot, 2 January 1942. To No.3 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942; posted that date to No.21 EFTS; may have graduated 3 July 1942 but not posted to No.8 SFTS until 18 July 1942. Ceased training and posted to Composite Training School, Trenton, 24 August 1942; to No.9 AOS, 12 September 1942; graduated and commissioned 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 2 February 1943, disembarking in Britain 13 February 1943. To No.23 OTU, 22 April 1943 (Wellington aircraft, 74 hours 30 minutes). Promoted Flying Officer, 30 June 1943. To No.1659 Conversion Unit, 7 July 1943 (Halifax aircraft, 24 hours 30 minutes). To No.405 Squadron, 29 July 1943; attached Night Training Unit, 30 July 1943 (7.10 at NTU, 31.40 with No.405 Squadron). Shot down 23 August 1943, interned in Sweden until January 1944. Arrived in United Kingdom, 2 February 1944. See entry for Hector Smith. To No.405 Squadron, 10 March 1944. Attached to Night Training Unit, 14-23 March 1944 (19.05 with NTU, 361.15 with No.405 Squadron). Promoted Flight Lieutenant, 5 August 1944. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945. To No.168 (Heavy Transport) Squadron, 27 March 1945. To United Kingdom, 25 October 1945. To No.168 (HT) Squadron, 18 November 1945. To No.12 (Communications) Squadron, 6 March 1946. Re-engaged for Interim Force, but finally retired 24 October 1946. Commissioned as Navigation Officer, RCAF Auxiliary (No.401 Squadron), 18 February 1949 (120928); promote Flight Lieutenant, 1 January 1951. Also with TCA. Died of polio, Point Claire, Quebec, 4 March 1954. 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 20 Aug 1944 when he had flown 40 sorties (154 hours 14 minutes) as follows:

10 August 1943 - Nuremburg (7.50)

16 August 1943 - Turin (7.55)

23 August 1943 - Berlin (6.45). Ditched in Baltic; interned in Sweden.

22 April `1944 - Laon (4.09) counted as 1/3 operation.

10 May 1944 - Ghent (2.33)

11 May 1944 - Boulogne (2.33)

19 May 1944 - Mont Couple (3.00)

21 May 1944 - Duisburg (4.02)

24 May 1944 - Aachen West (3.36)

27 May 1944 - Rennes a/f (3.41)

28 May 1944 - Mardick (1.54)

31 May 1944 - Mont Couple (1.58)

5 June 1944 - Longues (3.10)

7 June 1944 - Foret de Cerisy (3.19)

9 June 1944 - Rennes (4.09)

11 June 1944 - Toures (4.58)

15 June 1944 - Lens (2.11)

24 June 1944 - M-Straete (1.54)

27 June 1944 - Oisemont (2.08)

28 June 1944 Metz (5.18)

30 June 1944 - U-Bocage (2.27)

2 July 1944 - Oisemont (2.08)

5 July 1944 - Wizernes (1.51)

6 July 1944 - Coquereaux (2.38)

7 July 1944 - Caen (2.36)

9 July 1944 - L'Hey (1.43)

10 July 1944 - Nucourt (2.44)

12 July 1944 - Paris (Vaires)(3.14)

15 July 1944 - Nucourt (3.33)

17 July 1944 - Cagny (2.30)

19 July 1944 - Rollez (2.58)

20 July 1944 - Contrai (2.03)

23 July 1944 - Kiel (5.21)

24 July 1944 - Stuttgart (7.04)

25 July 1944 - Stuttgart (7.08)

28 July 1944 - Stuttgart (6.22)

30 July 1944 - Battle area(2.54)

12 August 1944 - Russelheim (4.34)

16 August 1944 - Stettin (5.08)

18 August 1944 - Bremen (4.52)

Flying Officer Davies is a most efficient and keen navigator in a highly successful crew, now on their second tour. He has taken part in 40 operational sorties,

against such heavily defended enemy areas as Berlin, Stuttgart and Stettin. Throughout his long and varied operational career, Flying Officer Davies has displayed a willingness for operational duty which has been a decided factor in influencing not only the successes attained by his crew, but in inspiring confidence in his other fellow comrades. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

DAVIES, F/L Daniel Peter, DFC (J22413) - **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.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Davies has continued to operate with exceptional keenness and efficiency, participating in attacks against such strongly defended targets as Duisburg, Cologne and Stuttgart. He has shown fine leadership both in the air and on the ground and has taken a keen interest in the training of less experienced navigators. Flight Lieutenant Davies' unselfish devotion to duty and fine fighting spirit have set an inspiring example to all.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 55 sorties (227 hours 35 minutes) of which 15 sorties (73 hours ten minutes) had been since previous award. Added sorties and unpublished text follows; reference to being shot down on "second sortie" is in error; it was his **third** sortie:

29 August 1944 - Stettin (9.10)
13 September 1944 - Frankfurt (5.45)
15 September 1944 - Kiel (5.05)
5 October 1944 - Saarbrücken (4.40)
6 October 1944 - Dortmund (4.45)
15 October 1944 - Wilhelmshaven (4.05)
19 October 1944 - Stuttgart (5.10)
25 October 1944 - Homburg (3.10)
28 October 1944 - Cologne (3.50)
2 November 1944 - Düsseldorf (4.05)
18 November 1944 - Münster (3.45)
21 November 1944 - Koblenz (5.15)
21 November 1944 - Aschaffenburg (4.55)
30 November 1944 - Duisburg (4.20)
4 December 1944 - Urft Dam (5.10)

Flight Lieutenant Davies is an exceptionally keen and capable navigator who has now completed two tours of operations against the enemy. He has participated in attacks on such heavily defended enemy areas as Berlin, Stuttgart and Stettin. This officer was shot down on his second sortie, and after escaping from hostile territory immediately volunteered for operational duty. He possesses an insatiable desire to participate in offensive action, never considering for a moment that any job is too small or unimportant. He is a quiet, confident type of officer who, in addition to the superb qualities of leadership and skill he has invariably displayed in the air, has taken a keen interest in the training of less experienced navigators. This officer's unselfish devotion to duty and fine fighting spirit has had an inspiring effect on all members of his crew.

Note: The website "Lost Bombers" has the following on his being interned in Sweden. Halifax HR923 (LQ-V) of No.405 Squadron, target Berlin, 23/24 August 1943. This was one of two No.405 Squadron Halifaxes lost on this operation; the other was HR918. Airborne at 2016 hours, 23 August 1943 from Gransden Lodge. Leaving the target area was badly shot about by a Me109. With severe fuel loss the Halifax was flown to Sweden and all secret equipment was jettisoned or smashed. The Swedish coast was crossed with all aircraft lights on at about 1,000 feet. Inaccurate AA fire opened up and so the pilot altered course to follow the coast eastwards to Ystad. The sea was calm with a wind of barely ten knots. The pilot ordered the crew to ditching positions at 0300 hours and waited until only enough fuel remained for about ten minutes flying. He then brought the aircraft into the wind with all engines running like a normal Halifax landing, using thirty degree flap, wheels up, and chopping the throttles just before hitting the water. The aircraft came to rest on the water some three hundred and fifty yards south of Sandhammaren Lighthouse. The crew scrambled out on to the wing in twelve seconds, as timed by the Navigator. They took to their dinghy and were picked up by a rowing boat and taken ashore. The Halifax sank about an hour after the ditching. The crew were taken to Ystad for interrogation and were later sent to Falun for internment at Frumby. They were repatriated between January and March 1944. Crew consisted of WO1 H.Smith, RCAF (Montreal), Sergeant J.C.Catling (RAF), P/O D.P.Davies, RCAF (Montral), Sergeant L.F.Cassidy, RCAF (Regina), Sergeant T.O'Toole (RAF, Wales), Sergeant J.S.Gates, RCAF (Calgary) and Sergeant J.H.Flick, RCAF (Guelph).

The survival of the crew on ditching was due in part to Davies' prior insistence on dinghy drill training, as evidenced by the following from the September 2002 issue of **Short Bursts** (Air Gunner Association newsletter) submitted by James Flick (rear gunner):

We had been on two long trips, first Nuremburg on the 10th of August and Turpin on the 12th August. After the Turpin trip our pilot F/S Robinson became ill

and we were given another pilot, WO 1 Hector "Snuffy" Smith, RCAF. We carried out several training flights and a couple of dry land dinghy drills insisted on by our Navigator, F/O Davies.

During our training period we missed 5 operational trips up to the 22nd of August and, now that we were considered operational again, we expected to get the next one. I shall never forget that briefing when the curtain was removed revealing the tape running all the way to Berlin, the big one! I guess a little shudder of fear ran through me, if not everyone present. We took off at 22:00 hours, crossed the Dutch coast, and then it was almost straight ahead for Berlin. Target Indicators (T. I.s) were to be dropped over Berlin at 17 minutes before midnight.

According to the Navigator, at this predetermined time, we were over the centre of the city. At that moment I reported that T.I.s were going down approximately 5 miles behind. We were then coned by searchlights. The pilot pulled the aircraft around and up and then straight down into the centre of the cone. In that first violent maneuver I blacked out in my rear turret. When I came to a few seconds later I was looking at the nose of a Messerschmidt 109, his wing gun fire going by me on both sides taking most of our fins and rudders. He was sitting out there about 100 yards away, a point blank shot for me, so I fired. At the same time the Mid Upper Gunner was taking care of another ME 109 as it came down across the rear turret with guns blazing. At the same time my ME 109 fired his cannon and the burst came in through the glass blister of my turret leaving a piece of shrapnel in my shoulder.

By this time we were at 5,000 feet directly over Berlin. The pilot pulled out of the dive and headed North-North West. We did not see any more fighters that night. Our electronics were shot out and we still had our I.T.s on board. The Flight Engineer checked our fuel and we did not have enough to return to England. The aircraft was trying to stall so we got rid of the bomb bay T.I.s by manually dropping them through the floor. We still had four bombs on the wings, two on each side. The aircraft finally levelled out. It was those wonderful Merlin engines that got us out of that scrape. The pilot must have firewalled them all the way to the Baltic Sea.

We flew near the coast of Sweden and drew some anti-aircraft fire from the Swedish gunners, but it was nowhere near us, just part of their neutrality act to fire on any aircraft entering their area. The pilot decided to ditch the tired old "V" for Victor about three miles from the Swedish coast near Ystad. It was 3:00

hours, August 24, 1943. Our dry land dinghy drills certainly paid off as everyone knew exactly what to do. According to our Navigator we cut our dry land time in half.

We floated for about six and one half hours before being picked up by the Swedish Coast Guard and taken to Ystad. We were met by a Swedish airforce officer by the name of Lieut. Yackobie. We had been told about him in our briefings at Squadron. He was reported to be pro-Nazi. He was very friendly, gave us cigarettes and beer, but we did not tell him anything.

After taking myself and the bomb aimer to the hospital we were put on a train and taken to Falun, about 160 miles from Stockholm, to Internment Camp #4. We remained at that camp for a number of weeks and, as more airmen were arriving, the camp became too small. We were sent to ski lodges in the country. They were luxury hotels!

We were given civilian cloths, skis, skates, etc. A reporter from Stockholm saw a few of us playing hockey on the lake near the lodge. He asked if we were Canadians and if we would make up a team to play a Swedish team. He arranged and paid for all our permits, travel expenses, and we played 24 games. It was a great way to fight a war.

We were repatriated to England on March 16, 1944 and given 5 weeks leave. It was back on operations again on May 27, 1944, with 432 Squadron. We completed one tour (35 Ops) in October and returned to Canada in November 1944.

Repatriation Form dated 16 January 1945 stated he had flown 56 sorties (227 hours 55 minutes), the last on 4 December 1944; also 32 hours 15 minutes non-operational.

Assessments: "This officer, who is a navigator with Trans-Canada Air Lines, is very highly qualified. He has carried out his duties as Squadron Navigation Officer during the last 20 months in a very satisfactory manner." (W/J S.W. Reid, No.401 Squadron, 9 October 1950).

"A highly qualified navigation officer who carries out his duties in a very satisfactory manner." (W/J S.W. Reid, No.401 Squadron, 31 August 1951)

Training: Course at No.3 ITS was 2 March to 14 April 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, written, Aircraft Recognition, Drill and Signals. Scored 890 out of possible 1,000 points; placed 22ns in a class of 101. "Good appearance, capable, serious, confident, quiet."

Course at No.21 EFTS was 27 April to 3 July 1942. Fleet aircraft - 37.30 day dual (12.05 dual to first solo), 38.10 day solo, four hours night dual - 7.45 on instruments, eleven hours in Link. Ground courses in Navigation, Airmanship, Airframes, Aero Engines, Theory of Flight, Armament, Aircraft Recognition, Signals. Scored 730 points of a possible 1,000, placed 14th in a class of 34. "GIS splendid results despite language handicap. Ability above average. This student takes longer than normal to learn something new, but goes after anything new with the greatest determination and succeeds in time in mastering any new manoeuvre. His instrument flying is weak, given more time and practice he would bring his aerobatics up to a good average. His navigation and map reading are well above average. He should develop into a good average twin engined Service pilot."

Course at No.8 SFTS was 20 July to 22 August 1942. Flew 25.55 dual, 20.50 solo on Harvard before washing out - "insufficient progress, both clear hood and instrument flying."

Course at No.9 AOS was 14 September to 30 December 1942. Anson aircraft - 36.50 as first navigator by day, 30.20 as second navigator by day, 23.40 as first navigator by night, 13.15 as second navigator by night. Graded in Navigation air work (558/700), Photography air work (63/100), Elements of Navigation (394/500), Magnetism and Compasses (69/100), Instruments (40/50), Signals, practical (100/100), Signals, written (40/50), Maps and Charts (35/50), Meteorology (76/100), Photography (48/50), Reconnaissance (48/50), Aircraft Recognition (82/100) and Armament (36/50). Placed sixth in a class of 25. "Above average: as navigator".

Course at No.23 OTU was 22 April to 24 June 1943. Flew 30.30 as first navigator by day, 3.35 as second navigator by day, 36.55 as first navigator by night, 6.20 as second navigator by night. "Competent navigator, neat log keeper, should do well on operations"

* * * * *

DAVIES, F/O Dufferin Owen (J12241) - **Commended for Valuable Services** - No.15 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Pocohontas, Alberta, 1 July 1914 (press release issued with announcement of award). Enlisted 15 April 1941, Vancouver, British Columbia. To No.2 Manning Depot, 25 May 1941. To No.11 Equipment Depot, 19 June 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 30 August 1941; posted that date to No.2 EFTS; graduated 30 January 1942 and posted next day to No.2 Manning Depot; to No.11 SFTS, 28 February 1943; graduated and commissioned 19 June 1942. To No.2 Flying Instructor School, 18 July 1942; to No.15 SFTS, 11 September 1942. Promoted Flight Lieutenant, 1 June 1944. To No.2 OTU, 8 March 1945; to "Y" Depot, 8 July 1945 but may not have gone overseas, as he was released 29 September 1945.

This officer has shown outstanding ability and an exceptionally keen interest in flying instruction at this unit for the past two years. He has at all times had the welfare of his pupils at heart and has carried out his duties as flight commander in a praiseworthy manner. He is a most skilful pilot and able leader, who has brought the airmanship instruction at this unit to a high standard of efficiency.

DAVIES, F/L Dufferin Owen (J12241) - **Commended for Valuable Services** - No.15 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945.

This officer has very capably filled his position as flying instructor since 1942. He re-organized the lectures on airmanship for his unit in a very thorough manner. In all of his duties he has proved to be a very efficient and conscientious officer and a credit to the Service.

* * * * *

DAVIES, WO (now P/O) Frederick Charles (R153085/J85093) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Halifax, Nova Scotia, 6 May 1923; home there. Enlisted in Halifax, 12 February 1942. To No.5 Manning Depot, 8 March 1942. To No.9 BGS, 22 April 1942. To No.3 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942; to No.1 BGS, 29 August 1942; graduated 23 October 1942 and posted next day to No.8 AOS; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 1 February 1944. Shot down and taken prisoner, 24 May 1944. Repatriated 8 July 1945. To Composite Training School, 20 July 1945. To Eastern Air Command, 21 September 1945. Re-engaged for Interim Force, 6 April 1946; granted rank of Flying Officer, 1 October 1946 (service number 20431). To No.10 Group, 1 April 1947. Retired 13 September 1947. Died in Halifax, 28 November 2018. 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 23 February 1944 when he had completed 31 sorties (201 hours), 24 June 1943 to 19 February 1944 as follows:

24 June 1943 - Gelsenkirchen (4.45)
28 June 1943 - Cologne (5.00)
13 July 1943 - Aachen (5.45)
2 July 1943 - GARDENING (5.00)
3 July 1943 - Cologne (6.00)

9 July 1943 - Gelsenkirchen (5.55)
 3 August 1943 - Sea search (5.15)
 16 September 1943 - Modane (7.15)
 22 September 1943 - Oldenburg (4.40)
 23 September 1943 - Mannheim (5.45)
 27 September 1943 - Hanover (4.40)
 2 October 1943 - Munich (7.00)
 3 October 1943 - Kassel (5.45)
 7 October 1943 - Friedrichshaven (6.25)
 8 October 1943 - Hanover (5.00)
 22 October 1943 - Kassel (5.00)
 3 November 1943 - Dusseldorf (3.40)
 17 November 1943 - Mannheim (5.00)
 18 November 1943 - Berlin (7.05)
 2 December 1943 - Berlin (5.55)
 16 December 1943 - Berlin (8.00)
 20 December 1943 - Mannheim (5.10)
 24 December 1943 - Berlin (6.50)
 29 December 1943 - Berlin (6.50)
 1 January 1944 - Berlin (6.30)
 2 January 1944 - Berlin (6.20)
 5 January 1944 - Stettin (8.30)
 20 January 1944 - Berlin (7.25)
 21 January 1944 - Magdeburg (6.30)
 27 January 1944 - Berlin (6.55)
 28 January 1944 - Berlin (7.30)
 19 February 1944 - Leipzig (6.30)

This Non-Commissioned Officer is an excellent Bomb Aimer who is on his second tour of operations. Many of the sorties carried out by this Non-Commissioned Officer have been such targets as would tax the courage of any man. In spite of much personal discomfort and danger, this Non-Commissioned Officer at all times performed his duties in a most satisfactory and praiseworthy manner, thereby setting a fine example to his comrades. Strongly recommended for the award of the Distinguished Flying Medal.

Public Record Office Air 50/248 has a Combat Report relevant to his career (Lancastet M/405, JB222, 27/28 September 1943, target Hanover). Crew was F/L G. Bennett (RCAF, captain), F/O E. Baker (RCAF, navigator), Sergeant F.C. Davies (RCAF, bomb aimer), Sergeant A. Rodgers (RAF, WOP/AG), Sergeant W.V. Joel (RCAF, mid-upper gunner), Sergeant J.H. Frame (RCAF, rear

gunner) and Sergeant J.I. Rees (RAF, flight engineer).

On the night of September 27/28, 1943, while over the target area of Hanover, heading 191 degrees magnetic, I.A.S. 150 knots, height 20,000 feet, our aircraft, Lancaster "M", JB222, 405 Squadron was attacked by a Me.109 from the starboard bow below at 200 yards. Enemy aircraft broke away past bow below. One short burst was fired by Bomb Aimer [Davies] of the Lancaster. The enemy aircraft did not open fire. The enemy aircraft was lost and not seen again. No indication from Monica.

There was no cloud, no moon, bright starlight, light flak, numerous searchlights, ineffective, working with the flak.

The website "Lost Bombers" provides the story of his last sortie. Lancaster ND526 (LQ-M), target Aachen was airborne at 0024 hours, 25 May 1944 from Gransden Lodge. Shot-up on the way to the target but was able to complete the operation. Attacked again by a Ju.88 night-fighter on the return trip and shot down, crashing at Hilvarenbeek (Noord-Brabant), 9 km SSE of Tilburg. Crew consisted of S.L G. Bennett, DSO, DFC, RCAF (killed, now in the Canadian area of Bergen op Zoom War Cemetery), Flight Sergeant J.I. Rees (POW), F/L E. Baker, DFC, RCAF (POW, Flight Sergeant A. Rogers, RCAF (POW), P/O F.C. Davies, RCAF (POW), F/O S.A. Walker, RCAF (injured, POW), Warrant Officer H.V. Noel, RCAF (POW), Warrant Officer J.H. Frame, RCAF (evaded). S/L Bennett had in fact completed his tour, having done two "second dickey" operations on his arrival from No.408 Sqdn. He elected to see his crew out on this operation, the last of their tour. F/L Baker initially evaded but was captured on 20 June 1944 in Brussels and was interned in Camp L3 (POW number 6384) with P/O Davies (POW number 6625) who had been captured in Erquennes 16 June 1944. WO2 Joel, also evaded until captured in Brussels 20 June 1944 and interned in Camp L7 (POW number 268), joining Flight Sergeant Rodgers (POW number 49). Flight Sergeant Rees also evaded and was captured, probably with P/O Davies, 16 June 1944 in Erquennes, near Turnhout, Belgium and interned in Camp L7 (POW number 324).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 8 May 1945. He stated that as of the date of being shot down he had flown 44 sorties. Position was "Navigator 2 - Set Operator".

Airborne, set course, approaching target an Me.110 with mid-upper strafed our belly on and off for about five minutes; as he was straight below about 500 feet and he followed all our manoeuvres until we turned into target and lost him. I gave evasive action but he was a bit too smart until we made a 90 degree turn onto target and he overshot and could not format under us again. Marked

target, set course for home. Approached Dutch coast, I was looking down and just as I raised my eyes I noticed tracers coming (I thought) at us from a long way off. Explosion in port inner engine and fire started before I could turn mike on. Two late then pilot said bale out. Saw wing burn off kite while going down in chute. Weather 4-5/10 dark towards west and bright towards east. 3.00 o'clock a.m.

* * * * *

DAVIES, Sergeant Haydn Llewellyn (R100784) - **Mention in Despatches** - No.64 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 11 November 1921. Home in Toronto; enlisted there 9 April 1941 as Radio Mechanic. To No.1 Manning Depot, 17 April 1941. To University of Toronto, 25 May 1941. Promoted LAC, 3 November 1941. To No.1 Manning Depot, 13 November 1941. To No.31 Radio School, 29 November 1941. To "Y" Depot, date uncertain. To RAF overseas, 9 February 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Repatriated 13 June 1945 for "Tiger Force". To No.9 Release Centre, 28 August 1945. Retired 1 September 1945. Controversial postwar sculptor noted for huge outdoor works. Died in Toronto, 24 March 2008. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit, gives first name as "Hayden". Enlisted in Toronto, 9 April 1941; had served ten months in Canada, 38 months overseas. Note rank at recommendation as opposed to gazetting.

LAC Davies, employed on this station as a Radar Mechanic, has proven himself as a willing and efficient tradesman. In addition to his service duties, this airman has given a major portion of his off-duty hours to apply his ability as an artist in the production of posters for the furtherance of station activities. His efforts along these lines were in no small part responsible for the excellent showing made by this unit in the Eighth Victory Loan Drive by his work on the Station Loan Indicator.

Note: The following was posted on the CBC "Arts and Entertainment" website, 4 April 2008:

Haydn Llewellyn Davies, a Canadian artist whose large wood and steel sculptures stand outside public buildings in several Canadian cities, died last week. He was 86.

Davies died in Sunnybrook Hospital in Toronto on March 24 of complications relating to liver and lung cancer.

In 2005, Davies became embroiled in a dispute with Lambton College in Sarnia, which tore down his outdoor sculpture, *Homage*, claiming the sculpture was a danger to children who attempted to climb on it.

Created in 1974 of red cedar, it was his first public commission — won over more than 100 other artists in an international competition.

Davies sued the college for than \$1 million over the destruction of his artwork, saying it was a violation of his rights as an artist and a cause of "emotional distress."

The case has not yet reached court, but it is cited internationally as an example of artistic creation under siege.

After earning the Lambton commission, Davies went on to display his work around the world.

Davies has work in the permanent collections of Galleria Nazionale D'Arte Moderna e Contemporanea in Rome, Museo d'Arte Moderna in Venice and the Musées Royaux des Beaux-Arts de Belgique in Brussels.

His steel and wood sculptures stand outside the Bell Canada Centre in Toronto, the provincial offices in Windsor and the Art Centre in Burlington, Ont.

Davies was born in Rhymney, Wales, on Nov. 11, 1921, and his family came to Canada when he was about nine. He began studying art at Central Technical School and the Ontario College of Art in Toronto, graduating in 1939.

He served overseas in Bomber Command in the Royal Canadian Air Force. A poster done by Davies during his service in the RCAF is in the permanent poster collection of the Victoria and Albert Museum in London.

When he returned to civilian life, Davies began a career in graphic design and advertising.

He became a senior vice-president and director of McCann-Erickson Advertising of Canada, but resigned in 1976 at the age of 55 to become a full-time sculptor.

The Lambton commission brought him international renown and he took part in group and solo exhibits around the world.

Davies was attracted to the tactile qualities of steel and wood, said Canadian art history professor Alison McQueen, writing about a show of his maquettes at the Burlington Art Centre.

He initially worked in clay, but was attracted to the textures of corroded steel, patinated bronze and "rejected" wood, McQueen said.

In scale and form, his sculptures were influenced by the ancient stone "cromlechs" or burial markers of his native Wales.

He also did smaller-scale sculptures, often in wood, to explore linear forms.

Davies was an artist-in-residence at Indian River College in Vero Beach, Fla., in the 1980s and another of his public sculptures stands on the grounds of the college.

He is a member of the Royal Canadian Academy and also guest-lectured at University of Toronto.

In 2004, his sculpture **Algoma Blue**, which stands outside the Art Gallery of Algoma in Sault Ste. Marie was designated a heritage piece by the Canadian government.

He is survived by Eva, his wife of 60 years, sons Bryan and Trevor, several grandchildren and one great-grandson.

* * * * *

DAVIES, FS Illtyd (R81443) - **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 28 January 1898 in Wales. Served in Royal Field Artillery, 16 April 1915 to May 1919. Operated a commercial garden business, 1920-1925. Attendant at North Battleford Prison for the Criminally Insane, 1926-1937; returned to nursery business. Home in Vancouver; enlisted there 18 December 1940 as General Duties (Guard). Posted on enlistment to No.2 Manning Depot. Promoted Corporal, 30 January 1941. Reverted to AC2, 5 February 1941; Promoted LAC, 16 June 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 July 1942. To No.1 Composite Training School, 15 October 1943. Reclassified as Service Policeman, 25 November 1943. Posted that date to No.3 Repair Depot. To Western Air Command, 1 December 1943. Promoted Flight Sergeant, 1 December 1945. To Patricia Bay, 2 April 1946. To Western Air Command Headquarters, 28 October 1946. To Sea Island, 26 February 1947. Released 5 March 1947. Medal presented 29 May 1947. Died 1 September 1997 in New Westminster, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999.

Outstanding in appearance, ability, perseverance and loyalty, this excellent assistant commandant has played a most important part in the provost administration of Western Air Command, Maintaining a high standard of discipline and morale at all times, this non-commissioned officer has won the respect of all ranks.

Recommended 30 July 1945 by W/C W.C. Hammond. He was then NCO in charge of Western Air Command Detention Barracks.

This NCO has discharged important duties over a long period in a most satisfactory manner. He has displayed outstanding qualities of leadership, organization and administration and has shown a tireless effort in carrying through his arduous work, often at a sacrifice of his off-duty hours. This NCO has been given responsibilities over and above those normally required of an airman of his rank, which responsibilities he has consistently discharged in a most successful manner. His exemplary conduct and outstanding devotion to duty have proven an inspiration to all with whom he works.

This did not go through. Next recommended by W/C E.T. Atherton, 28 February 1946 with the shorter text above.

* * * * *

DAVIES, P/O Linwood Ashcroft (J45283) - **Mention in Despatches** - No.160 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 5 November 1920 in Winnipeg. Home there; enlisted there 27 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 21 June 1941; promoted LAC, 24 July 1941; graduated 7 November 1941 and posted to No.7 BGS; graduated and promoted Sergeant, 8 December 1941. To Western Air Command, 9 December 1941; to No.4 (BR) Squadron, 14 December 1941. Promoted Flight Sergeant, 8 June 1942; promoted WO2, 8 December 1942; to No.160 (BR) Squadron, 31 May 1943; promoted WO1, 8 June 1943; commissioned 18 January 1944. To Transport Group, 20 October 1944. To No.5 Release Centre, 11 October 1945; retired 19 October 1945. Returned to Winnipeg and attended University of Manitoba (Engineering). In commercial refrigeration and air conditioning until 1985. Died in Winnipeg, 20 May 2007.

This officer has completed a great number of sorties on anti-submarine operations and has executed his duties at all times with determination and skill.

* * * * *

DAVIS, LAC Charles Dougal (R162502) - **Mention in Despatches** - No.420 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Aero Engine Mechanic. Born 3 November 1917. Home in Chilliwack, British Columbia; enlisted in Vancouver, 10 April 1942 and posted to No.3 Manning Depot. To Technical Training School, 29 May 1942; promoted AC1, 21 August 1942 and posted that date to No.10 SFTS. To "Y" Depot, 16 November 1942. Promoted LAC; 21 November 1942. To RAF overseas, 10 December 1942, arriving 18 December 1942. Repatriated 18 June 1945. To Debert, 19 June 1945. Released 13 September 1945. Died in Chilliwack, 9 August 2012. No citation in AFRO; DHist file 181.009 D1745 (NAC RG.24 Vol.20608) gives recommendation dated 22 July 1944:

LAC Davis has shown great determination and willingness to carry out his duties as a Fitter to the highest degree. He has maintained over a long period a very satisfactory standard of efficiency. His ability to perform his duties under all conditions has inspired others within his section.

* * * * *

DAVIS, S/L John Terence Joseph (J2936) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 12 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born in Westmount, Quebec, 15 January 1921; home in Como, Quebec. Educated in

Quebec including three years at McGill. Enlisted in Montreal, 13 April 1940; to No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940, having been posted to Moncton Flying Club, 23 May 1940. To No.1 SFTS, 17 July 1940; graduated and commissioned 6 November 1940. To Trenton on that date; to No.3 SFTS, 1 September 1941; promoted Flying Officer, 6 November 1941; to Trenton, 25 May 1942; promoted Flight Lieutenant, 15 November 1942; to Ferry Command, 17 April 1943; to RAF overseas, 15 June 1943. To General Reconnaissance School, 10 July 1943. To No.415 Squadron, 7 September 1943. Promoted Squadron Leader, 21 January 1944. To No.119 Squadron, 12 July 1944. Missing, 2 September 1944 while with No.119 Squadron (Albacore BF730, with J16424 F/O J.E. Lundy - dive bombing attack on enemy convoy, 0215 hours in moonlight, 51-03 North 02-14 East, carrying six 250-lb G.P. bombs; they reported over VHF that they were attacking). Name on Runnymede Memorial. Cited with F/O H.T. Thompson (RCAF, DFC).

As pilot and observer respectively these officers have completed many sorties involving attacks on enemy shipping. They have at all times displayed praiseworthy skill and have invariably pressed home their attacks with great determination, often in the face of heavy opposing fire. They have set an example to all.

NOTE: A detailed recommendation may be found with the entry for F/O Thompson. Like Thompson, he had flown 21 sorties (41 hours 20 minutes).

Assessments: On 5 June 1941, F/L F.R. Sharp (No.3 SFTS) wrote of him, "An above average instructor who shows considerable initiative. Cheerful and alert personality. Deportment and attitude good."

"Selected for Special Duties on Visiting Flight because of keen ability to analyze faults in flying." (W/C F.C. Carling-Kelly, Station Trenton, 6 October 1942).

"This officer has done an excellent job as a member of the Visiting Flight. Capable and qualified to assume an Examining Officers' duties at an SFTS." (W/C F.C. Carling-Kelly, Station Trenton, 15 March 1943).

"This officer has commanded a detachment of this squadron for many months and has proven to be reliable and efficient and an all-round leader." (W/C C.C. Ruttan, No.415 Squadron, 10 July 1944).

* * * * *

DAVIS, Flight Sergeant Kenneth George (R117353) - **Distinguished Flying Medal** - No.83

Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 240/44 dated 4 February 1944. Born in Toronto, 13 May 1917. Educated at Balmy Beach Public School (Toronto), Malvern High School (Toronto) plus business courses in London, Ontario. Home in Toronto but worked in a Normand Mines smelter for five years which took him to North Bay, Ontario where he was a Sapper in the Militia and enlisted in the RCAF on 11 August 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 29 September 1941. To No.7 BGS, 17 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942; to RAF overseas, 12 March 1942. Embarked from Canada, 13 March 1942. Taken on strength of No.3 PRC, 24 March 1942. To No.7 AGS, 30 May 1942. To No.29 OTU, 23 June 1942. To No.207 Conversion Flight, 23 September 1942. To No.1660 Conversion Flight, 20 October 1942. To No.50 Squadron, 21 November 1942. To No.1660 Conversion Flight again, 18 December 1942. To No.50 Squadron again, 27 December 1942. Promoted Flight Sergeant, 5 January 1943. To No.83 Squadron, 7 April 1943. Missing, presumed dead, 28 November 1943 (Lancaster JB913, No.83 Squadron).

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

Document dated 30 May 1943 from No.50 Squadron states that he had flown 12 sorties (74 operational hours) with the squadron. "Sergeant Davies volunteered for PFF duties after 12 sorties. When with this squadron he carried out his operations in a most efficient manner, being keen and enthusiastic.." The document listed his sorties as follows:

14 January 1943 - Gardening
2 February 1943 - Cologne
7 February 1943 - Lorient
11 February 1943 - Wilhelmshaven
14 February 1943 - Milan
16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven
21 February 1943 - Bremen
28 February 1943 - St. Nazaire
1 March 1943 - Berlin
3 April 1943 - Essen
4 April 1943 - Kiel.

www.bombercommandmuseumarchives.ca

Discipline: The man had a remarkable record for indiscipline, starting at No.10 SFTS, Dauphin, Manitoba, 16 November 1941 when he was Confined to Barracks for seven days ("Gambling with dice, after have been warned by Corporal James, H., in Hut 4A.") Again at No.10 SFTS, 25 December 1941, he was disciplined for being absent without leave for three days. At No.29 OTU, 2 July 1942 he was "admonished" for being absent without leave for nine hours 44 minutes. On 25 April 1943 he was given a "severe reprimand" by G/C G.T. Jarman, Station Wyton (home to No.83 Squadron) for being "out of bounds in Airwomans Quarters." Finally, on 19 August 1943 he was reprimanded for "riding a bicycle without a rear light when entering camp."

Notes: Interviewed for RCAF in Noranda, 18 February 1941 - "Keen young man, alert, pleasant and should be good air force material for a gunner."

Training at No.7 BGS was 19 January to 16 February 1941, involving seven hours 15 minutes in Fairey Battle aircraft. Fired 580 rounds on ground, 300 round air-to-ground and 2,223 rounds air-to-air. Scored 28 % hits in Beam Test, 13 % in Beam Relative Speed Test and 15 % in Under Tail Test (these are amazingly high results). Scored 65 % on written exam, 76 % in practical and oral exam; graded 225/250 under "Ability as Firer". Placed fourth in a class of 32 (although his parents later wrote that he had been at the head of the class). Chief Instructor wrote of him, "Above average student - aggressive and attentive."

He was off operations for medical reasons from 16 March 1943 until approximately 4 May 1943. Hospitalized at Wyton on 7 June 1943. At that time he had about 300 flying hours and 140 operational hours behind him. "Fortnight ago flew on operational trip whilst had a slight cold and both ears 'bunged up' but was able to clear them in a few minutes. This recurred on next operational trip a few days later." He was declared temporarily unfit for flying duties and granted ten days sick leave. Again, from 9 October to 11 October 1943 he was in Station Sick Quarters.

On 28 November 1943, the Commanding Officer of No.83 Squadron wrote to his mother; the letter read, in part:

Your son was the gunner of an aircraft detailed to carry out an attack over enemy territory, and from the time of leaving base nothing further was heard of the aircraft. It is to be hoped that the crew had an opportunity of baling out or that the aircraft force landed in enemy territory, and in that case further news must now come from the British Red Cross Society.

Your son had altogether carried out 43 operational sorties against the enemy,

and since joining the squadron in May 1943, had proved himself a keen and resourceful Air Gunner, and at all times showed a keen desire to fight the enemy. His loss will be keenly felt by the squadron.

The website "Lost Bombers" gives the following on his last sortie. Lancaster JA913, No.83 Squadron (OL-G), target Berlin, 26/27 November 1943. JA913 was delivered to No.83 Squadron in July 1943. It took part in the following operations: Peenemunde, 17/18 August 1943; Berlin, 3/4 September 1943; Mannheim, 23/24 September 1943; Hannover, 18/19 October 1943; Berlin, 23/24 November 1943; Berlin, 26/27 November 1943 (lost). When lost this aircraft had a total of 200 hours. JA913 was one of two No.83 Squadron Lancasters lost on this operation; the other was JB459. Airborne at 1733 hours, 26 November 1943 from Wyton. Crashed at Schunwalde, 10 km NW of the Spandau district of Berlin. Crew (all killed) were P/O K.R.G.Millar, RCAF; Sergeant F.R.Birks; Flight Sergeant R.H.Pennells, DFM; Flight Sergeant M.H.King; Flight Sergeant J.H.S.Harsley; Warrant Officer S.T.Stacey, DFC; Flight Sergeant K.G.Davis, DFM, RCAF.

* * * * *

DAVIS, F/O Kenneth Knight (J36374) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in East Kildonan, Manitoba, 7 December 1915. Home at Pass Lake, Ontario and Winnipeg, Manitoba. Motor mechanic. Enlisted in Port Arthur, Ontario, 25 June 1942. Granted Leave Without Pay until 30 September 1942 when posted to No.2 Manning Depot. To No.12 SFTS, 3 January 1943 (guard duty). To No.2 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943; to No.2 Air Gunner Ground Training School, 14 May 1943; to No.7 AOS, 15 May 1943; graduated and commissioned on 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, 21 October 1943. Repatriated 9 February 1945; released 24 April 1945. Photo PL-35283 shows him.

Flying Officer Davis has participated in numerous operations in the course of which he has shown outstanding navigational skill and determination. On one occasion in September 1944, during a daylight attack against Sterkrade, his aircraft encountered intense anti-aircraft fire and Flying Officer Davis sustained wounds in both hands. Despite his injuries, he insisted on continuing with his allotted task. Flying Officer Davis has always displayed fortitude, tenacity and great courage which are worthy of the highest praise.

RCAF file 181.009 D5526 (Library and Archives Canada RG.24 Vo.20667) has original recommendation drafted 5 September 1944 when he had flown 22 sorties (109 hours55 minutes); submission as follows:

12 July 1944 - Bremont (4.45)
18 July 1944 - "Boomerang" (2.45)
5 August 1944 - St. Leu d'Esserent (5.40)
7 August 1944 - Caen (4.15)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - La Breteque " (3.55)
10 August 1944 - La Pallice (6.40)
12 August 1944 - La Neuville (4.19)
14 August 1944 - Falaise (4.35)
15 August 1944 - Soesterburg (3.40)
16 August 1944 - Kiel (5.40)
18 August 1944 - Bremen (5.50)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimorecques (3.20)
31 August 1944 - Ile de Cezembre (4.30)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (4.35)
12 September 1944 - Wanne Eickel (5.10)
13 September 1944 - Osnabruck (4.55)
25 September 1944 - Calais (4.40)
26 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (6.20)

This officer, a navigator, has completed twenty-three operations [sic] against the enemy, and by his expert navigational ability, has always allowed his aircraft to press home the attack to the utmost. On one occasion, on 27th September 1944, while raiding Sterkrade by daylight, Flying Officer Davis sustained wounds in both hands from the intense flak. Despite this, he insisted on carrying out his duties, which he did, in commendable manner, though his maps and instruments were covered with blood. In recognition of Flying Officer Davis' outstanding ability, cool courage and perseverance, I strongly recommend that he be awarded the Distinguished Flying Cross.

* * * * *

DAVIS, W/C Ralph Cargill (C183) - **Mention in Despatches** - Station Yarmouth - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 14 December 1911 in Medicine Hat, Alberta; attended University of Alberta (Civil Engineering); enlisted at Edmonton, 12 June 1935. Qualified for wings, 26 May 1936. Further trained (1940) as navigation specialist at Rivers, Manitoba. Promoted Squadron Leader, 1 October 1940. To No.3 AOS, Regina, 6 January 1941 where he was Chief Supervisory Officer. Promoted Wing Commander, 1 February 1942. To No.1 GRS, 9 February 1943. Described as later being in charge of operations at Sydney and/or Yarmouth; shown as being to Eastern Air Command Headquarters, 17 April 1943 and to No.119 Squadron, 25 April 1943. To Station Sydney, 25 May 1943. Attended RCAF War Staff College, Toronto, 1945; promoted Group Captain, 1 April 1945. To No.9 (Transport) Group, 9 December 1945; to United Kingdom, 19 December 1945. Remained overseas to 1947. Reverted to Wing Commander, 1 October 1946. In postwar RCAF he commanded Greenwood and Rockcliffe. Promoted Group Captain, 1 November 1948. Was appointed Director of Flight Safety, AFHQ, January 1953 and later appointed CO of Saskatoon. Awarded Queen's Coronation Medal, 21 October 1953. Died in Edmonton, 29 March 2010.

As Wing Commander (Flying) this officer performed his duties in an excellent manner and earned the respect and confidence of all those associated with him. In his present position as station commander of an operational station in Eastern Air Command, he has maintained a very high standard of efficiency and morale on his unit.

DAVIS, G/C Ralph Cargill (C183) - **Officer, Order of the British Empire** - Yarmouth - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946.

This officer as a Commanding Officer has by dint of hard work and inherent aptitude maintained a degree of efficiency above the average on his Station. Despite the difficulties encountered during the transition period following the

cessation of hostilities in Europe, his administration and organization have set an excellent example. His leadership has been reflected in efficiency, co-operation, and the happiness and well being of those under his command.

* * * * *

DAVIS, P/O Robert Harold (J87124) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Aylmer, Ontario, 18 September 1924; home in Aylmer West. Labourer. Enlisted in London, Ontario, 2 November 1942. To No.5 Manning Depot, 6 December 1942. To No.18 Pre-Aircrew Education Detachment, 1 March 1943. To No.1 Manning Depot, 11 April 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. Promoted LAC, 26 June 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 10 June 1944. Repatriated 28 October 1944. To No.1 Training Command, 29 November 1944. Promoted Flying Officer, 10 December 1944. To Mountain View, 31 December 1944. To "Y" Depot, 6 April 1945. To United Kingdom, 13 April 1945. Repatriated again, 13 August 1945. Retired 4 October 1945. Gunner for P/O R.B. McCullough; first incident was 1/2 May 1944 (St.Ghislain), second (enemy aircraft destroyed) on 9/10 April 1944 (Montdidier).

This officer has taken part in a large number of operational sorties. On one occasion his cool and skilful directions to his pilot enabled him successfully to stave off seven attacks by an enemy aircraft. During another air combat he destroyed one enemy fighter. At all times this air gunner's skill and vigilance have been outstanding and have played a worthy part in the successes achieved by his crew.

* * * * *

DAVIS, S/L Wilfred (J6710) - **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 30 June 1914 (birth date published when he died). Home in Victoria; educated there including Victoria College, 1930-32. Employed in dam construction, Stillwater, British Columbia, 1934-35; pulp-paper tester, Powell River, 1935-37; chief tester, Powell River Pulp and Paper Company, 1937-40. Enlisted in Vancouver, 18 October 1940. To No.1 AOS, 10 December 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 15 March 1941; posted that date to No.17 EFTS; graduated 26 May 1941 when posted to No.9 SFTS; graduated and commissioned, 10 August 1941. To No.2 ANS, 11 August 1941; to No.5 SFTS, 20 October 1941; to RAF Transport Command, 27 May 1943. Departed Montreal, 13 June 1943 with Baltimore FA560, proceeding via Miami, Trinidad, Belem, Natal where he arrived 24 June 1943. Returned by air to Montreal,

arriving 1 July 1943. To No.15 SFTS, 2 July 1943; to No.7 SFTS, 20 July 1943. Flying and navigation instructor throughout the war. Attained rank of Squadron Leader, 1 July 1945. As of award had flown 2,144 hours, 1,906 hours as instructor, 128 hours in previous six months. Remained in postwar RCAF, serving as a pilot in No.413 (Photo) Squadron and commanding Detachment No.15 (Rockcliffe). From October 1950 to September 1954 he was a staff officer in the Directorate of Organization and Establishment (AFHQ). Attended Staff College and then served at Allied Air Force Central Europe HQ (Fontainebleau). From October 1958 to July 1961 he was with AFHQ (Establishment Policy); retired 26 December 1961. Died in Victoria, 31 October 1995. Medals with Canadian War Museum (AN 19960025-011).

In his capacity as Senior Navigation Officer, this officer has always shown himself to be enthusiastic and untiring in his efforts to produce better results in flying training. He has set an example to his fellows, producing a standard in instructional methods which have been second to none. By his diligence and unflagging devotion to duty he has contributed greatly to the high standard of flying training at his unit.

* * * * *

DAVISON, WO Edward Ernest (R95662) - **Mention in Despatches** - No.224 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 7 April 1918 in Pembroke, Ontario. Home in Beachburg, Ontario; enlisted in Ottawa, 7 March 1941. To No.1 Manning Depot, 1 September 1941. To No.1 Equipment Depot, 18 October 1941. To No.4 WS, 31 January 1942; promoted LAC, 11 May 1942; graduated 24 October 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 23 November 1942. To "Y" Depot, 7 December 1942. To No.31 Personnel Depot, 20 December 1942; to No.111 OTU, Nassau, 26 December 1942. Attached to Ferry Command, 14 April 1943. Appears to have gone overseas with an unidentified aircraft and returned to Canada by sea, 10 May 1943. Promoted Flight Sergeant, 23 May 1943. To RAF overseas, 27 May 1943. Promoted WO2, 23 November 1943. Repatriated 8 August 1945. Retired 29 September 1945. Died 19 July 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005. No citation in AFRO. See photo PL-26999 (ex UK-7375 dated 19 January 1944) showing (left to right) P/O A/B. Gibb (Vancouver), F/O J.M. Ketcheson (Trenton), FS E.E. Davison (Beachburg, Ontario), FS W.P. Foster (Guelph), FS D.H. Griesse Beachburg) and FS M.N. Werbiski (Borketon, Manitoba), with squadron mascot, "Dinty".

* * * * *

DAVOUD, W/C Paul Yettvart (C325) - **Mention in Despatches** - No.409 Squadron - Award effective 9 June 1942 as per **London Gazette** of that date and AFRO 1000-1001/42 dated 3 July

1942. See Canadian Aviation Hall of Fame and **Canadian Who's Who**. Born at Provo, Utah, 25 November 1911. Educated at Mont Clair (New Jersey), RMC and Queen's University. Enlisted at Camp Borden, 24 June 1929. P/P/O training at Camp Borden, 24 June to 10 August 1929, 23 June to 29 August 1930 and 4 June to 19 August 1931. Graduated from RMC, 1931 (had been 14th in a class of 35, 1929; Sword of Honour, 1931); qualified for Pilot's Badge at Trenton, 19 August 1931. P/P/O training had involved DH Moth (23 hours 50 minutes), Fleet (32 hours 20 minutes), Tomtit (one hour 15 minutes), Tutor (one hours) and Puss Moth (nine hours 15 minutes). Attended Queen's University, September 1932 to February 1933, mechanical engineering). Joined RAF, February 1933. Took service training at No.5 Flying Training School (Atlas, three hours 55 minutes, Siskin 43 hours 15 minutes). Promoted Flying Officer, 24 August 1933. Service with No.17 (Fighter) Squadron, 28 August 1933 to March 1935 (Bristol Bulldog, 295 hours 15 minutes including 25 hours on instruments, Hart 45 minutes, Fury 15 minutes). Resigned RAF permanent commission, 31 March 1935. Returned to Canada to fly bush operations with Canadian Airways (May 1935 to 1938, Superintendent of Northern Manitoba operations) and Hudson Bay Company (Supervisor of Transportation for Fur Department - organized their air transport system and all transportation in Fur Trade Department including boats, trains, tractors, etc. An undated summary of his commercial types listed the Vega (two hours), Stearman 4EM (14 hours 15 minutes), Fairchild FC-2W (371 hours ten minutes), Fairchild 71C (467 hours 40 minutes), Fox Moth (20 hours), Fokker Universal Standard (ten hours 20 minutes), Fokker Super Universal (96 hours 20 minutes), Norseman (nine hours 45 minutes), Junkers W-34 (1,350 hours 50 minutes) and Beechcraft 18D (131 hours five minutes). Rejoined in Winnipeg, 5 June 1940. To Trenton, 15 June 1940. Took Instructor Course, CFS, 17 June to 31 July 1940. Graded A-2 Instructor, 9 September 1940; graded A-1 Instructor, 24 November 1940. Officer Commanding, CFS "A" Flight, August to December 1940. Assistant to CFI, Central Flying School, 1 December 1940 until May 1941 when he ferried a bomber to Britain. Appointed Acting Squadron Leader, 1 February 1941. Promoted Temporary Squadron Leader, 1 June 1941. To No.60 OTU, 14 June 1941. To No.410 Squadron, 30 June 1941. Joined No.409 Squadron, 5 September 1941. Attached for Instrument Beam Course, Inverness, 23-27 June 1942. Promoted Acting Wing Commander, 8 September 1941 and commanded No.409 Squadron to 3 February 1943. Confirmed as Temporary Wing Commander, 15 May 1942. To Digby, 18 February 1943. Credited with the following victories: **1 November 1941**, one Do.217 destroyed; **29 July 1942**, one He.111 probably destroyed plus one Do.217 damaged. Taken off operations 17 February 1943 when his Beaufighter developed engine trouble and he crashed on landing. Suffered second degree burns to right side of face, ears and both hands. He became a member of the "Guinea Pig Club" due to burns received in the crash and his time spent at East Grinstead; discharged 31 May 1943. This is described in the book: **As for the Canadians - The Remarkable Story of the RCAF's 'Guinea Pigs' of World War II** by Rita Donovan, BuschekBooks. RCAF Overseas Headquarters, 9 April 1943. After he recovered he was then posted to command No.418 Squadron (15 June 1943 to 7 January 1944). To No.22 (RCAF) Wing, 9 January 1944 and promoted Acting Group Captain that date. To No.143 Wing, 12 July 1944; commanded, 15 July

to 31 December 1944). Promoted Group Captain, 9 January 1945 when posted to Headquarters, No.83 Group. as Group Captain Operations, involving operation and control of some 600 fighters and fighter-bombers, detailed planning for Rhine crossing and subsequent pursuit. To RCAF Overseas Headquarters, 1 June 1945. Repatriated 17 June 1945 at his request to accept a position with TCA. Released 26 July 1945 and went back to commercial flying which included time with Trans Canada Airlines, Canadian Breweries/Argus Corporation, Field Aviation, Kenting Aviation, Orenda Engines and De Havilland. He also had a position with the federal government as Chairman of the Air Transport Board and, later, a position with the Government of Ontario as Director of Aviation Services for the Ministry of Transportation and Communications. He was awarded the McKee Trophy in 1985. Elected to Canadian Aviation Hall of Fame (1985). Died at Wolfe Island (Kingston), 19 March 1987. Photo PL-4314 (ex UK-31) shows him. Photo PL-4822 (ex UK-596) shows administrative staff of No.409 Squadron - F/L R.M. MacKenzie, AFC, RNZAF, P/O E.L. McMillan, RAF, S/L Meakins (unit medical officer from Montreal), W/C P.Y. Davoud, S/L R.M. Trousdale, DFC, RAF, P/O T. Molloy, RAF (assistant adjutant) and F/O L.R.D. Pynn, Toronto (squadron signals officer). Photo PL-4827 (ex UK-603) shows him as Wing Commander commanding an RCAF night fighter squadron "somewhere in England." RCAF photo PL-15869 (ex UK-4017 dated 14 May 1943) shows S/L H.A Forbes (Tatamagouche) and W/C P.Y. Davoud (Kingston) at Buckingham Palace after presentation of DFCs. RCAF photo PL-19763 (ex UK-5089 dated 13 September 1943) taken as CO of squadron. Photo PL-33215 (ex UK-15884 dated 17 October 1944) shows him greeting Sir Archibald Sinclair (alighting from car) in Holland. 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. Photo PL-4875 (ex UK-684) shows the King chatting with P/O L.R. Pynn (Toronto, third from left, Adjutant of No.409 Squadron); Davoud is at the King's left. Photo PL-4875 (ex UK-684) shows the King chatting with P/O L.R. Pynn (Toronto, third from left, Adjutant of No.409 Squadron); Davoud is at the King's left. 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. RCAF photo PL-26820 (ex UK-7365 dated 18 January 1944) shows W/C Paul Davoud and his Navigator, F/L Keith Reynolds before making the last sortie of their tour. Photo PL-26825 (ex UK-7370 dated 18 January 1944) shows G/C P.Y. Davoud handing over command of No.418 Squadron to W/C D.C. Macdonald (Vancouver). Photos PL-33443 (ex-UK15747, 11 October 1944) and PL-33444 (ex-UK-15748, same date) show G/C P.Y. Davoud (left) and W/C B.D. Russel soon after investiture of DSO at Buckingham Palace. PL-51780 shows him and Dal Russel receiving Dutch awards.

DAVOUD, W/C Paul Yettvart (C325) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 11 January 1943 as per **London Gazette** dated 2 February 1943 and AFRO 272/43 dated 19 February 1943.

This officer has been engaged on night flying operations for more than a year. He is a skilful pilot whose fine example and inspiring leadership have been worthy of high praise. He has destroyed one and probably destroyed another enemy aircraft.

DAVOUD, G/C Paul Yettvart, DFC (C325) - **Distinguished Service Order** - No.418 Squadron - Award effective 2 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944.

Since being awarded the Distinguished Flying Cross this officer has completed many sorties involving attacks on airfields and other heavily defended areas in Holland, Northern France, Belgium and Germany. He is a forceful and courageous leader whose personal example and exceptional ability have been reflected in the fine fighting qualities and efficiency of the squadron he commands. His loyal and devoted service has been worthy of the highest praise.

DAVOUD, G/C Paul Yettvart, DSO, DFC (C325) - **Mention in Despatches** - No.143 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

DAVOUD, G/C Paul Yettvart, DSO, DFC (C325) - **Officer, Order of the British Empire** - No.83 Group Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219 dated 27 July 1945. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation which, however, seems rather confused as to sequence of his postings.

Group Captain Davoud has served with this Group since January 1944. He was given the task of forming and commanding two new airfields from squadrons and personnel recently transferred from Canada. He showed himself to be a commander of considerable resource and ability and completed his task with great enthusiasm and efficiency. He arrived on the Continent a week after D Day, and shortly afterwards a reorganization of the Group placed him in command of 143 Wing. He filled this post with energy and distinction until January 1945, when he was appointed Group Captain, Operations at Group Headquarters. Previous to joining 83 Group this officer gave outstanding service whilst commanding a Canadian Typhoon fighter bomber wing.

DAVOUD, G/C Paul Yettvart, DSO, OBE, DFC (C325) - **Chevalier of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947

DAVOUD, G/C Paul Y., DSO, OBE, DFC (C325) - **Croix de Guerre avec Palm (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947.

DAVOUD, G/C Paul Y., DSO, OBE, DFC (C325) - **Commander, Order of Orange-Nassau with Swords (Holland)** - Award effective 6 February 1948 as per AFRO 81/48 of that date. Public Records Office Air 2/9293 has recommended citation:

In command of No.143 Wing, Royal Air Force [sic], stationed at Eindhoven, from September until December 1944, through his excellent work has greatly contributed to the liberation of the Netherlands.

Notes: Letter, 30 May 1932, Brigadier W.H.P. Elkins (Commandant, RMC) to Militia Headquarters, stating that three Cadets had applied for RAF commissions - 2034 P.Y. Davoud, 2043 A.J. Kennedy and 2021 J.G. Bigelow - Kennedy and Davoud had already qualified as pilots (1931) and were to be given their Diplomas of Graduation at ceremonies on 6 June.

On 7 September 1939 he wrote to General McNaughton. Describing his RAF service, he stated. "During my two years service in No.17 (F) Squadron, RAF, I was fortunately able to take part in two Air Defence Exercises, and to represent the Squadron in the competition for the Brooke-Popham Firing Trophy. I made extensive study of Fighter Tactics and Gunnery with F/L E.W. Donaldson who won the Brooke-Popham Trophy three years in a row. I have always felt that a more complete understanding of elementary theory of Flight must be hammered into the heads of all pilots (particularly beginners) if the number of accidents from stalls, etc is to be materially decreased. This is increasingly important with high performance aeroplanes having high wing loadings. I don't think these points can be too highly stressed and I would certainly welcome a chance to discuss them further."

Report of his crash, 1500 hours, 17 February 1943 at Colby Grange - Beaufighter X7897, with C9309 F/O J.D. Horn-Kennedy - non-operational (but proceeding to Coltishall for operations). "Pilot returned to Base leading P/O Taylor and put the latter position to land. P/O Taylor landed successfully and pilot then made circuit and on final approach checked undercarriage indicator for main wheels showed 'not fully down'. Pilot was then levelling off so opened both throttles to go round again. The Starboard engine failed to open up properly and aircraft swung to right and left wing dropped quickly. Pilot then closed both throttles and tried to straighten aircraft, but it struck the port wing and port undercarriage on the ground at about 45 degrees to original line of touch down. Aircraft immediately caught fire and Pilot escaped through top cockpit exit, sustaining slight cut on head and burns to hands and face after removing helmet. Observer was warned to hang on by Pilot and escaped through top rear hatch and was not injured." Cause of engine failure undetermined due to aircraft being burned out.

Application for Operational Wing dated 9 January 1944 claimed operational hours on Beaufighter as 210.10 and on Mosquitos as 50.00; 101 sorties with No.409 Squadron (6 September 1941 to 17 February 1943) and 17 sorties with No.418 Squadron (15 June 1943 to date).

Possible Tiger Force Employment: His move from No.143 Wing to Headquarters, No.83 Group at the end of 1944 may well have been affected by Tiger Force planning. Early in December 1944, Air Marshal L.S. Breadner (Air Officer Commanding, RCAF Overseas) informed Davoud that Phase II included a heavy bomber element and a long-range fighter formation. Davoud replied to Breadner on 8 December 1944. He was thinking of who might succeed him in No.143 Wing. Part of his letter read:

With regard to my views and wishes with respect to the RCAF's part in the war against Japan, I would be very interested indeed if the position entailed added responsibility. I talked the matter over with our AOC and as far as Staff Experience in this Group is concerned, there will shortly be a Group Captain vacancy available which is being held open. He is prepared to accept me on his staff if an experienced officer is available to take over. I am entirely satisfied with W/C Nesbitt, DFC, who is at present double banked as Wing Commander Ops at 83 Group, is the best qualified RCAF officer for the job, and I am sure the AOC will be agreeable to him taking over.

If the RCAF Far Eastern Commitment includes a Fighter Group, I would very much like to be considered to handle the Operations. I feel that my experience from a straight Fighter and Fighter-Bomber point of view has been fairly comprehensive both in England and over here, but I am sure that the U.S. VIII Air Force Fighter Command's ideas on long range day fighter tactics and organization must be very sound.

It would appear that he eventually took advantage of a TCA offer and opted for repatriation in June 1945 followed by his release on 26 July 1945.

Selected Assessments: "Under instruction, CFS. An outstanding pilot of considerable experience, commercial and RAF. Reliable and hard working." (S/L D. Edwards, 18 July 1940).

"An exceptionally able instructor and officer. Very keen and industrious. Possesses executive ability and excellent leadership. Has considerable experience which is of value to the School." (Illegible signature, 9 December 1940, Central Flying School).

"Flight Lieutenant Davoud is an outstanding officer and, with his wide experience, both in the

RAF and in business life, has been a tremendous asset to CFS He possesses initiative, drive and personality and, as Assistant CFI, is proving a source of strength in solving training problems at Central Flying School. With a higher rank, he could carry more weight and could be more useful, as he would be able to assume more responsibility. It is recommended that Flight Lieutenant Davoud be given accelerated promotion to the next higher rank." (G/C T.A. Lawrence, Commanding Station Trenton, 7 February 1941).

"Sound, keen and exceptionally able. Wing Commander Davoud took over his squadron after the death of the previous CO in a flying accident. The previous CO had been exceptionally able and popular, and his death affected the Squadron profoundly. Nevertheless, Wing Commander Davoud, due to his leadership, energy and keenness, has made this squadron a keen, happy and thoroughly efficient one. A most valuable officer and an outstanding leader." (G/C Patrick Campbell, 1 December 1941).

"This officer can be classed as superior. Has tremendous energy and zeal which he communicates to those in his squadron." (G/C E.A. McNab, 30 June 1943, to which Air Commodore A.S.G. Lee adds, 5 July 1943, "Concur. An outstanding officer with drive and personality."

"I consider this officer to be one of the most outstanding officers I have ever come across in the RAF. He is a great leader, a highly experience pilot and a fine character." (W/C G. Maxwell, Station Ford, 10 January 1944). To this, on 11 January 1944, G/C W.J. Crisham (SASO, 11 Group) adds, "I agree with para. 12. Wing Commander Davoud is a personality who will always have the admiration and full backing of all his associates and subordinates. He will fill a Group Captain's appointment with distinction, particularly in an operational capacity."

"This officer gets on well with everyone and promotes a feeling of good will amongst all those with whom he comes in contact. He is a keen and capable commander." (Air Commodore D.T. Boyle, Headquarters, No.83 Group, 13 November 1944 - to which A/V/M Harry Broadhurst adds, "I concur."

"This officer has given very fine service as Officer Commanding, 143 Wing and is in every way fit for promotion to the Temporary rank of Group Captain." (A/V/M Harry Broadhurst, AOC No.83 Group, 1 February 1945).

Training: First Term P/P/O training involved flying on Moth aircraft (twelve hours dual, one hour 15 minutes solo).

Second Term P/P/O training (23 June to 29 August 1930) marks were Workshops and Engines (265/300), Carpentry and Rigging (163/200), Armament, practical (79/100), Armament, written

(82/100), Meteorology (84/100), Signalling (100/100), Air Pilotage and Map Reading (81/100), Drill, Discipline and Efficiency (188/200). Flew Moths, seven hours 15 minutes dual, 22 hours 35 minutes solo (cumulative total in two terms now 20 hours ten minutes dual and 23 hours 50 minutes solo on Moth aircraft). Skills described under the following headings: 1. Taxying and handling of engines - "Shows good judgement and handles engine carefully." 2. Demonstration of effect of control - "Fairly good, is a little heavy on controls/" 3. Straight and level flying - "Satisfactory" 4. Stalling, Climbing and Gliding - "Satisfactory, keeps fairly constant." 5. Taking off into wind - "Good, inclined to get tail up too high." 6. Landing into wind and judging distances - "Fairly good, inclined to make wheelish landings." 7. Turns up to 45 degrees - "Satisfactory". 8 (a) Climbing turns - "Satisfactory, makes constant turns"; 8 (b) Gliding turns - "Satisfactory, constant". 9. Turns over 45 degrees, with and without engine - "Satisfactory". 10. Spinning - "Good, is quite confident and brings the aircraft out properly." 11. Preliminary forced landings - "Good, makes good approach and lands close to mark." 12. Solo - "Good, plays safe and shows good judgement." 13. Side Slipping - "Satisfactory, inclined to pick up too much speed." 14. Forced Landings- | "Satisfactory for instruction given." 15. Taking Off and Landing Across Wind - "Shows fairly good judgement in handling controls." Summary - "This pupil made satisfactory progress throughout the season and is recommended for his third year instruction." (F/O W.L. Woolison, Flying Instructor, 29 August 1930, with concurrence of F/L L.R. Charron).

Third Term P/P/O training (1931) involved following types - Fleet (15 hours dual, 31 hours 40 minutes solo), Puss Moth (50 minutes dual, nine hours 45 minutes solo), Hawker Tomtit (25 minutes dual, one hour 15 minutes solo) and Avro Tutor (one hour solo). Totals for three terms was 36.25 dual, 67.30 solo. "Somewhat course on use of controls. Further training in aerobatics required." (S/L A.B. Shearer, Officer in Charge, Flying Training Wing, Camp Borden). On 18 August 1931, F/O D.R. Rundle-Woolcock wrote (to Officer Commanding, "E" Flight, Camp Borden), "Reference the above-named gentleman, I wish to report that his progress has been one of steady improvement throughout the whole season. He absorbs and retains instruction readily. His conduct, punctuality and deportment are all that could be desired. He has completed all tests for Pilot's Badge as laid down in H.Q. O & I A/27/1.

Flying Instructor Course, 18 June to 30 July 1940. At the time he already had 2,753 hours 25 minutes single engine solo time, 73 hours 35 minutes single engine dual, 131 hours five minutes twin-engine solo time (no twin dual). Aircraft flown listed as Fleet, Tomtit, Siskin, Bulldog, FC.71, Norseman, Beechcraft, Hawker Hart and Hawker Fury. On course he flew 44.30 single engine solo, 15.25 single engine dual, 16.30 twin-engine solo, 2.05 twin-engine dual. "This pupil flies exceptionally well. He has a thorough knowledge of sequence. His varied flying experience and his conscientious application to his work will make him a very valuable instructor." (F/L K.L.B. Hodson). Examined on 31 July 1940 on Finch and Harvard. Rated in following matters - Sequence ("Good"), Voice ("Very Good"), Manner ("Very Good"), Ability to

Impart Knowledge ("Good"), Ability as a Pilot ("High average"). "A capable instructor; should do exceptionally well after expertise is gained." (S/L D.A.R. Bradshaw, Examining Officer). Category "B" awarded.

Re-examined at CFS, 29 September 1940. By then he had flown 121 hours 20 minutes at instructing (98.05 single engine, 23.15 dual). Tested on Lockheed 12 and Finch. Rated in following matters - Sequence ("Excellent"), Voice ("Very Good"), Manner ("Very Good"), Ability to Impart Knowledge ("Above Average"), Ability as a Pilot ("Above Average"). "Definitely A.1 calibre. Experience in RAF and operational flying advanced type aircraft lend background to a marked aptitude for Flying Instructor. A.1 category not recommended until further time is gained as Flying Instructor. In meantime A.2 category is strongly recommended." (S/L D.A.R. Bradshaw, Examining Officer). Category "A.2" awarded.

* * * * *

DAVY, WO Henry William (R107107) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Prince Albert, Saskatchewan, 23 October 1921; home there. Stenographer. Enlisted in Saskatoon, 26 May 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; ceased training, 30 October 1941 and posted to Composite Training School, Toronto; to No.3 AOS, 6 December 1941; to No.2 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942. and posted to No.1 ANS; graduated 25 May 1942. To No.1 ANS, 26 April 1942. To No.31 OTU, Debert, 10 June 1942. Posting seems to have been cancelled as he goes to Lachine that date. From Lachine to "Y" Depot, 22 June 1942. To RAF overseas. 19 July 1942. Disembarked in United Kingdom, 30 July 1942. To No.1 (Observer) AFU, 7 August 1942. To No.19 OTU, 25 August 1942. Promoted Flight Sergeant, 25 October 1942. To No.1654 Conversion Unit, 15 November 1942. To No.199 Squadron, 3 January 1943. To No.1656 Conversion Unit, 30 July 1943. To No.101 Squadron, 29 September 1943. Promoted WO2, 25 October 1943. To No.156 Squadron, 20 February 1944. Promoted WO1, 25 April 1944. Killed in action 23 June 1944 (Lancaster JB230). 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 2/9015 has recommendation dated 19 April 1944 when he had flown 28 sorties (192 operational hours):

14 January 1943 - GARDENING, Lorient
26 February 1943 - GARDENING, Lorient
28 February 1943 - St.Nazaire
3 March 1943 - Hamburg
5 March 1943 - Essen
4 October 1943 - Frankfurt
8 October 1943 - Hanover
18 October 1943 - Hanover
20 October 1943 - Leipzig
3 November 1943 - Dusseldorf
18 November 1943 - Berlin
22 November 1943 - Berlin
26 November 1943 - Berlin
2 December 1943 - Berlin
23 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
2 January 1944 - Berlin
14 January 1944 - Brunswick
20 January 1944 - Berlin
22 January 1944 - Magdeburg
15 February 1944 - Berlin
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg

Warrant Officer Davy has completed 28 operational flights, six of which have been with the Pathfinder Force. The raids in which he has participated have been against the most heavily defended targets in Germany, including eleven raids on Berlin.

This Warrant Officer has always shown great courage and determination in carrying out his exacting duties with the special equipment used in the squadron. His is a resolute and efficient worker, and his keenness, tenacity and high standard of devotion to duty make him most worthy of the award of the Distinguished Flying Cross.

Note: Wounded 5/6 March 1943. "As a member of a Wellington aircraft which was attacked by a night fighter over the north coast of Holland on return from an operational sortie on the night of March 5-6, 1943, the aircraft crash-landed at RAF Woodhall Spa at 0045 hours 6-3-43. He was standing at the side of the pilot and the bullets came through the floor injuring his right foot and calf.. No first aid was rendered in the aircraft." Granted 21 days sick leave.

* * * * *

DAVY, F/L Herbert Dudley (C17815) - **Air Force Cross** - Headquarters, Coastal Command - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in London, England, 18 September 1909 (RCAF press release announcing award). Worked as a draughtsman and superintendent before the war. Radar officer; home in Holland Landing, Ontario; enlisted in Toronto, 10 April 1941. Classified as Radar Mechanic on enlistment; posted to University of Toronto, 23 May 1941 and to No.31 Radio School, 14 September 1941. Promoted to LAC, 30 August 1941; Corporal, 1 March 1942; Sergeant, 1 July 1942; Flight Sergeant, 1 March 1943; commissioned on 8 July 1943; F/O, 8 January 1944; F/L, 22 January 1945. Overseas 24 November 1942; repatriated 26 September 1945; released, 6 November 1945. Award sent by registered mail, 13 November 1949. No citation in Canadian sources. Public Records Office Air 2/8771 has citation drafted when he had flown 449 hours.

This officer has been employed on radar experimental and instructional duties since February 1942. Not only has he played an important part in experimenting with and developing new equipment but he has devoted much time and energy to training crews in the use of the complicated equipment. He has also taken part in 19 operational sorties. Two of these sorties have resulted in the probably sinking and severe damaging of two U-Boats, the detection of which was due in both cases to the extreme skill of Flying Officer Davy. By his untiring efforts he materially contributed to the high standard of efficiency attained by many crews.

DAVY, F/L Herbert Dudley, AFC (C17815) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. No citation.

DAVY, F/L Herbert Dudley, AFC (C17815) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946.

* * * * *

DAW, FS Harold Charles (R140395) - **British Empire Medal** - No.3 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 17 September 1889. Enlisted in Calgary, 12 December 1941 as Electrical Superintendent and assigned to No.3 SFTS with rank of Flight Sergeant. Remained with that unit throughout the war; to No.7 Release Centre, 14 September 1945; to No.2 Air Command, 16 February 1946; to No.10 Repair Depot, 31 May 1946. Retired 7 October 1946.

This non-commissioned officer is responsible for the maintenance of the electrical distribution system at this unit and due to his untiring efforts and devotion to duty this system has never had a serious breakdown in four years. Night flying has never been held up on account of a failure in aerodrome lighting. Flight Sergeant Daw has shown exceptional initiative and has worked long hours both in his own work and in other duties for the welfare of the station and its personnel.

* * * * *

DAWBUR, F/O Norman Ewart (J26435) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 23 July 1920 in Toronto; home there. Enlisted 17 September as Aero Engine Mechanic. To Technical Training School, St. Thomas, 2 January 1940. Promoted AC1, 29 February 1940. To Trenton, 17 July 1940. Promoted LAC, 1 July 1941. Promoted Corporal, 1 May 1942. Remustered to aircrew and posted to No.5 ITS, 12 September 1942; may have graduated 7 November 1942 but not posted to No.13 EFTS until 21 November 1942; graduated 21 January 1943 and posted to No.2 SFTS on 23 January 1943; graduated and commissioned, 14 May 1943. To Western Air Command, 24 May 1943. To No.118 (Fighter) Squadron, 1 June 1943. To "Y" Depot, 21 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 14 November 1943. Repatriated 23 August 1945. Retired 12 September 1945. Re-engaged as Personnel/Information Officer, Primary Reserve, in Toronto, 7 November 1955 to 31 August 1959 (service number 301327; Flight Lieutenant as of 1 May 1957). Photo PL-36294 is a portrait. Photo PL-40910 (ex UK-8289

dated 23 February 1944) shows him; caption says he was a typist with Toronto Transit Commission; played lacross four years with Woodgreen United Church (championship); also basketball, baseball and hockey. Had taken flying lessons before the war, hobby was airplanes and may have served in No.110 (Auxiliary) Squadron.

This officer has successfully completed a large number of operational sorties. On numerous occasions he has led his squadron on attacks against heavily defended targets and has always displayed a fine fighting spirit. On one occasion in November, 1944, while attacking a strongly defended bridge, his aircraft was hit by fire from the enemy's defences and severely damaged. Undeterred, Flying Officer Dawber pressed home his attack and afterwards skilfully flew his battered aircraft back to our lines where he was forced to abandon it by parachute. Throughout his tour this officer has set an excellent example of courage and coolness in emergencies.

NOTE: Public Records Office Air 2/9048 has recommendation dated 18 December 1944 when he had flown 95 sorties (103 hours 45 minutes) with a more detailed description of his tour:

This officer has completed 95 operational sorties against the enemy consisting of dive bombing attacks on marshalling yards, rail lines, radar installations, enemy strong points, Noball targets and bridges as well as carrying out fighter sweeps and armed reconnaissances.

He has successfully led the squadron on numerous times against heavily defended targets and has shown great keenness to engage the enemy. On two occasions in June during the early days of the invasion, this officer participated in attacks on vitally important bridges at Thury-Harcourt and Cabourg which were wiped out despite intense, accurate flak. During the Falaise Gap period, Flying Officer Dawber logged many Mechanical Enemy Transport flamers and damaged numerous barges and locomotives.

Recently this pilot participated in low level attacks on canal locks on the Dortmund Canal and on locks near Sneek and Gaarkuiken, Holland.

On November 18, 1944, Flying Officer Dawber, while attacking a heavily defended bridge near Hilfarth, Germany, was hit in his dive but pressed home his attack and successfully coaxed his battered aircraft back to out forward troop lines where he baled out safely.

Throughout his tour, this officer has shown great determination and courage in

pressing home attacks against heavily defended targets. His leadership and coolness in emergencies have set an example for the men flying with him.

* * * * *

DAWSON, F/L Alexander Ross (C9831) - **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. Home in Toronto; enlisted and commissioned in Montreal, 16 January 1942; to RCAF Aero Engineer School, 31 January 1942; to No.1 Training Command, 11 April 1942; to No.4 BGS, 6 July 1942; to "Y" Depot, Halifax, 4 January 1943; to RAF overseas, 2 February 1943; promoted Flight Lieutenant, 10 May 1943; promoted Squadron Leader, 14 January 1944; repatriated 13 June 1945; released 11 September 1945. Retired to Windsor, Ontario.

DAWSON, S/L Alexander Ross (C9831) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

DAWSON, S/L Alexander Ross (C9831) - **Member, Order of the British Empire** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO; the following found in National Archives of Canada. Recommended February 1945 at which time he was Chief Technical Officer.

Squadron Leader Dawson has, since his employment as Chief Technical Officer at this unit, displayed himself as an outstanding technician and an exceptionally fine leader of his staff. Through his capable, cheerful and consistent guidance he has built up a servicing staff which has attained an exceptionally high average of aircraft serviceability. No phase of his work has yet been too difficult for him to overcome and his unflagging zeal has at all times been transmitted to his staff with commendable results.

* * * * *

DAWSON, S/L Douglas William (C2359) - **Air Force Cross** - No.2 EFTS - Enlisted in Toronto, 22 February 1940 - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Enlisted in Toronto, 22 February 1940 or 30 May 1940 (records differ). Promoted Flight Lieutenant, 15 August 1941. Promoted Squadron Leader, 1 September 1942. Served at No.2 EFTS from uncertain date to 30 July 1943; to No.4 SFTS, 31 July 1943; to No.1 GRS, 20 June 1944; to No.3 OTU, 22 September 1944; to No.160 Squadron, 12 November 1944, serving in that unit until 31 July 1945. Released 21 September 1945.

Prior to his appointment as Chief Flying Instructor of this School, Squadron Leader Dawson compiled an excellent record as a Flying Instructor and Flight Commander at No.4 Service Flying Training School. Since his arrival at this Unit he has continued to prove his ability as a pilot and Instructor. He is possessed of sound judgement and keen initiative and, to a high degree, is responsible for the excellent standard of student discipline and morale evident at this School. Squadron Leader Dawson has a total of nearly 1,000 flying hours of which approximately 800 are instructional.

* * * * *

DAWSON, F/L Harry Wilbur Albert (C7118) - **Mention in Despatches** - No.1664 HCU - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 6 April 1918. Home in Victoria, British Columbia; enlisted in Vancouver, 29 August 1941 in Aero Engineering Branch. To Aero Engineer School, 12 September 1941; to No.7 SFTS, 21 February 1942; to "Y" Depot, Halifax, 6 November 1942; to RAF overseas, 10 December 1942; repatriated 23 October 1945; released 4 December 1945. Served in postwar RCAF Auxiliary, 14 April 1949 to 27 February 1953 with No.406 Squadron, Saskatoon. As of recommendation (23 January 1945) he had been 16 months in Canada, two years overseas. Engineering Officer; no citation in AFRO but DHist 181.002 D.225 has following:

This officer has been responsible for the Repair and Inspection Squadron of No.1664 Conversion Unit, Dishforth, and it is due in large degree to his efforts that the high standard of aircraft serviceability and maintenance has been achieved. He is [a] hard working, keen and industrious officer who has worked exceptionally long hours under trying conditions. He has, at all times, set an example to all ranks.

* * * * *

DAWSON, W/C Linn (C2139) - **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 8 September 1902 in Kilmacolm, Scotland. Educated in England and Scotland; shipyard worker and motor mechanic before emigrating to Canada in 1922. Home in Winnipeg; enlisted there, 4 December 1924; to Vancouver, 11 January 1925. To Winnipeg, 1 May 1925; promoted AC1, 1 December 1925; discharged 30 April 1926. Rejoined in Winnipeg, 27 May 1927 as an Aero Engine Mechanic with No.1 Wing. Duties described as engine overhaul and repair, aircraft welding, instrument overhaul and repair, aircraft electrical overhaul and repair, propellor etching and repair. Promoted AC1, 1 August 1927. Promoted LAC, 1 October 1927. Promoted Corporal, 1 December 1928. Promoted Sergeant, 1 July 1930. To Camp Borden, 1 November

1935 (instructor, Technical Training School). To Trenton, 14 June 1936 (instructor, Technical Training School). Promoted Flight Sergeant, 1 November 1936. To No.20 Detachment, Regina, 30 November 1936 (instructor, NCO of Permanent Force Detachment). To Trenton, 31 August 1938 (instructor, Technical Training School and recruiting). Promoted Warrant Officer, Second Class, 1 September 1939. To No.1 Manning Depot, Toronto 18 October 1939 (Trade Testing and instructing RCAF recruits in RCAF trades). Commissioned 15 June 1940 in Aero Engineer Branch. Promoted Flight Lieutenant, 1 August 1941; to No.2 Training Command, 3 August 1940 (Command Trade Test Officer); to AFHQ (Accidents Investigation Branch), 31 July 1942; attached to No.2 Training Command, 1 August 1942. Promoted Squadron Leader, 1 May 1943; promoted Wing Commander, 1 June 1945. To Station Vancouver, 19 June 1946. Reverted to Squadron Leader, 1 October 1946. To No.11 Group, 18 August 1947. Retired 12 January 1948. Died in Vancouver, 28 March 1960.

This officer has rendered outstanding service to the Royal Canadian Air Force for the past three years as Inspector of Accidents in Western Canada. He has carried on his work, in the open, under the severest weather conditions without consideration of his personal comfort or convenience. His work has definitely led to considerable saving of life and material. He has always displayed the highest devotion to duty regardless how difficult the assignment.

Recommended, date uncertain but about December 1944, by G/C F.S. Wilkins: (Chief Inspector of Accidents) as follows:

This officer has rendered extremely valuable services for the past two years in the investigation of accidents in this field. He has carried out the most difficult jobs with outstanding efficiency, at times under the severest handicaps of weather in all parts of Western Canada. His contribution to the reduction of flying accidents has been of the highest value.

This did not reach the Priority List. Recommended again, 11 January 1945 by G/C F.S. Wilkins:

This officer has served with Accidents Investigation Branch for over two years and throughout that period has performed his duties in a highly efficient manner. He has at all times displayed the highest degree of initiative and has brought accident investigation in Western Canada to a high degree of efficiency. He had carried out many difficult investigations in the open on the Prairies under extreme weather conditions and has at all times worked for the good of the Service without direct supervision.

This did not reach the Priority List for Birthday Honours, 1945. Recommended by G/C Wilkins

again, November 1945, as follows:

This officer has rendered outstanding service to the Royal Canadian Air Force for the past three years as Inspector of Accidents in Western Canada. He has carried on his work, in the open, under the severest weather conditions for long periods without consideration of his own comfort or convenience. His work has definitely led to considerable saving of life and material. He has always displayed the highest devotion to duty regardless how difficult the assignment.

Selected Assessments: "Very good electrician and instrument repair man, Very good engine and bench fitter. Very enterprising and versatile in respect of his various duties. Has had extensive experience on the electrical installations on the photographic aircraft on this station. He has also been responsible for the checking, repairs and testing of all aircraft and navigation instruments." (S/L R.S. Grandy, Station Winnipeg, 1 November 1935).

"Employed as Trade Test Officer for which his experience makes him very suitable. He gets on quietly and well with his work without requiring supervision. This officer is deserving of accelerated promotion. Professional and all other; relatively above average." (W/C Bonham Carter, 10 December 1940).

In choosing him as No.2 Training Command Accident Investigation Officer, W/C F.S. Wilkins wrote, 19 May 1942:

I have been informed that this officer may be available for posting in the near future. If that is so I think he would be suitable as an Inspector of Accidents, We want an officer for this duty in No.2 Training Command and I am informed that he is well known in the schools of that Command and this would be an asset for out type of work. I am further informed that he is a man of initiative who is capable of standing on his own feet.

It is desirable, as No.2 Training Command is so far from Air Force Headquarters, that a man chosen for that Command would have to fend for himself to a large extent.

* * * * *

DAY, FS Albert David (Can 10263A) - **Mention in Despatches** - No.77 Squadron (AFRO gives unit only as "Attached to RAF") - Award effective 2 September 1942 as per **London Gazette** of 5 September 1942 and AFRO 1653/42 dated 16 October 1942. NOTE - DHist card says 1 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1653/42 dated 16 October 1942.

Born 24 November 1920. Home in Hamilton, Ontario; enlisted there 16 September 1939 for General Duties. To No.1 Equipment Depot, 26 January 1940. Promoted AC1, 19 February 1940. To AFHQ, 15 April 1940. Promoted LAC, 29 May 1940 Remustered to aircrew and posted to No.2 ITS, 26 August 1940, reverting to AC2 as of 1 September 1940; promoted LAC, 12 October 1940 when posted to No.12 EFTS; to No.4 SFTS, 19 December 1940. Graduated and promoted Sergeant, 21 February 1941. To Embarkation Depot, 12 March 1941. To RAF overseas, date uncertain. Missing 6 August 1941. Reported Safe (interned in Madrid), March 1942. Attained rank of WO1, 1 March 1942. To RCAF Overseas Headquarters, 6 May 1942. To Canada, 31 May 1942. To "Y" Depot, 27 July 1942. To RAF overseas again, 6 August 1942. To RCAF Overseas Headquarters, 27 September 1943. Commissioned 22 June 1944 (J87090). Promoted Flying Officer, 22 December 1944. Demobilized (apparently still in Britain), 24 June 1946. RCAF photo PL-44430 (ex UK-22015 dated 7 June 1945) is captioned as follows: "It has been three years and nine months since these crew-mates met. When WO 1 M.C. Delaney of Quebec City last saw his pilot, F/O A.D. Day, of Hamilton, Ontario, when their Whitley was shot down raiding Frankfurt. Delaney was captured while Day evaded and escaped back to England. Day is now a Service Advisor to the repatriated prisoners. He and his former wireless air gunner had a great reunion when they met at the RCAF Returned Prisoner of War Centre at Bournemouth." No citation in AFRO. Public Records Office Air 2/5684 has recommendation and gives unit; Sergeant at time.

This airman was a member of the crew of an aircraft which was shot down when returning from a bombing attack on Frankfurt on 7th August 1941. He baled out in Northern Belgium and, showing great coolness, evaded capture, ultimately making his way through France into Spain from where he was repatriated.

Public Record Office WO 208/3308 has report of his evasion. It gives his profession as "Student", home address as being in Cleveland, Ohio, date of departure from Gibraltar on 4 March 1942 and arrival at Gourrock on 10 March 1942. Interviewed by MI.9 on 13 March 1942.

On 7 August 1941 we were sent to bomb Frankfurt-on-Main but as the weather was very bad we did not reach our target. Near Coblenz on the return journey we were hit by anti-aircraft fire. Fire broke out repeatedly and the plane lost height. We had to bale out at 5,000 feet. I do not know what happened to the aircraft. The rest of the crew were:- Pilot Officer Baber, Pilot Officer Kane, Sergeant Thuell and a Canadian. I do not know what happened to them after abandoning the aircraft.

I came down at Loochristy near Ghent at 0200 hours. I buried my parachute and walked towards Ghent. I hid near the town during the day and on the following night walked through Ghent to Deynze. Though I passed Germans in the town

they must have taken me for a German soldier as I was in uniform. I hid again that day and travelled at night to Thielt. I had had no food since landing so that day I spoke to a farmhand. I was given food, shelter and clothes and taken on a bicycle to Pitthem. From there I walked to Lichtervede and then to Thourout where I saw a sign in a café, "English spoken". I went in and spoke to the waitress who took me into the back room. There I was given food and was advised to make for Holland as being friendlier than the district in the North. I decided, however, to carry on to Ostend. At Leffinghe I crossed the Canal Bridge. I was on the bridge before I saw that there were German guards checking papers. I walked straight on and was the only one not stopped. All the roads were patrolled by cyclists.

I reached Ostend on 15 August but saw that I could not get a boat as I had hoped. I stopped a gendarme in the town who was wearing service ribbons, and he advised me to go inland again. I returned by the same route but swam the Canal. In Ghistelle a man spoke to me and took me to a café. From there a man came from Ostend and took my photo. I left Ghistelle on 11 September and cycled to Bruges accompanied by a Belgian. From there we went by train to Brussels. There I was met by the man from Ostend and given an identity card. I was taken to a house in Brussels where I lived for two weeks. The man with whom I was staying was arrested by the Gestapo and I was taken to another house where I met Sergeant Newton (S/P.G.-649), Sergeant Bork (S/P.G.-695), Sergeant Copley, RAF and Fligh Lieutenant Langoise. The last two were later captured. At this time I got the organisation to provide me with false papers. I was unable to accompany Sergeant Newton when he left for Spain as I had pneumonia. I stayed at the house of one of the members for a month and then on 21 December was taken to the station where I met Sergeant Warburton (S/P.C.-687), Sergeant Hutton (S/P.G.-688) and Sergeant Cox (S/P.G.-694). Then the rest of my journey corresponds with that of Sergeant Warburton.

* * * * *

DAY, F/O Arthur Elsworthy or Elsworth (J13124) - **Mention in Despatches** - No.3 BPO - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 11 June 1916. Home in Burlington, Ontario; Enlisted in Hamilton, 4 May 1941 and posted to No.1 Manning Depot. To No.16 SFTS (guard), 1 September 1941. Promoted Acting WO2, 1 November 1941 (unusual). To No.4 WS, 6 December 1941; graduated 4 July 1942 when posted to No.1 BGS; graduated 3 August 1942 when he was commissioned. Promoted Flying Officer, 1 March 1943. To No.31 OTU, 25 June 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Repatriated 23 October 1945.

Retired 4 December 1945.

* * * * *

DAY, P/O Arthur Leonard (J87702) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Consort, Alberta, 7 March 1923; home there. Served in Calgary Tank Regiment before enlisting in RCAF at Calgary, 7 August 1942. To No.3 Manning Depot, 30 August 1942. To No.7 SFTS (guard), 23 October 1942. To No.4 ITS, 9 January 1943. To No.2 Air Gunner Ground Training School, 20 March 1943. Promoted LAC, 1 May 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943. To United Kingdom, 28 June 1943. Commissioned 10 July 1944. Promoted Flying Officer, 10 January 1945. Completed two tours. Repatriated 6 February 1945. Retired 19 April 1945. Attended Technical School in Calgary working towards becoming an architect. After completing the first year he went to Toronto seeking summer employment. He became discouraged as no one would hire him without experience. He then went to Fort Smith and worked on the paddle wheelers/barges transporting goods in the north. Next went to Trail, British Columbia where he worked in the smelters. Seniority was giving to anyone having been in the service so this helped to secure good employment. Then to Consort, Alberta (lumber store) and Canada Post. Retired in 1990. Died in Red Deer, Alberta, 8 August 2011. 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 21 November 1944 when he had flown 51 sorties (206 hours ten minutes), 8 September 1943 to 2 November 1944.

8 September 1943 - Boulogne
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
23 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
30 April 1944 - Somain
3 May 1944 - Montdidier
6 May 1944 - Nantes Gassicourt
11 May 1944 - Louvain
19 May 1944 - Boulogne
21 May 1944 - Duisburg
25 May 1944 - Aachen
27 May 1944 - Rennes
3 June 1944 - Calais
6 June 1944 - Longues
7 June 1944 - Foret De Cerisy
9 June 1944 - Rennes
14 June 1944 - Douai
24 June 1944 - Middel Straet
27 June 1944 - Oisemont
30 June 1944 - Villers Bocage
4 August 1944 - Troissy St. Maximin
5 August 1944 - St Leu D'Esserent
7 August 1944 - Marc De Magne
10 August 1944 - Dijon
12 August 1944 - Russelshein
14 August 1944 - Tractable A.P.25
16 August 1944 - Stettin
18 August 1944 - Bremen
26 August 1944 - Kiel
27 August 1944 - Marquise-Mimbyecque
29 August 1944 - Stettin
31 August 1944 - Agenville
3 September 1944 - Volkel Aerodrome
7 September 1944 - Le Havre
8 September 1944 - Le Havre
9 September 1944 - Le Havre

10 September 1944 - Le Havre
11 September 1944 - Castrop Rauxel
12 September 1944 - Frankfurt
5 October 1944 - Saarbrücken
6 October 1944 - Schöller
13 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
15 October 1944 - Duisburg
25 October 1944 - Nuremberg
28 October 1944 - Cologne
29 October 1944 - Walcheren
2 November 1944 - Düsseldorf

www.bombercommandmuseumarchives.ca

Pilot Officer Day is the rear gunner of a very experienced Visual Marker crew. He has made over 50 sorties, including many against heavily defended targets. His vigilance has on a number of occasions saved the crew from trouble and his confident manner and keenness have justly earned the respect of his crew. He is recommended for a non-immediate award of the Distinguished Flying Cross.

* * * * *

DAY, WO1 Robert Upton (R50404) - **Mention in Despatches** - Station Wombleton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Chipman, New Brunswick, 8 May 1915. Home in Saint John, New Brunswick; enlisted 20 February 1940 in Moncton as Wireless Electrical Mechanic. To No.1 WS, 23 March 1940. Promoted AC1, 29 May 1940. To No.2 WS, 30 August 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 22 October 1940. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 April 1942. Promoted WO2, 1 June 1943. To No.3 WS, 20 September 1943. Posting overseas unclear but taken on strength of No.3 PRC, 24 November 1944. Repatriated 10 August 1945. Retired 21 September 1945. Re-engaged in interim force, 11 April to 1 June 1946 (Eastern Air Command). Wireless Mechanic (Warrant Officer, Signals) at station. Died at Moncton, 15 October 1994. No citation in AFRO; recommendation dated 16 May 1945 (DHist 181.001 D.225) confirmed he had served in Canada five years and five months; served in UK five months as of 16 May 1945 and read as follows:

This Warrant Officer performed the arduous duties of Wireless Instructor at various Wireless Schools under the British Commonwealth Air Training Plan, and for some time prior to proceeding overseas was employed as Technical Warrant Officer in charge of training at No.2 Wireless School, Calgary and No.3 Wireless School, Winnipeg. He has proved himself to be efficient in all branches of his trade, and provides excellent leadership. His appearance and bearing are at all times such that he provides an excellent example to airmen under his command. He has taken a keen interest in all station activities and has devoted his spare time to the general welfare of the station.

FURTHER TO ABOVE: Another document on 181.002 D.225 has a recommendation dated 23 June 1945. The recommendation is shorter (and more probably the one used in determining the award):

This Warrant Officer has proved himself to be efficient in all branches of his trade, and provides excellent leadership. His appearance and bearing are at all times such that he provides an excellent example to airmen under his command. He has taken a keen interest in all Station activities and has devoted his spare time to the general welfare of the station.

* * * * *

DAY, S/L Robert William Rouviere (C1459) - **Distinguished Flying Cross** - No.67 Squadron - Award effective 27 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Victoria, B.C., 14 September 1916. Educated at Kingsley Public School, Prince of Wales High School, Magee High School and Ruffus Business College. Office clerk and insurance agent. Enlisted in Vancouver, 2 January 1940, being accepted for Elementary Flight Training at Vancouver Aero Club. Passed to Brandon Flying Club, 3 January 1940. To Trenton, 2 April 1940. To Camp Borden, 20 May 1940. Trained at No.1 SFTS, graduating 13 July 1940 when qualified for wings.. Instructor's course at Trenton, 12 September to 19 October 1940. Instructional duties at No.3 SFTS (October 1940 to 12 June 1941), No.18 EFTS, Boundary Bay (12 June 1941 to 10 November 1941) and No.19 EFTS (11 November 1941 to 18 May 1942) and No.15 SFTS (18 May 1942 to October 1942). Promoted Flight Lieutenant, 10 June 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 31 October 1942. Arrived in UK, 11 November 1942. To No.5 (Pilots) AFU, 24 November 1942. To No.53 OTU, 25 December 1942. To No.416 Squadron, 23 February 1943. To No.402 Squadron, 16 April 1943. Attached to No.1489 Flight, 4 May 1943. To No.421 Squadron, 23 June 1943. To No.412 Squadron, 24 June 1943. To No.1 Personnel Despatch Centre, 5 October 1943. Arrived in India, 9 December 1943 when posted to No.221 Group. To No.81 Squadron, 11 December 1943 to 19 August 1944 when posted to No.165 Wing. Promoted Squadron Leader, 15 August 1944. With No.67 Squadron from 18 December 1944 to 21 February 1945 when injured in jeep accident, Akyab (concussion, fractured pelvis); officers proceeding to moonlight bathing, vehicle hit soft terrain and overturned. To Calcutta, 21 February 1945. To UK, 27 July 1945, arriving there 14 August 1945. Repatriated 17 October 1945 and released 21 November 1945. Had flown a total of 285 sorties (385 operational hours). He was the only Canadian "ace" to score exclusively at the expense of the Japanese. Member, RCAF Supplementary Reserve, 30 March 1953 (217492) and appointed Honorary Aide-de-Camp to the Lieutenant-Governor of British Columbia, which appointment ceased 2 October 1955. Died at Qualicum Beach, 29 August 1978. Victories as follows: **15 February 1944**, one A6M Zero destroyed, Arakan Hills; **13 March 1944**, one "Oscar" destroyed and one damaged while supporting CHINDIT operations; **28 March 1944**, one "Oscar" destroyed; **26 April 1944**; one Type 100 "Dinah" destroyed (shared): **9 January 1945**, two "Oscars" destroyed, Akyab. For photographs see PL-18993 (Day alone), PL-27021 (Day with W/C G.F. Chater, airfield commander from Durban, South Africa), PL-60168, (Day being congratulated by W/C R.E. Drake following his double victory), PL-60169 (in jeep, behind wheel; beside him is F/L C. Simpson, RNZAF, who also shot down two "Oscars" on 9 January 1945; behind are WO G.W. Wilson, FS E.R. Owen, P/O L. Brett). Photo PL-60716 (ex UK-21876) and PL-60717 (ex UK-21877), both taken 8 June 1945, shows Day with his bride, Miss Holly Hislop (Queen Alexandra's Imperial Military Nursing Service Reserve); also photo PL-60718 (ex UK-21878, dated 8 June 1945 when Day married Miss Holly Hislop (Queen Alexandra's Imperial Military Nursing Service Reserve); left to right are W/C P.W. Bingham (Penrith, Cumberland, best man), Mrs. I.R. Hullock, Day, his bride, and Mr. I.R. Hullock. Also PL-60719 (ex UK-21879 dated 8 June 1945), wedding, St. John's Anglican Church, Calcutta, to Miss Holly Hislop (Queen Alexandra's Imperial Military Nursing Service Reserve); on the right of the bride is W/C P.W. Bingha, (Penrith, Cumberland). Reception was at home of Mr. and Mrs. I.R. Hullock of Calcutta, he being at extreme left and she on left of bridegroom. RCAF photo PL-60954 (ex UK-23128 dated 1 August 1945) is captioned as follows - "These two officers who married during their

stay in India are lucky enough to have their wives travelling home with them. The couple at left are S/L R.W. Day, DFC, of Vancouver and his wife, the former Molly Hislop of Perley, Surrey, England. At right is S/L J.C. Van Nes of Saskatoon and Mrs. Van Nes, formerly Jean Quarrier of Dundee, Scotland. Both wives were nursing sisters with army units in India." RCAF photo PL-60995 (ex UK-23129 dated 1 August 1945) shows Canadians boarding ship from India - left to right, F/O J.C. Warrington (Oakville) and wife, S/L R.W. Day and wife, S/L and Mrs. J.C. Van Nes. See "Ace in Burma", **Journal of the Canadian Aviation Historical Society**, Fall 1965.

Squadron Leader Day is a most determined and resolute fighter. He has completed a large number of sorties and has invariably displayed the greatest keenness. In January 1945, Squadron Leader Day led a section of four aircraft in an engagement against six Japanese aircraft. Five of the latter were shot down, two of them by Squadron Leader Day. This officer has shot down at least five enemy aircraft.

NOTE: Public Record Office Air 2/9054 has recommendation drafted 28 January 1945 by W/C R.E. Drake, Headquarters, No.903 Wing; No.224 Group. Day had flown 334 operation hours.

On the 9th January 1945, Squadron Leader Day was the leader of four aircraft which intercepted six enemy aircraft over Akyab and personally destroyed two enemy aircraft out of five destroyed.

At the time of the raid there was practically no radar facilities available and it was largely due to Squadron Leader Day's leadership that such excellent interception, attack and destruction of enemy aircraft was possible.

Squadron Leader Day is a fighter pilot of great skill and determination and has achieved success against the enemy in the past, destroying three and a half enemy aircraft whilst in No.81 Squadron.

This officer has by his keenness to engage the enemy set a high example for the other aircrew in his squadron to follow

Recognition Recommended: Squadron Leader Day is recommended for the immediate award of the Distinguished Flying Cross.

Air Commodore the Lord Bandon, Air Officer Commanding, No.224 Group, added his remarks on 3 February 1945:

The determination, initiative and courage displayed by Squadron Leader Day was largely responsible for the success of his squadron in the encounter against the Japanese aircraft on the 9th January 1945. He is recommended for the immediate award of the Distinguished Flying Cross.

To this recommendation is appended the following listing of his sorties, all flown on Spitfire VIII aircraft **except** 10 March 1944 (Dakota), 2 September 1944 (Hurricane IIC) and 4 September 1944 (Hurricane IIC).:

9 January 1944 (ten minutes) - Scramble - patrol - base. False alarm. PRU Spit
15 January 1944 (30 minutes) - Scramble - patrol - Base - enemy a/c 50 miles SE. Plot faded
19 January 1944 (55 minutes) - Fighter sweeps, river area - no joy
20 January 1944 (1.05) - Fighter sweeps, river area - no joy
10 February 1944 (2.00) - Scramble - Patrol - Battle area. Intercepted 30-40 Japs
10 February 1944 (1.10) - Bomber Escort - 12 dive bombers, Taung Bazar - No Japs of flak
10 February 1944 (1.15) - Fighter sweep to Akyab - light flak, no Japs
11 February 1944 (2.20) - Patrol over battle area - no joy
12 February 1944 (2.20) - Patrol over battle area - Jap recce plane around - no contact made
15 February 1944 (1.30) - one Navy Zero confirmed destroyed. Lead Sqdn and intercepted 20-30 Japs.
19 February 1944 (1.05) - Fighter sweep, upper Chindwin
23 February 1944 (ten minutes) - Scramble, recce - Section - no joy
3 March 1944 (1.30) - Escort to Wellington, Mitchells and Hurricanes. Light flak. Strafed Jap positions afterwards.
4 March 1944 (50 minutes) - Recce, Jap landing strip, Homalin. No flak.
5 March 1944 (15 minutes) - Scramble recce section. Plot friendly
6 March 1944 (1.15) - Flew over enemy aerodromes in Kawlin area - no shooting
6 March 1944 (35 minutes) - Scramble recce section - enemy aircraft turned back.
8 March 1944 (1.10) - Cover to DC-3s in Wingate's show.
10 March 1944 (5.25) - DC-3 - Flew second pilot - Troop carrying to "Broadway" landing strip 125 miles behind Jap lines in Burma.
12 March 1944 (45 minutes) - Kangla to "Broadway" - attached to General Wingate to operate from "Broadway".
12 March 1944 (35 minutes) - Scramble - Patrol - Base - no luck.
13 March 1944 (45 minutes) - Intercept Jap raid. One Army Zero destroyed - one damaged. Six of us tackled 30+ Japs. Destroyed four and damaged six for loss of one.
13 March 1944 (45 minutes) - Scramble - Patrol - Base. No luck.
13 March 1944 (45 minutes) - Broadway to Kangle [Kangla ?]
14 March 1944 (1.00) - Kangle to Broadway
14 March 1944 (15 minutes) - Scramble to Patrol - Base - No luck
15 March 1944 (40 minutes) - ditto
16 March 1944 (45 minutes) - Broadway to Kangle
18 March 1944 (2.05) - Patrol Palel area
18 March 1944 (1.40) - Fighter sweep - Katha area - attempted to intercept Jap raid on "Broadway". No contact made.
19 March 1944 (2.10) - Fighter sweep - Patrol Broadway - Missed Jap raid by ten minutes; 30+ bombers and fighters.
19 March 1944 (ten minutes) - Scramble - Patrol base - no luck.
22 March 1944 (1.30) - Patrol and cover to supply-dropping aircraft

24 March 1944 (40 minutes) - Scramble - Patrol Tamu - Japs captured landing strip Tamu, 4 ½ miles from us.

25 March 1944 (45 minutes) - Scramble - patrol Broadway - return to base, engine trouble

28 March 1944 (55 minutes) - Scramble - Jap raid - one Army Zero destroyed - Intercept Jap raid, two bombers, 15 fighters over Tamu.

31 March 1944 (1.35) - Scramble - Patrol Tamu.

1 April 1944 (15 minutes) - Scramble, recce section - no luck

4 April 1944 (1.30) - Patrol Tamu area after recce - plot faded.

9 April 1944 (1.55) - Cover DCs to "Aberdeen" behind Jap lines.

9 April 1944 (45 minutes) - Patrol Palel area.

10 April 1944 (1.45) - Jap cover - Wingate supply aircraft

12 April 1944 (55 minutes) - Scramble - intercept Jap raid - 20-25 Jap fighters.

13 April 1944 (35 minutes) - Scramble - patrol Imphal - plot friendly

13 April 1944 (1.40) - Escort - dive bombers, Chindwin River. We strafed.

15 April 1944 (1.15) - 50+ Jap fighters and bombers raided Imphal. Squadron score one destroyed, two damaged for no loss.

18 April 1944 (1.20) - Patrol - Palel Tamu area.

21 April 1944 (50 minutes) - Scramble, Japs raid low level - no contact

23 April 1944 (1.35) - Cover to DCs supply dropping, Indaw area

23 April 1944 (1.20) - Cover to Vengeance dive bombers prancing Indaw aerodrome

23 April 1944 (1.25) - Patrol, Imphal Valley

24 April 1944 (1.20) - Cover Vengeances bombing Jap position, Pyingring.

24 April 1944 (1.15) - Patrol, Imphal Valley

24 April 1944 (1.45) - 12+ trips over Tuliha. Scramble - No contact.

26 April 1944 (1.20) - 70+ enemy fighters and bombers at Imphal and Tuliha area. No contact. Poor weather.

26 April 1944 (45 minutes) - Scramble, recce section. One Army "100" destroyed shared with Lieutenant Copeland. Shot it down at 33,000 feet. [NOTE: Chris Shores dated this as 28 April 1944 - an error when his book was transcribed. The other pilot was Lieutenant G.H. Copeland, South African Air Force, and the aircraft belonged to the 81st Sentai. He was flying JG340].

28 April 1944 (1.45) - Patrol, Silchar to Palel.

28 April 1944 (30 minutes) - Scramble - Patrol - Base

3 May 1944 (4.20) - Cover to DCs flying supplies to Imphal

5 May 1944 (4.30) - Covering transport planes flying supplies to Imphal

7 May 1944 (2.20) - Patrolling Imphal area

8 May 1944 (3.10) - Patrolling Imphal battle area.

9 May 1944 (1.20) - ditto

10 May 1944 (1.40) - Scramble, 20 Jap fighters, Bishenur; no contact

10 May 1944 (1.45) - Patrolling Imphal battle area.

13 May 1944 (1.15) - ditto

19 May 1944 (2.50) - ditto

20 May 1944 (50 minutes) -ditto

22 May 1944 (50 minutes) - Patrol Lushi Hills

25 May 1944 (1.15) - Patrol Imphal battle area. Intercepted 20 enemy fighters. No joy.

25 May 1944 (1.30) - Patrol, Imphal battle area
26 May 1944 (2.00) - ditto
28 May 1944 (1.30) - ditto - "Yanks B-25s fired at us."
29 May 1944 (2.45) - Patrols over Imphal battle area
30 May 1944 (2.55) - Patrols over Imphal battle area. 30+ enemy aircraft approached. Turned away. Weather very bad.
1 June 1944 (3.05) - Patrols, Imphal battle area.
3 June 1944 (1.35) - Patrol, Imphal battle area
4 June 1944 (1.30) - Patrol, Tiddim Road
5 June 1944 (3.10) - Patrols, Imphal battle area
6 June 1944 (1.25) - patrol, Imphal battle area
7 June 1944 (55 minutes) - ditto
8 June 1944 (2.15) - Patrols, Imphal battle area
9 June 1944 (2.55) - Patrols, Imphal battle area
10 June 1944 (1.30) - Patrol, Imphal battle area
11 June 1944 (1.25) - ditto
12 June 1944 (1.40) - ditto
13 June 1944 (3.00) - Patrols, Imphal battle area
14 June 1944 (1.25) - Patrol, Imphal battle area
17 June 1944 (3.00) - Patrols, Imphal battle area. 20 enemy fighters in patrol area; too short of gas to intercept.
19 June 1944 (45 minutes) - Patrol, battle area, Imphal
19 June 1944 (1.10) - Scramble, ten Nips in Palel area; no contact
20 June 1944 (1.00) - Weather recce and patrol.
22 June 1944 (1.35) - Patrol Imphal battle area.
23 June 1944 (3.05) - Patrols, Imphal battle area
24 June 1944 (1.40) - Patrol, Imphal battle area. Shot up Jap truck on Tiddim Road.
25 June 1944 (1.30) - Patrol, Imphal battle area
26 June 1944 (1.35) - ditto
28 June 1944 (1.35) - ditto
29 June 1944 (1.15) - Weather recce. Shot up camouflage truck on supply dump. Fire started.
1 July 1944 (2.15) - Offensive Recces. Tiddim Road. Shot up Jap troops and mules.
2 July 1944 (1.30) - Patrol, Palel area.
4 July 1944 (1.30) - Offensive recce, Tiddim Road
5 July 1944 (1.40) - Patrol, Imphal battle area.
3 August 1944 (1.30) - Offensive recce, Tiddim Road
3 August 1944 (1.30) - Offensive recce, Chindwin River. Strafed Japn river craft and elephant.
31 August 1944 (1.45) - Search Lushi Hills - PR Spitfire missing.
2 September 1944 (1.15) - Hurricane IIC - shot up Jap troops in Kaladan Valley
4 September 1944 (1.15) - Hurricane IIC - Shot up Jap and occupied village, Kaladan valley. Fires started and ammunition dump blown up.
6 September 1944 (2.40) - Fighter Sweeps - Ali Chaung. Shot up troops and workshops. Fires started. Dropped petrol in Jap trenches and set it alight. Also strafed. Army report heavy casualties.

9 September 1944 (40 minutes) - Escorting Admiral Lord Louis Mountbatten and General Slim to Coss Bazaar.

12 September 1944 (1.10) - Fighter sweeps - Mayu Hills. Shot up Jap troops and river craft. Army report 50 Jap casualties.

5 October 1944 (1.40) - Shot up Jap river craft in Minbya-Panmyaung. Sank two and damaged ten loaded sampans.

13 October 1944 (1.30) - Shot up Jap supply bases southeast of Minbya. Light ack-ack.

24 November 1944 (1.10) - Machine gunned Jap troops, Paletwa area. Army Commander reports many casualties.

24 November 1944 (1.30) - ditto.

18 December 1944 (1.55) - attacked enemy river craft south of Akyab

20 December 1944 (2.30) - Shot up Jap motor launches and river craft, south of Boronga Islands.

3 January 1945 (1.35) - Cover to invasion of Akyab Island

4 January 1945 (1.55) - Strafed Jap river craft and occupied villages to southeast of Akyab.

5 January 1945 (2.05) - Shot up enemy motor launches in Myebon area. Sank three, damaged eight.

5 January 1945 (1.40) - Strafed Jap camps and motor launches around Myebon; sank two, damaged three camouflaged river craft.

7 January 1945 (1.30) - Cover to DCs supply dropping Myonaung area.

8 January 1945 (1.50) - Shot up Japs retreating down Lemro River. Squadron moved to Akyab.

9 January 1945 (40 minutes) - Intercepted eight Army Zeros bombing shipping in Akyab harbour. Shot five down. My score two destroyed.

Notes: Application for Operational Wing dated 3 July 1945 stated he had flown 285 sorties (385 hours), 24 February 1943 to 28 February 1945.

Selected Assessments: "A good instructor and an above-average pilot. Has plenty of dash and initiative but inclined to be irresponsible at times. Recently appointed OC of 'D' Flight and appears to be taking hold in a satisfactory manner. Is a good type and popular." (F/L G.M. Martin, No.3 SFTS. 16 June 1941).

"This officer has done excellent work at this unit, he knows his job thoroughly and is a good organizer. He has all the ability to accept the responsibility of the next highest rank." (F/L A.J. Vincent, No.19 EFTS, 27 April 1942),

"This officer has ability, but is not always fully reliable." (S/L C.W. Burgess, No.15 SFTS, 31 October 1942). To this, W/C W.E. Kennedy adds, "I consider he will be much more responsible on operational duties, since he has lost interest in instructing."

"A capable officer." (W/C K.L.B. Hodson, No.126 Airfield, 30 September 1943).

"This officer has turned out to be a first class fighter pilot. As a fighter leader he is well above the average. This has been proved by the excellent results shown by his squadron. His abilities

from the administrative side are only average.” (W/C R.H.D. Riggall, 12 June 1945).

Training: Elementary Flying Training on Moth had been 26.30 dual, 32.50 solo plus four hours in Link.

Intermediate training at No.1 SFTS, 20 May to 13 July 1940. Flew in Anson aircraft (23.20 day dual, 24.25 day solo, 1.20 night dual, 1.50 night solo, six hours in Link). “A good average pilot; circuits were too wide on test.” Ground courses in Airmanship (141/200), Armament, written (57/100), Armament, practical (60/100), Air Navigation (120/200) and Signals (50/50). “Average ability - satisfactory.” Had failed Maintenance on first test but passed supplemental. Placed 27th in a class of 40. “Will make a good officer with training.” Wings awarded 13 July 1940.

Advanced flying training at No.1 SFTS, 15 July to 7 September 1940. More flying on twin-engine aircraft (9.00 day dual, 41.10 day solo, 55 minutes night dual, 2.10 night solo plus 14.45 in Link). Bombing and gunnery exercises. Courses in Navigation (120/200), Reconnaissance and Photography (58/100), Armament (157/200), graded 206/300 as officer, 216/300 as pilot. Placed 16th in a class of 32. Rated in Formation Flying (“above average”), Navigational ability (“average”), Night Flying (“average”), Determination and Initiative (“average”), Instrument Flying (“average”), Ability to Maintain Speed, Course and Height (“average”). “Very steady type who can be relied upon.”

Instructor course at Central Flying School, 12 September to 19 October 1940. Flew single-engine aircraft (30.10 solo, 30.30 dual) and twin-engine aircraft (45 minutes solo, 3.30 dual). “This pupil has a good knowledge of advanced types of aircraft and has showed progress in course - needs practice on single-engine types.” (F/O R. Bannock). Ground courses in Airframes (77/100), Airmanship (78/100), Engines (58/100) and Air Navigation (71/100). Tested on Harvard, 18 October 1940 and assessed under following headings - Sequence (“good”), Voice (“fair”), Manner (“fair”), Ability to impart knowledge (“average”), Ability as pilot (“average”). “This officer requires more experience on Harvard aircraft before he can be considered a capable instructor. Progress to be checked.” (S/L G.D. Macallister). Graded Category “C”.

Retested 1 April 1941 at No.3 SFTS on Anson aircraft. Assessed under following headings - Sequence (“fair”), Voice (“clear”), Manner (“confident”), Ability to impart knowledge (“average”), Ability as pilot (“average”). “Sound pilot, good instructor.” (F/O V.M. Terry). Awarded Category “B”. As of that date he had flown 396 hours as instructor. Total flying time to date was 76.10 (single engine solo), 59.15 (single engine dual), 439.45 (twin engine solo) and 36.10 (twin engine dual). Had flown Tiger Moth, Anson, Oxford, Harvard, Lockheed, Yale and Norseman.

RCAF Press Release No.8139 dated 11 January 1945 from “Crampton/McDonald” reads:

INDIA, AKYAB AIRFIELD – January 9: -- Less than 24 hours after they had flown in to this most advanced fighter base on the Arkakan front, the Spitfire squadron commanded by S/L R.W. R. “Bob” Day (C1459), of Vancouver, B.C., shot down

five of several Japanese fighter bombers. Six Spitfires scrambled to attack the Japs as they sought to bomb shipping in Akyab harbour. The Spitfires chased the enemy over the Myebon River and smote them over the Chaungs, to the East of the Myebon. Two were destroyed by the Canadian squadron commander. Two more fell to a New Zealand pilot, F/L Clyde Simpson, Auckland, who chose this way of celebrating his return to Akyab base, which he left in 1942. A fifth was shot down by another New Zealander, W/O Pat McQuarrie, Dunedin. A sixth Jap, and possibly one other, managed to get away.

It was a big day for S/L Bob Day, who took command of the squadron only 13 days ago, and led it into this advanced base only yesterday. He has been operational on Spitfires in India now for 13 months and today's action brought his total score up to 5 ½ destroyed and one damaged, all counted on the Burma Front. He was one of six Spitfire pilots who were based on the Wingate expedition airstrip "Broadway" inside Burma behind the Jap lines last March. During a big aerial battle in which more than 30 enemy fighter-bombers attacked "Broadway" inside Burma behind the Jap lines last March, more than 30 enemy fighter-bombers attacked "Broadway", Day shot down one of the four destroyed and was credited with one of the six damaged. His other victories were scored on the Arakan and Imphal fronts during last winter and summer. "The boys really waded in," said Day when he returned from his most recent action. "I was after one as I saw 'Simmy' go after another, chasing it a long way east and finally sending it crashing into a hillside in flames. I got mine in the til. A lot of pieces blew off, then he went down and the pilot bailed out."

RCAF Press Release No. 5199 dated 29 January 1945 read:

At Akyab Airfield, (Delayed): barely half an hour after returning to his Arakan base, following a strafing mission in support of West African troops on the hard-fighting Kaladan front, S/L R.W. Day, of Vancouver, British Columbia one of the six "Broadway" pilots of the Wingate expedition last spring, led the first formation of PAF fighters into this newly-reoccupied base.

One pilot who had been to Akyab before, F/L Clyde Simpson, of Auckland, N.Z. took a quick look around when he stopped from his Spitfire. "It looks familiar enough," he grinned. "Yes," pointing to a small frame building one of the few still standing, "that used to be the mess".

The landings, first made by RAF fighters in for two years, were made without difficulty. Akyab Island fell to British and Indian troops in a combined operation. The airfield, which once was a civil airport, was dotted with crudely dug and camouflaged pits. There were nearly fifty of them. These were quickly detected and filled in by army engineers, sided by willing help from the islanders in

readiness for the Spitfire squadron.

A unit of RAF servicing Commandos – the first unit into France, where it serviced aircraft of an RCAF fighter wing – was quickly on the scene after an adventurous road-trip down the length of the Mayu peninsula, and immediately on arrival of the first formation, the Spitfires were serviced and one section went “on readiness”.

Among the men who serviced S/L Day’s aircraft, the “Mary”, were three Englishmen who in June, on D-Day plus one, serviced the first fighter aircraft to land on one of the Normandy airfields.

Day, burly, 27-year-old ex-stockbroker, joined the RCAF right after war began, but spent two years as an instructor at Claresholm, Alta., before his chance came to go overseas. After a short time with Canadian Spitfire squadrons in England, he came to this theatre in October 1943 and fought both on the Arakan and Imphal fronts as well as inside Burma during the Wingate expedition. When the Japs sent more than 30 Zeros over Broadway the day after the Spits moved in, the aerial battle over the strip resulted in four Zeros destroyed, six damaged. Day got one of the destroyed and one of the damaged. He has also one Zero destroyed on the Arakan front and one and a half to his credit on the Imphal Front.

Also in the first formation to advance into Akyab airfield was F/L H.A. Pattinson, of Hamilton, Ontario, (19 Holton Avenue, North).

* * * * *

DAY, F/L William Selfridge (J11555) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born in Aylesford, Nova Scotia, 17 February 1921; home there. Enlisted in Halifax, Nova Scotia, 18 July 1940. To No.2 ITS, 30 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 promoted Sergeant, 21 February 1941. Posted to Central Flying School, Trenton. To No.12 SFTS, 16 May 1941. Commissioned 30 April 1942. Promoted Flying Officer, 30 October 1942. To “Y” Depot, 15 November 1942. To RAF overseas, 10 December 1942. Promoted Flight Lieutenant, 12 August 1943. Cited with Flight Sergeant Colin Alexander Mitchinson (RAAF). Tour ended in August 1943 after which he instructed at an OTU. Sent to a transport squadron in September 1945. Repatriated to Canada, 20 June 1946. Retained rank of Flight Lieutenant in RCAF as of 1 October 1946 (17715). Assigned to No.414 Squadron (May 1947 to December 1949); to Canadian Joint Staff, London until June 1952 when he took six months operational training at No.2 Maritime Operational Training Unit before

assuming role of Flight Commander, No.405 Squadron. In 1954 as Squadron Leader he was designated as Detachment Commander of a three-aircraft (Lancaster) detachment assigned to Resolute for Ice reconnaissance in support of vessels resupplying Resolute Bay. He was then a Staff Officer at Station Greenwood and a pupil at RCAF Staff College. In June 1958 he went to AFHQ (Directorate of Air Services). In March 1962 he took over Fox Sector, a radar unit on the DEW Line. RCAF photo PL-44882 (ex UK-22463 dated 6 July 1945 taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; shown with his cousin, Mrs. A. Sarll (Bath, Somerset) and his uncle, Mr. W.J. Eatwell (Trowbridge, Wiltshire).

Flight Lieutenant Day and Flight Sergeant Mitchinson were pilot and rear gunner respectively of an aircraft detailed to attack Berlin in August 1943. Shortly after the bombs had been released the aircraft was attacked by three enemy fighters. Flight Lieutenant Day cleverly manoeuvred his aircraft while Flight Sergeant Mitchinson fought resolutely to frustrate the attackers, one of which he shot down. The bomber had been hit, however, receiving damage to one of the petrol tanks which caused its contents to leak rapidly. One of the engines became defective and had to be feathered but, displaying great skill and determination, Flight Lieutenant Day battled on to reach this country. These members of aircraft crew set a worthy example.

* * * * *

DAYKIN, WO1 Edward (R74941) - **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 4 April 1907. Home in Vancouver; enlisted there 1 November 1940 in Marine Branch with rank of Warrant Officer Second Class. To "B" on enlistment. To Coal Harbour, 31 March 1941. To "B", 25 March 1942. To Western Air Command Headquarters, 27 May 1942. Promoted WO1, 1 October 1944. To Release Centre, 24 February 1946; retired 27 February 1946.

For the past three years this Warrant Officer has been Master of a High Speed Rescue Vessel. On many occasions during this time he has been required to take his vessel to sea under adverse weather conditions on different searches for lost aircraft. He has always carried out his assignments with speed and determination, having little or no regard for his own safety. His ability as a seaman is unquestionable. His devotion to duty and the maintenance of a high state of morale on his vessel have set a fine example for others to follow.

* * * * *

DE BARTOK, P/O Ernest Akos Frederick (J15717) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO

272/43 dated 19 February 1943. Born in Budapest, 26 June 1917. Home in Montreal. Educated to Ninth Grade in High School and then one year at Montreal Technical School studying internal combustion engines. Took 75 minutes of dual instruction at Montreal Light Aero Club. On applying to join he stated he had spent "a good deal of time working around aircraft at Redd Flying Field, Montreal." Worked as a junior clerk in Montreal, 1937-1939 but left to enter commercial aviation. Enlisted in Montreal 10 October 1940 and posted next day to No.1 manning Depot, Toronto. To No.1 Equipment Depot, Toronto, 3 January 1941. Taken on strength of No.1 ITS, Toronto, 16 January 1941; graduated 20 February 1941 and posted to No.11 EFTS, Cap de la Madeleine; graduated 22 April 1941 when posted to No.4 Manning Depot, Quebec; to No.8 SFTS, Moncton, 3 May 1941; graduated and promoted Sergeant, 27 July 1941. Warned for embarkation, 28 July 1941. Struck off strength of Canada on posting to RAF, 14 August 1941. Taken on strength of No.3 PRC, 15 September 1941. To No.19 OTU, 14 October 1941. While there he was flying Ansons and Oxfords at No.1 Blind Approach School, Watchfield, 6-13 October 1941. To No.419 Squadron, 24 February 1942. His logbook shows him as going to No.101 Squadron sometime after 4 May 1942 and before 8 June 1942, although his service documents indicate the effective date of posting was 25 July 1942. Commissioned 25 July 1942. Killed in action with No.101 Squadron, 19 September 1942 (Wellington BJ689, O/101).

This officer has a splendid operational record as a pilot. He is keen and persevering when pressing home his attacks regardless of opposition. In August 1942, Pilot Officer De Bartok took part in a daylight raid on Emden. Despite nine attacks on his aircraft by a Messerschmitt 109 and on the return journey being shadowed by three other enemy aircraft, by his skilful evasive action he brought his aircraft back to base undamaged. Pilot Officer De Bartok has shown outstanding ability and dogged determination to duty and is a most valuable member of his squadron.

NOTE: Public Records Office Air 2/9604 has recommendation dated 15 September 1942 when he had flown 30 sorties (160 operational hours). His logbook (found with his service files) provides serial numbers, aircraft letters and day or night flying times.

8 April 1942 - Hamburg - B/419 (X3654) - 6.30 (S/L Turner captain)
10 April 1942 - Essen - C/419 (X3717) - 5.05 (FS Roberts as captain)
12 April 1942 - Essen - C/419 (X3717) - 4.50 (FS Roberts as captain)
14 April 1942 - Dortmund - C/419 (X3717) - 5.30 (FS Roberts as captain)
15 April 1942 - Dortmund - C/419 (X3717) - 5.55 (FS Roberts as captain)
10 June 1942 - Emden (not listed in logbook)
17 June 1942 - St.Nazaire - S/101 (Z1594) - 5.40 - returned with bombs (cloudy target)
19 June 1942 - Emden - S/101 (Z1594) - 5.10
20 June 1942 - Emden - A/101 (X3391) - 4.10 - in log book but not PRO sortie sheet
22 June 1942 - Emden - X/101 (Z1625) - 4.40
25 June 1942 - Bremen - S/101 (Z1594) - 5.10
26 June 1942 - GARDENING, St.Nazaire - S/101 (Z1594) - 6.00

29 June 1942 - Bremen - S/101 (Z1594) - 5.50
2 July 1942 - Bremen - S/101 (Z1594) - 5.25 - "3,200 incendiaries"
13 July 1942 - Duisburg - U/101 (X3312) - 4.35 - 4,000 lb bomb. Bombed T.I.s
21 July 1942 - Duisburg - M/101 (BJ847) - 4.50 - 4,000 lb bomb. Bombed visually
23 July 1942 - Duisburg - M/101 (BJ847) - 4.20 - 4,000 lb bomb. Bombed by T.I.s
26 July 1942 - Hamburg - O/101 (BJ689) - 6.15 - 4,000 lb bomb. Bombed visually
28 July 1942 - Hamburg - O/101 (BJ689) - 2.50 - incomplete owing to starboard airscrew unserviceable. Listed in log book but not in PRO sortie list.
29 July 1942 - Saarbrücken - U/101 (BJ698) - 55 minutes - incomplete owing to port propellor trouble. Listed in log book but not in PRO sortie list.
31 July 1942 - Düsseldorf - O/101 (BJ689) - 4.10 - Bombed visually, "3,200 incendiaries"
6 August 1942 - Duisburg - O/101 (BJ689) - 4.05 - Bombed T.I.s
9 August 1942 - Osnabrück - O/101 (BJ689) - 4.40 - "Target clear - dropped flares west of target - bombed visually 18 minutes later - T.R. u/s - Attacked by fighter twice."
13 August 1942 - GARDENING, Frisians - O/101 (BJ689) - 4.55
15 August 1942 - Düsseldorf - O/101 (BJ689) - 4.40 - "No flare support - target dark and hazy - bombed E.T.A. + 10 minutes."
17 August 1942 - Osnabrück - O/101 (BJ689) - 5.55 - "No flare support - target identified by position of searchlights and tracer."
23 August 1942 - Emden (day) - O/101 (BJ689) - 3.55 - "Bombed dock area, 8,500 feet - cloud cover going, 50 % on return. Attacked by Me.109F 12 times. Shadowed by 3 FW.190s"
24 August 1942 - Frankfurt - O/101 (BJ689) - 6.30 - "Target covered by cloud - dropped 3,200 incendiaries on D.R. after pin-pointing river 10 minutes previously."
27 August 1942 - Kassel - O/101 (BJ689) - 6.05 - "Target very hazy. Dropped 216 30-lb incendiaries. Defences light."
28 August 1942 - Nuremberg - O/101 (BJ689) - 7.15 "Located target easily and pranged properly. When I left 7 terrific fires were burning with smoke rising to at least 3,000 feet."
8 September 1942 - Frankfurt - Q/101 (X3812) - 2.20 - returned early with aircraft unserviceable. Listed in logbook but not PRO list.
9 September 1942 - GARDENING, Heligoland - O/101 (BJ689) - 5.35 - "Dropped on D.R."
13 September 1942 - Bremen - O/101 (BJ689) - 5.25 - "Large fires burning - 3,200 incendiaries - bombed pinpoints TR fix. Defences persistent."
14 September 1942 - Wilhelmshaven - O/101 (BJ689) - 6.00 - "Bombed on pinpoint. Target illuminated by flares. Dropped on aiming point."
16 September 1942 - Essen - O/101 (BJ689) - 5.40 - "Intense heavy flak - many searchlights - few fires started when we left - night fighters prominent." This entry from logbook but not in PRO list.

This officer has a splendid operational record as a pilot and has proved to be keen and persevering in his sorties regardless of opposition.

On the 23rd August 1942 this pilot carried out a very successful daylight raid on Emden, on which occasion he pressed home his attack with vigour and determination. Whilst returning to base a ME.109 made nine attacks, and he was shadowed by three FW.190s. By skilful evasive action he brought his aircraft back without damage.

Pilot Officer de Bartok is a very reliable and competent captain and by his cheerful disposition and ability he has proved a great asset to the squadron. He has also applied for an extension of his operational tour. This officer is recommended for the award of the Distinguished Flying Cross.

Notes on Training: At No.1 ITS he was described as follows: "Should make a good pilot. Very eager and enthusiastic airman who has an obsession for aviation and adventure. Bright, keen and very determined hard-working boy with a will to succeed." These comments are difficult to reconcile with his standing in the class - 101 out of a course of 112. His subjects and marks were as follows: Mathematics (50/100), Armament (77/100), Signals (100/100), Hygiene and Sanitation (36/40), Drill (85/100), Law and Discipline (54/60).

At No.11 EFTS he flew Fleet Finch aircraft (39.25 dual, 51.45 solo plus 7.30 on instruments (total of 98 hours 40 minutes) and 10 hours five minutes in Link. "He is slow to learn but once he has something he is good at it, and is a very keen worker, always working to improve his flying. On the long run he should be a real good pilot. Likes aerobatics and is only fair on instrument flying." (P.M. Boisvert, Chief Flying Instructor). Ground courses and marks were as follows: Airmanship (128/200), Airframes (51/100), Aero Engines (67/100), Signals, Practical (100/100), Theory of Flight (70/100), Air Navigation (147/200), Armament, Oral (144/200). Deemed unsuitable for commission. Chief Supervisory Officer wrote, "Just average ability. Rather weak but has a likeable character. Conduct good." Graduated 26th in a class of 26.

At No.8 SFTS, flew Ansons (51.50 day dual, 50.30 day solo, 2.20 night dual, 7.45 night solo plus 21.30 on instruments and 21.20 in Link. "Just average clear hood and instrument. had some difficulty with navigation exercises and will bear watching." Graduated 40th in a class of 40. "Recommended for fighter duty due to his difficulty with navigation."

Logbook notes: His first flight was 22 February 1941 (Fleet Finch 4676, Mr. Dexter), one hour. He had solo checks on 2 March and 5 March 1941, finally going solo the later date (20 minutes); he had logged 14 hours 30 minutes dual before going solo. He flew solo cross-country flights on 2 April 1941 (Cap de la Madeleine to Lac la Tortue and back, Finch 4676, 25 minutes each way)

and with Mr. Dexter on 3 April 1941 (same plane, Lac la Tortue to Lac Beauport and back, 1.15 going out and 1.05 coming back). He flew two more cross-country flights on 16 April 1941, first with Mr. Dexter (Cap de la Madeleine to Windsor Mills and back, 4676, one hour 50 minutes) and then solo, Finch 4614, same route, two hours. His final EFTS flight was on 20 April 1941.

His first flight at SFTS was 6 May 1941 (Sergeant Elliott, 75 minutes, Anson 1894). He soloed on Ansons on 14 May 1941. On 15 July 1941, having completed a navigation test, the Chief Navigation Officer (name looks like "F/O Williamson") wrote, in red ink, "This pilot has not sufficient navigation ability at present, to be considered suitable for navigational duties." An undated red-ink entry (probably at the end of July 1941) read, "Experienced some difficulty in navigation. Will require careful supervision in all branches" (F/L Bryant).

His training at No.19 OTU was actually with the Blind Approach School, Watchfield (6-13 October 1941) where he flew 16 hours plus 4.45 in Link. He commenced advanced OTU flying on 20 October 1941 (Whitley K9017, P/O Mansbridge) and went solo on the Whitley on 31 October 1941. All his OTU flying was on Whitleys, concluding 9 February 1942; he was introduced to the Wellington only on 7 March 1942 when he was with No.419 Squadron (40 minutes dual with S/L Reid, then 20 minutes solo, Wellington Z3201). He flew much on exercises and operations as second pilot; not until 24 April 1942 did he again fly as captain on a Wellington when he logged one hour of local flying. However, his first flight with No.101 Squadron (8 June 1942, M/101, X3646) was as captain and he continued to fly as captain thereafter.

The website "Lost Bombers" has the following on the loss of his aircraft: Wellington BJ689, No.101 Squadron (SR-O), target Saarbrücken, 19/20 September 1942. Airborne from Stradishall. Crashed at Novion-Porcien (Ardennes), 12 km NNE of Reims, France. Crew consisted of P/O E.A.F. De Bartok, DFC, RCAF, Flight Sergeant P.F.Brawley, RCAF, Sergeant C. Drury, Sergeant R.A.Haskins, Sergeant J.E.Bailey and Sergeant J.L.Dyhouse, all killed.

Public Record Office Air 50/204 has following Combat Report for 23 August 1942, Wellington BJ689, O/101, target Emden. Action occurred ten miles southwest of Leeward, 1245 hours, 5,000 feet, indicated air speed 150; no cloud in vicinity and good visibility.

Me.109 approached from port quarter about 1,000 feet above, dived at our aircraft, opening fire at 800 yards with cannon. It closed and flew over our aircraft 100 feet above, then peeled off to starboard and repeated attack from starboard, alternating eight times. On the ninth attack the enemy aircraft flew parallel on port side about 1,500 feet above, then made half roll and dived as our aircraft was banking but holding course.

The enemy aircraft started to fire on completion of the half roll. Our aircraft turned in towards the attack, causing the enemy aircraft to overshoot to starboard.

Enemy aircraft then repeated former tactics. Rear gunner [Sergeant J.E. Bailey] replied to most of the attacks, when his guns were not jammed.

Evasive action was taken by steep turns in towards each attack and by diving. The combat started at 1,500 feet and continued at 1,000 feet

After the last attack our aircraft gained cloud cover by a steep climb. On this last approach enemy aircraft did not fire, evidently being out of ammunition. He then peeled off astern. Rear gunner, Sergeant Bailey, got in a five second burst and saw pieces fall off the enemy aircraft's port wing. No damage caused to our aircraft and no casualties.

Crew: Captain, Flight Sergeant de Bartok; Observer, Sergeant Drury; WOP, Sergeant Haskins; Front Gunner, Sergeant Dyhouse; Rear Gunner, Sergeant Bailey.

* * * * *

DE BECK, F/O Henry Keary (J23714) - **Distinguished Flying Cross** - 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 20 October 1916 in Vancouver. Home in Victoria, British Columbia; seasonal logger from 1934 to 1939; worked in wood gluing of Moore-Whittington Sawmills, 1939-1940; employed as "Grazing Assistant" in British Columbia Department of Forestry; one month Army Service Corps early in 1940; enlisted in Vancouver, 31 March 1942. Granted leave without pay until 4 May 1942 when posted to No.3 Manning Depot. To No.7 SFTS for non-flying duties, 22 June 1942. To No.4 ITS, 15 September 1942; to No.2 AOS, 10 October 1942 (graduated and commissioned 5 February 1943). To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Attached Sidmouth, 10 April 1943. Attached No.50 Group Pool, 14 May 1943. To No.9 (Observers) AFU, 21 June 1943. To No.81 OTU, 3 August 1943. Promoted Flying Officer, 5 August 1943. To No.11 Base, 27 October 1943 and assigned to No.1656 Conversion Unit. To No.625 Squadron, 20 March 1944. To No.1666 Conversion Unit, 20 July 1944 to instruct. Promoted Flight Lieutenant, 5 February 1945. Repatriated to Canada, 9 February 1945. Released 4 April 1945. Became an Assistant Forest Agrologist, British Columbia Department of Lands and Forests. Died in Kamloops, British Columbia, 9 April 1957 as a result of accident on the job. . RCAF photo PL-33534 (ex UK-16079 dated 26 October 1944) taken while instructing at Heavy Conversion Unit, clearing up navigation section offices. Photo

PL-35282 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 12 July 1944 when he had flown 30 2/3 sorties (155 hours), 22 March to 6 July 1944. Appears to have been in same crew as FS C.E. Callas.

9 April 1944 - Villeneuve St..George - Target bombed; aiming point photographed.
10 April 1944 - Aulnoye (1/3) - Target bombed; photograph of target.
18 April 1944 - Rouen - Target bombed.
20 April 1944 - Cologne - Target bombed.
22 April 1944 - Dusseldorf - Target bombed; photograph of target.
24 April 1944 - Karlsruhe - Starboard inner feathered on way to target. Attacked by fighters twice.
26 April 1944 - Essen - Target bombed.
27 April 1944 - Friedrichshafen - Target bombed. Attacked by Ju.88. No combat through evasive action. No damage. Photograph of target.
30 April 1944 - Maintenon (1/3) - Target bombed; aiming point photograph.
1 May 1944 - Lyons - Target bombed.
3 May 1944 - Mailly-le-Camp - Target bombed. Aiming point photograph. Four fighter attacks.
7 May 1944 - Bruz - Target bombed; photograph of target.
9 May 1944 - Merville - Target bombed; photograph of target.
10 May 1944 - Dieppe - Target bombed. Photograph 200 yards from aiming point.
15 May 1944 - Kiel Bay - Mines successfully laid within 200 yards.
24 May 1944 - Dunkirk - Target bombed.
31 May 1944 - Tergnier - Target bombed. Extreme weather conditions. Photograph 110 yards from aiming point.
5 June 1944 - Crisbecq - Target bombed.
6 June 1944 - Vire - Target bombed; photograph of target.
7 June 1944 - Foret de Cerisy - Target bombed.
10 June 1944 - Acheres - Target bombed.
12 June 1944 - Gelsenkirchen - Target bombed; photograph of target.
14 June 1944 - Le Havre - Target bombed; aiming point photographic result commended.
15 June 1944 - Boulogne - Target bombed.
22 June 1944 - Reims - Target bombed.
24 June 1944 - Les Hayons - Target bombed. Hit several times by anti-aircraft fire. Aiming point photograph.
25 June 1944 - Liegescourt - Target bombed; aiming point photograph.
27 June 1944 - Vaires - Target bombed. Attacked by Ju.88. Aiming point photograph.
29 June 1944 - Siracourt - Target bombed; aiming point photograph.
4 July 1944 - Orleans - Target bombed; photograph of target.

5 July 1944 - Dijon - Target bombed; aiming point photograph.

6 July 1944 - Foret de Croq - Target bombed; aiming point photograph.

A most able and gallant aircrew member, Flying Officer de Beck, a Canadian, has now completed his first tour of operations. He has completed 30 2/3 sorties and 155 hours flying as navigator in a very gallant Lancaster crew and has taken part in attacks on may strongly defended targets including Dusseldorf, Essen, Friedrichshafen and Gelsenkirchen.

He is completely at ease in the air despite severe enemy opposition and has always continued with his own duties with a coolness and determination worthy of the highest praise. His complete cooperation with his Captain and Air Bomber have contributed in no small degree to the outstanding successes obtained by his crew.

He has had on occasions to navigate under most trying and difficult weather conditions but his ability and accuracy have always brought the aircraft to its target.

His cheerfulness has inspired the confidence of all who have flown with him in particular whilst acting as an experienced navigator to crews on their initial operational sortie. He has at all times shown commendable courage and devotion to duty and I consider he fully merits the award of the Distinguished Flying Cross.

Notes: On 5 February 1945 at repatriation he signed a form stating he had flown 152.25 operational hours and 206.05 non-operational hours. Flying times and types given as Tiger Moth (19.40), Anson (47.35), Whitley (67.45), Halifax (42.25), Lancaster (176.50) and Oxford (4.15).

Training: Course at No.2 AOS was 11 October 1942 to 5 February 1943. Flew in Anson aircraft (40.30 as first navigator by day, 36.00 as second navigator by day, 27.05 as first navigator by night, 9.35 as second navigator by night). Courses in Navigation, air work (492/700), Photography, work (89/100), Elements of Navigation (398/500), Magnetism and Compasses (86/100), Instruments (40/50), Signals, practical (95/100), Signals, written (46/50), Maps and Charts (30/50), Meteorology (77/100), Photography (41/50), Reconnaissance (39/50), Armament (41/50). Placed 8th in a class of 24. "A neat worker. Has a good understanding of ground subjects."

Course at No.81 OTU was 3 August to 7 October 1943. Prior to that he had flown in Anson

aircraft (six hours by day, 2.55 by night). At OTU he flew in Whitleys (29.15 by day, 38.30 by night). Exercises in Infra-Red Photography (eight attempts but only two successful); no night flash or GEE photography. Many exercises in Astro Plotting ("very good in theory, good in air") and Loop Fixes ("very good"). Took GEE ground courses including 15 hours in "manipulation"). Described as "A keen, hard worker who has shown steady improvement. His plotting and D.R. need watching. Should prove a competent navigator. Assessment - Good." (S/L J. Lewis).

* * * * *

DE BOW, F/O Everett Saunders (J21418) - **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 24 September 1918 in Forest Glen, New Brunswick. Home in Elgin, New Brunswick (truck driver); enlisted in Moncton, 15 June 1940 in wireless mechanical trade. Posted to No.2 SFTS, 24 August 1940. To No.1 WS, 16 September 1940. To "K" (whatever that is), 28 April 1941. Promoted Leading Aircraftman, 1 October 1941. Remustered for aircrew, 28 February 1942 and reverted to AC2. Posted to No.3 ITS, 28 February 1942; graduated 1 April 1942 when promoted to LAC again, but may not have left the school until 24 April 1942 when posted to No.17 EFTS; may have graduated 31 July 1942 but not posted to No.8 SFTS until 10 August 1942; graduated and commissioned 4 December 1942. To No.1 GRS, 11 December 1942; to No.31 OTU, 14 May 1943. Posted to "Y" Depot, Halifax, 29 August 1943; to RAF overseas, 12 September 1943. Repatriated 15 January 1945. Released 28 March 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 11 September 1944 when he had flown 39 sorties (192 hours 25 hours), 18 April to 27 August 1944.

Flying Officer De Bow has completed 39 sorties over enemy territory, many of which were over heavily defended targets such as Dusseldorf, Karlsruhe, Aachen, Stuttgart and Kiel.

He rapidly earned the full confidence of his crew and set himself up as one of the best Captains in his flight. The courage and determination which he at all times showed on operations and the ability displayed in carrying out his duties, I feel, fully deserve the award of the Distinguished Flying Cross.

The sortie list was as follows:

18 April 1944 - Paris (5.25)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (3.45)

24 April 1944 - Karlsruhe (7.45)
30 April 1944 - Somaine (5.05)
9 May 1944 - St. Valerie en Caux (4.35)
10 May 1944 - Gardening (4.40)
12 May 1944 - Gardening (3.40)
24 May 1944 - Aachen (4.45)
27 May 1944 - Bourg Leopold (5.30)
31 May 1944 - Au Fevre (4.50)
5 June 1944 - Houlgate (4.55)
6 June 1944 - Conde sur Noireau (5.55)
8 June 1944 - Mayenne (5.45)
10 June 1944 - Versailles (5.55)
12 June 1944 - Arras (4.45)
14 June 1944 - Cambrai (4.40)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (3.55)
21 June 1944 - Oisemont (4.40)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (4.05)
6 July 1944 - Siracourt (4.30)
8 July 1944 - Gardening (6.45)
12 July 1944 - Bromont (4.20)
14 July 1944 - Anderbelk (3.05)
17 July 1944 - Gardening (5.05)
18 July 1944 - Wesseling (5.05)
20 July 1944 - Ferme de Grand Bois (3.20)
24 July 1944 - Gardening (6.05)
25 July 1944 - Stuttgart (8.50)
3 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Aiming Point 28 (4.10)
15 August 1944 - Melbroek Aerodrome (3.55)
16 August 1944 - Kiel (5.20)
18 August 1944 - Connantre (6.05)
25 August 1944 - Point Robert (5.35)
27 August 1944 - Mimoyecoues (3.05)

* * * * *

DE CHAMPLAIN, WO (now F/O) Joseph Paul Emile (R113044/J90743) - **Netherlands Flying Cross**

- No.437 Squadron (AFRO gives unit only as "Overseas") - Awarded 1 January 1946 as per **London Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 16 October 1919. Home in Legal, Alberta; enlisted in Edmonton, 24 June 1941. Posted to No.2 ITS, Regina, 1 September 1941. Graduated and promoted LAC, 26 October 1941 when posted to No.2 EFTS. To No.10 SFTS, 20 December 1941. Ceased training, 5 March 1942. Posted 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 but not posted out until 28 December 1942 when he went to No.31 OTU. To "Y" Depot, 12 April 1943. Promoted Flight Sergeant, 7 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.1 (Coastal) OTU, 12 August 1943. To No.2 Personnel Despatch Centre, 7 October 1943. To No.48 Squadron, 14 October 1943. Arrived Gibraltar, 23 October 1943. Promoted WO2, 7 December 1943. To United Kingdom, 21 February 1944. Attached to Bircham Newton, 23 February to 6 March 1944. Promoted WO1, 7 June 1944. Commissioned with effect from 5 August 1944 as per Appointments, Promotions and Retirements Order dated 26 December 1944. Posted from No.48 Squadron to No.437 Squadron, 14 September 1944. Reported missing, 21 September 1944 (Dakota KG376, pannier dropping). Safe in United Kingdom, 12 October 1944. To No.45 Group, Dorval, 14 January 1945. Promoted Flying Officer, 5 February 1945. To Station Dorval, 16 August 1945. Released 4 October 1945. Died in Calgary, March 1982 as per **Legion Magazine** of July 1982. Public Records Office Air 2/9642 has recommendation.

On the 18th September 1944, Warrant Officer De Champlain, a wireless operator, participated in a successful glider operation. Again on the 21st September he was detailed to deliver supplies to our forces. Whilst approaching the dropping zone the aircraft sustained damage and it was necessary to go over the target a second time; the supplies were dropped in the correct zone. On the return flight the aircraft was attacked by enemy fighters and two of the despatchers were wounded. Warrant Officer de Champlain immediately rendered first aid. Whilst so doing Warrant Officer de Champlain was injured and the aircraft was set on fire and had to be abandoned. Throughout, this airman displayed high courage and fortitude and succeeded in returning to our lines.

RCAF Press Release No. 7070 dated 20 October 1944 (by F/O A.F. Tinsley) read as follows:

WITH A RCAF TROOP CARRIER SQUADRON: --- A vivid picture of the dangers which the troop and freight-carrying Dakotas of the RCAF Husky squadron face on their low-level operations over the Lowlands battlefields, was given when the skipper and wireless operator of one aircraft returned to their base in Britain after baling out over Holland.

The aircraft, on a mission to drop supplies to the ground forces, was struck by flak on its first run over the designated spot, and all the supply panniers could not be dropped because one of the despatchers---men detailed to unload the panniers --- was wounded.

The skipper, Flying Officer G.P. Hagerman, of Mallorytown, Ontario, made a second run and this time the drop was successfully completed. The Dakota turned, climbed above the clouds and headed for home.

Suddenly six or seven Focke-Wulf 190's in line astern attacked the aircraft. Hagerman made for the protection of the clouds, but the first of the FW's attacked with cannon fire while the Dakota's wireless operator, Warrant Officer J.P. De Champlain, of Legal, Alberta, and the navigator were tending the wounded despatcher. The navigator and despatcher were killed, presumably by cannon fire.

The port engine caught fire, the windscreen was smashed and the intercommunication system went unserviceable. The second pilot was sent back to warn the crew to prepare to bale out, and a few minutes later, fire broke out in the fuselage. The crew were ordered to jump, and Hagerman baled out thorough the emergency escape hatch. He landed uninjured, but WO. De Champlain suffered a slight leg wound. Two injured despatchers and one uninjured despatcher came to earth near the town of Veghel, where the Dutch inhabitants provided them with a horse and buggy to drive them to Veghel. There, the two injured Canadians were admitted to hospital, while contact was made with U.S. airborne troops and the uninjured despatcher proceeded to Brussels.

Later the despatcher visited the crashed aircraft, in the wreckage of which were three bodies---presumed to be those of the second pilot, the navigator and one despatcher.

* * * * *

DE COCK, Corporal Ferdinand Francois Joseph (R86288) - **Mention in Despatches** - No.425 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Oak Lake, Manitoba, 19 March 1916. Home in Winnipeg (odd jobs 1932-1936, butcher's helper and delivery man, 1936-1937, apprenticed jewellery setter, 1937-1941; enlisted there 3 January 1941 as Instrument

Repairman. Posted to No.1 Manning Depot, 19 March 1941. To School of Technical Training, St. Thomas, 25 April 1942; promoted AC1, 30 August 1941. To No.7 BGS, 3 September 1941. To No.8 BGS, 5 October 1941. Promoted LAC, 30 November 1941. To No.3 Repair Depot, 19 March 1942. Promoted Corporal, 1 July 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 25 September 1942; disembarked in Britain 9 October 1942. To No.425 Squadron, 26 October 1942, serving with that unit in Britain and North Africa. Attached to No.12 School of Technical Training, 3-12 December 1943 and again 6-13 January 1944. To No.62 Base, 12 August 1944. Repatriated via Debert, 15 June 1945. Released 9 September 1945. Died in 1983 as per **Airforce Magazine** of December 1983. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944 when he had served 22 months in Canada, 22 months overseas.

Enlisting in January 1941, and appointed to his present trade in July 1942, Corporal De Cock is Instrument Repairer in charge of "A" Flight of this squadron. He served 20 months in Canada, six months in North Africa and sixteen months in England. Throughout his service career, both in this country and in North Africa, this Non-Commissioned Officer has displayed outstanding ability and persistent energy in his work. On numerous occasions his tireless devotion to duty has made possible the release of unserviceable aircraft for operational duties.

* * * * *

DE COURCY, S/L Thomas Joseph (J17641) - **Distinguished Flying Cross** - No.443 Squadron (deceased) - Award effective 26 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 2 August 1921, Mitchell, Ontario, only son of Thomas and Beatrice de Courcy (sisters Mary and Colleen born 1927 and 1932 respectively). Educated at St. Anthony Separate School and Assumption College. Enlisted (R67815) in Windsor, Ontario, 7 September 1940 as Wireless Operator (Ground) and posted to No.2 Manning Depot, Brandon. To No.32 SFTS, Moose Jaw for General Duties, 26 October 1940 to 5 February 1941. Recommended 8 February 1941 that he be remustered to pilot; posted that date to No.2 Manning Depot, Brandon, where he waited until 5 May 1941; posted that date No.2 ITS, Regina. Graduated and promoted LAC, 8 June 1941; posted next day to No.16 EFTS, Edmonton; may have graduated 27 July 1941 but not posted to No.10 SFTS, Dauphin until 8 August 1941. Inspected 21 October 1941 at No.10 SFTS, Dauphin; described as "Rough on aerobatics. No outstanding faults in flying but lacks considerable knowledge of engine controls." Awarded pilot's flying badge, 24 October 1941 and promoted to Sergeant. To "Y" Depot, 26 October 1941. Embarked for overseas, 12 November 1941; arrived 23 November 1941. Further trained at No.59 OTU, 18 December 1941 to 30 April 1942. **7 February 1942**: seriously injured in a motor vehicle accident (passenger); collision in blackout. Taken on strength of No.118 Squadron, 30 April 1942. **1 October 1942**; promoted to Flight Sergeant with effect from 24 April

1942; **24 October 1942**: promoted to Warrant Officer, Second Class; **20 November 1942**: Spitfire Vb EH953 with 160 hours 20 minutes on airframe; engine 70769/280997 had 164 hours five minutes and had been installed on airframe 12 May 1942; making practice attacks while with No.118 Squadron (Bere Regis, Dorset). "The engine was running normally for about half an hour and I had just finished a practice attack and pulled away to one side when the engine cut. There was no warning and the R.P.M. gauge registered Nil. The engine temperature and pressure remained normal; fuel pressure light remained off. I knew my position and decided to try and make Warmwell. I was at 6,000 feet but soon realized I wasn't going to make it. I tried switching on and off, closed throttle and pitch levers, rocked aircraft violently fore and aft. I landed with wheels up in a meadow. I did not jettison the range tank and used flaps. I put a guard on the plane, telephoned Warmwell and went back to the plane. No fire resulted." **29 January 1943**; slightly injured at Station Coltishall in accident involving Martinet HP138; taking off to tow a drogue, propeller in course pitch; aircraft struck a tree, hit ground and burned; **24 April 1943**: promoted to Warrant Officer, First Class. Commissioned (J17641) 20 May 1943. Taken in strength of No.421 Squadron, 1 June 1943. **15 June 1943**: Assessed by F/L J.B. Shepherd (Flight Commander): "Exceptionally keen type and very good fighter pilot. One of the mainstays of my flight, and on occasions led same. Before his posting from this unit he had been recommended for a commission." **20 November 1943**: promoted to Flying Officer; **8 March 1944**: posted to Grangemouth; **31 March 1944**: Assessed by F/L E.L. Gimbel, No.421 Squadron: "An experienced operational pilot just completed a long tour with this and other squadrons. Done an excellent job but I don't think he has had enough chance to prove his real worth. He was well liked by this unit and should go far." **8 May 1944** - pilot of Master II EM355, with F/O R.A. Miller (RAF) making practice landings at No.3 FIS, Grangemouth; four landings made and then Miller took controls. Engine failed at 300 feet; crash-landed in a field; de Courcy hospitalized ten days; **23 June to 12 September 1944**: on strength of No.53 OTU; **23 September 1944**: posted to No.421 Squadron; **8 January 1945**: promoted to Flight Lieutenant; **5 April 1945**: taken on strength of No.443 Squadron with rank of Squadron Leader. Killed in automobile accident (driving in heavy rainstorm, struck a tree), 7 June 1945, near Trelde (20 miles southwest of Hamburg). Credited with the following victories during his career: **20 June 1942**, one FW.190 damaged (No.118 Squadron); **19 August 1942**, one Do.217 damaged (No.118 Squadron); **20 December 1943**, one FW.190 destroyed (No.421 Squadron); **27 September 1944**, one Bf.109 damaged (No.421 Squadron); **20 December 1944**, one Bf.109 destroyed (No.421 Squadron); **25 April 1945**, one Ju.87 damaged and one unidentified enemy aircraft damaged (both on ground with No.443 Squadron); **3 May 1945**, one Ju.88 destroyed (shared with another pilot, No.443 Squadron). RCAF photo PL-43921 (ex UK-21070 dated 5 May 1945 has following caption: "News of home in Sydney, Nova Scotia is given three RCAF prisoners of war just returned to Great Britain by F/L Thomas de Courcy, left, and S/L James Lovelace, DFC. All five are from Syney. The interested audience in the centre are three airmen who were prisoners of war in Germany. The are WOs William A.M. MacDonald and Percy Guam, and F/O E. O'Reilly," . RCAF photo PL-43922 (ex UK-21071 dated 5 May 1945 is captioned as follows:

"Three Canadian airmen from Sydney, Nova Scotia who were together as prisoners of war in Germany and separated during forced marches through Germany meet two friends from home on their arrival in Great Britain. S/L James Lovelace, DFC and F/L Thomas de Courcy, right, welcome the three returned from Germany. Left to right the three are F/O E. O'Reilly, WO W.A.M. Macdonald and WO Percy Gaum."

Squadron Leader De Courcy has participated in a very large number of varied sorties. He has invariably displayed a high degree of skill and courage and throughout his devotion to duty had been unfailing. In April 1945, this officer led the squadron in an operation against the airfields at Schwerin and Neudstadt where numerous aircraft and much mechanical transport were most effectively attacked. By his skilful leadership Squadron Leader De Courcy has contributed materially to the success achieved. In air fighting this officer has been responsible for the destruction of three enemy aircraft.

NOTE: Public Record Office Air 2/9086 has recommendation drafted 26 April 1945, apparently by W/C J.F. Edwards, when he had flown 287 sorties (420 sorties).

Squadron Leader De Courcy has completed 420 operational hours, during which he has destroyed three enemy aircraft and damaged two others. He has shown keenness and reliability at all times and especially when leading his squadron attacks against motor transport, locomotives and enemy aerodromes.

On April 25th, 1945, Squadron Leader De Courcy led his squadron on two armed reconnaissances resulting in attacks on Scherin and Neustadt aerodromes. The squadron score on these attacks was four enemy aircraft destroyed and 14 damaged on the ground. The squadron also attacked ground targets scoring 13 destroyed and 15 damaged in motor transport.

Also on 26 April 1945, Group Captain P.S. Turner wrote:

I strongly concur with this recommendation. This officer is a natural leader with a high sense of duty and courage. The squadron under his leadership has become the crack squadron of this Wing leading the others in MET destroyed, [and] bombs dropped with good effect. This is solely due to his personal efforts and do most strongly recommend that he be awarded an immediate Distinguished Flying Cross.

* * * * *

DE GRACE, F/L Robert Forrest (J23138) - **Mention in Despatches** - No.160 Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. American, born 25 July 1918; home in Seattle, Washington. Enlisted in Vancouver, 30 January 1942 and posted to No.1 MD. To No.3 SFTS, Calgary, 27 March 1941 (non-flying duties); to No.4 ITS, 9 May 1941; course completed 3 July 1942); posted to No.6 AOS 4 August 1942; to No.1 CNS, 12 September 1942; to No.7 BGS, 4 December 1942 (graduated and commissioned 22 January 1943). To No.1 GRS, 24 January 1943. To No.160 (BR) Squadron, 11 June 1943. Promoted Flying Officer, 22 July 1943; promoted Flight Lieutenant, 1 August 1944; promoted Squadron Leader, 1 May 1945. To "Y" Depot, 12 June 1945 but overseas posting cancelled. To Release Centre, 16 September 1945; retired 27 September 1945.

This officer's skill, courage and devotion to duty as a navigator have contributed much to the success achieved by the squadron. As navigation leader he has done exceptionally good work and has set a splendid example of efficiency both in the air and on the ground. His repeated development of new ideas, modifications and training schemes have been of exceptional value in bringing the navigation in his squadron to its present high standard.

* * * * *

DE LA HAYE, S/L Alphonse Leopold (J2938) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 28 April 1944 as per **London Gazette** dated 5 May 1944 and AFRO 1186/44 dated 2 June 1944. Born 1 November 1916 at Ashford, Kent. Home in Vancouver, British Columbia; enlisted in Vancouver, 13 April 1940. To No.ITS, 29 April 1940. Graduated 23 May 1940 and posted to Vancouver Aero Club; posted to No.1 SFTS, 20 July 1940; completed first portion of course on 18 September 1940 and second portion 2 November 1940. Commissioned 6 November 1940 when posted to Central Flying School for course. To No.7 SFTS, Macleod, Alberta, 7 January 1941. Promoted Flight Lieutenant, 1 March 1942. Posted to Ferry Command for duties, April 1942. Between 4 May and 10 May 1942 he took Hudson FH287 to Britain, remaining there for operational duties. To No.7 Personnel Reception Centre, 22 June 1942. To No.6 (Observer) OTU, Harrowgate, 11 August 1942 for special General Reconnaissance course, To No.2 (Coastal) OTU, 8 September 1942. To No.404 Squadron, 24 December 1942. Promoted Squadron Leader, 26 June 1943. To Repatriation Depot, 10 April 1944. Repatriated to Canada, 12 April 1944. To War Staff College, 16 June 1944. To Central Flying School Trenton, 27 August 1944. To No.1 Training Command Headquarters, 26 October 1944. To Central Flying School again, 1 November 1944. To No.2 Air Command, 1 February 1945. Release 13 April 1945. Became a municipal accountant. Accepted postwar commission, 24 September 1950, in rank of Flying Officer (50225) with No.2442 Aircraft Control and Warning Unit, Sea Island. Promoted Flight Lieutenant, 1 June 1951. To No.19 Auxiliary Wing Headquarters, 19 January 1952. Transferred to Regular Force, 27 July 1952 in Fighter Control Branch, reverting to Flying Officer.

To No.1 Officer School, London, 8 September 1952. To No.32 Aircraft Control and Warning Squadron, Foymount, 15 November 1952. To Canadian Joint Staff, Washington, 12 February 1953. To No.5 Air Defence Control Centre, Vancouver, 18 April 1953. To Air Defence Command Headquarters, St. Hubert, 7 August 1954. Promoted Flight Lieutenant, 15 October 1955. To Canadian Joint Staff, Washington, 11 July 1957, from where he was attached to Western Air Defence Forces, Hamilton Air Force Base, California. To No.3 Aircraft Control Centre, Edgar, 15 July 1959. To Air Defence Command Headquarters, St. Hubert, 21 August 1961. Promoted Squadron Leader, 1 January 1962. Retired 1 November 1965. Died at Schelt, British Columbia, 8 November 1987 as per **Airforce Magazine** of July-August-September 1988..

An outstanding flight commander, this officer has displayed great administrative ability and has set a splendid example of fearlessness and devotion to duty. He has taken part in many operational sorties and destroyed one enemy aircraft. In November 1943, while on the return flight following an attack on enemy shipping, an aircraft in his formation was forced to alight on to the sea. Squadron Leader De La Haye circled the dinghy for an hour until an air/sea rescue launch arrived. Later in the same month this officer was on patrol over the Norwegian coast when about 200 miles from base he was overcome by alcohol fumes from a leaking anti-icer. On the windscreen he gave his navigator instructions to assist him which enabled him to reserve his strength and fly the aircraft safely back to base.

Notes: Credited with 34 sorties (120 operational hours). Application for Operational Wing dated 18 April 1944 stated he had flown 34 sorties (119 hours 40 minutes), 14 October 1942 to 8 February 1944.

Selected Assessments: "Well qualified in the organization and administration of the flight under his command. Below average ingenuity and initiative. Above average appearance." (W/C C.A. Willis, No.404 Squadron, 23 February 1944 when he had flown 1,339 hours 45 minutes (62.25 in past six months).

Training: Course at No.1 ITS was 29 April to 23 May 1940. Courses in Mathematics (73/100), Armament, practical and oral (78/100), and Law and Discipline (71/100).

Course at Vancouver Aero Club was 27 May to 22 July 1940. Flew 26.45 dual and 25.05 solo. Ground courses in Airmanship (1281/200), Airframes (168/200), Aero Engines (115/200), Signals, practical (49/5/50), Theory of Flight (95/100), Air Navigation (182/200). Placed fourth in a class of six.

First part of course at No.1 SFTS was 22 July to 16 September 1940. Flew Yale (10.25 day dual,

16.15 day solo, 1.00 night dual, 30 minutes night solo) and Anson (17.20 day dual, 17.25 day solo, 1.00 night dual, 25 minutes night solo) with five hours in Link. Courses in Airmanship (134/200), Armament, written (62/100), Armament ,practical (59/100), Air Navigation (179/200) and Signals (50/50). Second part was 16 September to 2 November 1940 on Yale or Harvard - 12.00 day dual, 36.15 day solo, 1.45 night dual, 1.15 night solo plus 2.45 in Link. Also did dive bombing. Courses in Air Navigation (153/200), Reconnaissance and Photography (90/100), Armament (128/200). "Very keen and enthusiastic. Should do well." Placed fourth in a class of 37.

* * * * *

DE LA PAULLE, F/L Jacques Andre Hubert (J8964) - **Distinguished Flying Cross** - No.422 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944. Born in New York City, 13 September 1921. Home in Washington, D.C. Educated in France, returned there in 1940 to serve with United States Ambulance Corps (awarded Croix de Guerre). Joined RCAF in Montreal, 17 April 1941. Trained at No.2 ITS (graduated 27 June 1941), No.19 EFTS (graduated 1 September 1941) and No.12 SFTS (graduated 21 November 1941). Further trained at Charlottetown and Debert. Assigned to Ferry Command, 13 May 1942. Departed Montreal, 31 May 1942 with Hudson FH454., arriving in United Kingdom 4 June 1942, where he joined No.423 Squadron. Forced down in Bay of Biscay, 3 September 1943 following engine trouble; back in UK five days later. To an RAF Coastal OTU, 1944. Repatriated to Canada in December 1944, working with No.45 Group. Left RCAF in September 1945 and moved to Washington, D.C. Died in Mallorca, Spain, 20 January 2000. Photo PL-34010 shows him. Photo PL-33315 (ex UK-14840) dated 2 October 1944 has the following caption: "F/L Jack de la Paulle, DFC, Croix de Guerre, who went to France on leave for a hectic five days, rode into Paris with the liberating U.S. Army, cycled to his pre-war hunting lodge to inspect the property, and four Germans surrendered to him. These he handed over to the FFI."

Flight Lieutenant De La Paulle has completed a tour of operational duty throughout which he has displayed fine leadership, great courage and fortitude. On many occasions he has completed his mission in very adverse weather. On one occasion through engine failure this officer was forced to bring his aircraft down to the sea. He swam to a punctured dinghy, which later he repaired. During the following three and one-half days, before being rescued, his cheerfulness and confidence did much to sustain the high morale maintained by his crew in the dinghies.

RCAF Press Release 2686 dated 5 January 1944 has an extended account of this incident:

With the RCAF Overseas: After three and a half days spent in rubber dinghies,

tossed around on a rough sea with barely sufficient rations to keep them alive, the entire crew of an RCAF Sunderland flying boat of Coastal Command has been rescued. Their aircraft crashed into the Bay of Biscay during an anti-sub patrol. Details have just been revealed.

A major factor contributing to the rescue were twelve Mae Wests which the RCAF crew tied together and trailed in a long line astern of their two dinghies to increase their chances of being sighted from the air. A United States Liberator spotted them and called an RAF Sunderland to effect the rescue. Before landing on the rough ocean, the rescue plane jettisoned its depth charges and dropped an emergency kit.

Sharks, stirred into action by the depth charge explosions, kept circling the life rafts and even followed F/L J.A. De La Paulle, skipper of the RCAF flying boat, when he swam out to bring back the ration kit.

"I know sharks when I see them, and these certainly were sharks all right," exclaimed De La Paulle, back with his squadron. "We were constantly afraid that one of them might hit our dinghy with his dorsal fin. If that had happened, we wouldn't be here today."

A 22-year old Yank in the RCAF who won the Croix de Guerre for bravery shown while driving an American ambulance before the fall of France, De La Paulle lives at 4884 MacArthur Boulevard, Washington, D.C. His second pilot, another Yank flying with the RCAF, was F/O R.H. Freer, 9 Beaumont Avenue, Catonville, Maryland. Five Canadians and five Englishmen completed the Sunderland's crew.

The Canadian survivors, all rescued, were Flight Sergeant D.J. Wells, Raymond, Alberta, third pilot; Flying Officer Alexander Belton, Ardill, Saskatchewan, first navigator; WO2 A.W.T. Joyce, 448 Maple Avenue, Hamilton, Ontario, second navigator; WO2 R.D. Jollymour, 86 Seventh Street, New Westminster, B.C., WOP/AG; and WO2 Earl Hiscox, 14 Fairview Avenue, Hamilton, Ontario, WOP/AG.

De La Paulle's crew flying "P for Peter" was on a hunt for U-Boats in the Bay of Biscay when its starboard outer engine caught fire. The starboard inner engine then failed, due to broken fuel pipe lines, and the crew began to prepare for ditching.

When jettisoning action couldn't be taken, Warrant Officer Joyce tore the electrical fusing wires away from the aircraft's depth charges. Three SOS signals were flashed out as De La Paulle brought his flying boat down.

A pigeon was released but the bird was seen to be either hurt or confused, as it flew out the bomb door. The crew tossed two dinghies into the sea but almost didn't have time to get out of the flying boat before it sank. Second pilot F/O Freet was up to his neck in water before making his escape.

One of the dinghies, torn by a piece of jagged duraluminum was eventually inflated with the aid of a small plug and hand bellows. Part of the emergency rations were lost during the escape and the skipper ordered strict conservation of what food and water supplies remained.

"We planned to make our rations last for twelve days if necessary," De La Paulle explained. "So we all went without water during the first day. Each man, on each day following, was allowed one tablespoon full of water, a piece of chewing gum, and one malted milk tablet for breakfast, one for lunch and another for supper."

The men dried wet clothes during the first day and erected a sail whenever the wind was favourable. They had a good idea of their position and even obtained some indication of their rate of drift by dropping pieces of paper overboard and timing them for an estimated distance astern.

All of the crew were confident they would be rescued but their hopes began to fall after seven aircraft had passed near them without sighting the life rafts. And their rescue was a nip and tuck affair even on the fourth day when they were eventually spotted.

A very high swell was running in the Bay of Biscay when the RAF rescue plane circled the life rafts and the airmen in the dinghies, realizing this, signalled the captain of the rescue plane not to try to land. But their warning was ignored and the rescue plane, after two attempts, finally made a safe landing and took all the survivors off the dinghies.

The rescue almost ended in tragedy, however, when the Sunderland tried to take off. Bounced 50 feet into the air by a heavy swell, the flying boat barely managed to remain airborne after sinking to sea level again and gaining an airspeed of 60 knots. But once a safe altitude had been reached, the return flight to the British Isles was completed without incident. And the RCAF

survivors, none the worse for their experience, returned to their squadron to pick up another aircraft and go searching once again for U-Boats in the North Atlantic.

RCAF Press Release No.6661 dated 22 September 1944 transcribed by Huguette Oates reads:

LONDON: -- A young American from Washington, F/L J.A. de la Paulle, in the Royal Canadian Air Force, decorated by The King with the DFC for outstanding services at a recent investiture, has just used a 10-day leave pass to spend one of the strangest holidays a man in uniform could spend.

Largely because of his associations with Paris, where at the outbreak of war he was a student at the Sorbonne, and partly to find out whether the Nazis had damaged a hunting lodge owned by his family some 60 miles outside the city, he decided to return to Paris when he received his leave pass. In chronological order, this is what happened to him on his trip: Arriving in France, he got a free ride to Caen; at Caen he borrowed a bicycle, rode to the hunting lodge and found the property intact; while pedalling along a French road, he took charge of four armed Germans who rushed out of a wood and surrendered to him, and then turned them over to the F.F.I.

Then he joined the liberating American forces and entered Paris, booking a room in a hotel. About to enjoy a meal, he was ordered to leave because the hotel roof was occupied by Nazi snipers. He slept all night in an armoured car in a Paris side street, leaving the Capital the day General de Gaulle entered it. The American arrived back in Britain in time to attend the investiture.

F/L de la Paulle received the DFC on completing a tour of anti-submarine work as captain of an RCAF Sunderland flying boat operating from Northern Ireland. Forced down in the Bay of Biscay on one anti-U-boat patrol, he and his Canadian crew spent three and a half days in dinghies. A Liberator bomber at last sighted them and dropped emergency rations since it could not land on the water and rescue the fliers. De la Paulle swam to the food packages and brought them back to his companions in the rubber boats.

* * * * *

DE LALLA, F/O John Peter (J85739) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 21 October 1922 in Vancouver; home there (educated at John Oliver High

School and then a draughtsman); enlisted there 13 August 1941. To No.2 MD, Brandon, 13 August 1941. To No.10 SFTS (non-flying duties), 29 September 1940; to No.2 WS, 31 January 1942. Promoted LAC, 2 March 1942; posted to No.8 BGS, 11 September 1942; graduated 12 October 1942 and promoted Sergeant. To "Y" Depot, Halifax, 13 October 1942. To RAF overseas, 31 October 1942. Served in North Africa and Europe. Commissioned 27 March 1944. Repatriated 22 July 1945. Released 27 September 1945. Upon returning home he worked as a sales rep before coming a licensed real estate agent. In 1965 he joined the Properties Division of the City of Vancouver. He became a licensed appraiser and served as assistant Supervisor until he retired in 1987. As retirees John and Doreen enjoyed their morning coffee group at Oakridge. They took several trips including Reno, Scotland, York, England and cruises to Mexico, Alaska and the Caribbean. Died in Vancouver, 6 September 2006. 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.1729 (PAC RG.24 Vol.20607) has recommendation dated 19 March 1945 when he had flown 37 sorties (246 hours 50 minutes).

This wireless operator has completed one tour of operations and twelve sorties on his second tour. During his first tour and the first seven trips of his second tour he flew as a wireless operator; the additional sorties have been done as a gunner.

His work in the air both as a gunner and a wireless operator has been outstanding and at all times he has shown a great determination to successfully complete the task he has been detailed to do. His cheerful confidence and devotion to duty have been an inspiration not only to his crew but to all who come in contact with him.

On 23 March 1945, G/C J.B. Millward (Commanding Station Leeming) added his remarks:

Flying Officer De Lalla is a valuable member of the squadron and has a splendid operational record. Highly proficient in his trade and possessed of a fine fighting spirit, he has contributed in no small measure to the success of his crew. His devotion to duty has set a splendid example to others. Recommended for the award of the Distinguished Flying Cross.

Sortie list as follows:

First Tour with No.432 Squadron:

25 March 1943 - Dusseldorf (5.00)

29 May 1943 - Wuppertal (5.30)

11 June 1943 - Dusseldorf (4.30)

With No.424 Squadron

9 August 1943 - Messina Beach (5.30)

13 August 1943 - Messina Beach (5.05)

13 August 1943 - Barbia (5.20)

20 August 1943 - Villa Literno (6.05)

24 August 1943 - Bagmoli (5.30)

27 August 1943 - Salerno (5.35)

29 August 1943 - Torre Annunziata (5.25)

1 September 1943 - Aversa (5.35)

3 September 1943 - Capodichino (6.05)

4 September 1943 - Grazzanise (5.45)

7 September 1943 - Virtobo (6.35)

8 September 1943 - Battipaglia (6.45)

10 September 1943 - Formia (6.40)

12 September 1943 - Castelnuovo (6.25)

13 September 1943 - Pompeii (6.35)

14 September 1943 - Battipaglia (6.45)

15 September 1943 - Torre Annunziata (6.15)

16 September 1943 - Cisterna (5.50)

18 September 1943 - Viterbo (6.20)

22 September 1943 - Bastia (6.50)

23 September 1943 - San Guisto (8.00)

24 September 1943 - Leghorn (7.35)

Total - 25 sorties - 165 hours 50 minutes.

Second Tour with No.427 Squadron:

21 November 1944 - Castrop Rauxel (2.15 - duty not carried out)

27 November 1944 - Neuss (5.20)

30 November 1944 - Duisburg (7.15)

2 December 1944 - Hagen (6.20)

4 December 1944 - Karlsruhe (7.20)

5 December 1944 - Soest (6.20)

6 December 1944 - Osnabruck (1.55 - duty not carried out)

17 December 1944 - Duisburg (6.20)

24 December 1944 - Dusseldorf (5.35)

6 January 1945 - Hanau (7.00)

24 February 1945 - Kamen (6.25)
11 March 1945 - Essen (6.20)
14 March 1945 - Zweisbrucken (7.00)
21 March 1945 - Hemmingstedt (5.15)

Total: twelve sorties - 81 hours

Total for two tours - 37 sorties - 246 hours 50 minutes.

* * * * *

DE MARCO, Corporal Albert (R145602) - **Air Force Medal** - No.168 Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 22 February 1923. Home in Lakeview, Ontario; enlisted Hamilton, 6 December 1941 as Aero Engine Mechanic. Posted at once to No.1 Manning Depot. To Technical Training School, St. Thomas, 30 December 1941. Promoted Aircraftman, First Class, 25 March 1942 and posted that day to No.4 BGS. Promoted Leading Aircraftman, 1 July 1942. To No.164 (Transport) Squadron, 10 April 1943. To No.168 (Heavy Transport) Squadron, 19 October 1943. Promoted Corporal, 1 December 1943. Promoted Sergeant, 1 December 1944. To No.164 (Transport) Squadron, 22 March 1946. To Release Centre, 21 May 1946. Released 28 May 1946. Incident described was on 23 January 1944; see also F/O H.B. Hillcoat, P/O E.M. Rosenbaum and F/O C.A. Dickson (all awarded AFC).

This NCO was crewman of a Fortress which, while on a routine flight recently from Great Britain to Gibraltar, had a violent collision with an unidentified aircraft. From the first moment of the collision, this airman displayed exceptional calmness and initiative under the most trying conditions. He successfully assisted the second pilot in preparing the aircraft for ditching and jettisoning the load, working himself to the point of exhaustion. This feat was accomplished in approximately four minutes - a remarkable one in view of the conditions in which the aircraft was at the time. Corporal De Marco's initiative in the performance of his duties in a true airman-like manner should provide a shining example to all airmen.

* * * * *

DE MARCO, FS Frank Vincent (R87600/J85421) - **Distinguished Flying Medal** - No.158 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born 18 February 1922 in Clyde, Alberta. Home in New Westminster (student attending Technical School; also Private in New Westminster Regiment,

29 June 1938 to 10 October 1939); enlisted in Vancouver, 30 December 1940 and immediately posted to No.2 Manning Depot. To No.32 SFTS, Moose Jaw for non-flying duties, 5 February 1941. To No.2 WS, Calgary, 30 March 1941. Promoted LAC, 1 May 1941. Posted to No.7 BGS, Paulson, 15 August 1941; graduated 15 September 1941 and promoted Sergeant. To No.31 OTU, Debert, 4 October 1941; to RAF overseas, 17 December 1941. To No.1 Signal School, 20 January 1942. Promoted Flight Sergeant, 15 March 1942. To No.10 OTU, 24 March 1942. To No.1652 Conversion Unit, Marston Moor, 11 September 1942. To No.158 Squadron, 7 October 1942. Promoted WO2, 15 February 1943. To No.23 OTU, 31 July 1943. Promoted WO1, 15 September 1943. To No.25 Group, 18 December 1943. To No.3 (Observer) AFU, 20 December 1943. To No.298 Squadron, 10 February 1944. Commissioned 24 March 1944. To RCAF Overseas Headquarters, 31 March 1944. Embarked for Canada that date. Arrived in Canada 8 April 1944. Embarked for Britain again, 25 May 1944, disembarking 2 June 1944. To RCAF Overseas Headquarters that date. To No.61 Base, 4 July 1944. Attached to No.6 Group Battle School, 13 July to 5 August 1944. Attached to No.1664 Conversion Unit, 30 August to 27 October 1944. Promoted Flying Officer, 24 September 1944. To No.428 Squadron, 27 October 1944. To No.432 Squadron, 1 April 1945. To No.62 Base, 15 May 1945. Repatriated 5 August 1945. Released 9 October 1945. Died in Ocean Falls, British Columbia, 3 April 1947, aged 25. Photo PL-24512 shows him.

Flight Sergeant De Marco has completed a tour of operational duty during which he has attacked many of the enemy's most vital targets in Germany. Regardless of any opposition he has repeatedly pressed home his attacks and accurately placed his bombs, bringing back several excellent photographs. At all times his calm courage and devotion to duty have been worthy of the highest praise.

Notes: Concerns were raised at the time of his enlistment about his Italian origins (father had emigrated from Italy in 1893) but a police report from New Westminster (29 June 1940) emphasized the good character of the parents and the patriotism of the young man.

Application for Operational Wing (28 November 1943) stated he had flown 25 sorties (187 hours) with No.158 Squadron, 8 October 1942 to 5 August 1943. He apparently had a very difficult first sortie ("shaky do."). There is no application for a Bar to the Operational Wing and it is possible that he flew no sorties, although retained by Nos.428 and 432 Squadrons despite "anxiety."

On final repatriation (4 July 1945) he gave his flying times on types as follows: Proctor (8.35), Whitley (124.00), Halifax (234.50), Oxford (15.00), Wellington (4.35) and Lancaster (18.35).

Training: Course at No.2 WS was 31 March to 17 August 1941. He flew 25 minutes in Flying Classroom as First Operator, two hours 35 minutes in Flying Classroom on Listening Watch, and

six hours 35 minutes in a two-seat aircraft as sole operator. Ground courses in Theory (33/50), Radio Equipment (145/250), Morse, buzzer and lamp (159/200), Procedure (147/200), Signals Organization (120/150), Armament (66/100), and Drill and P.T. (37/50). Placed 61st in a class of 228.

Course at No.7 BGS was 18 August to 15 September 1941. Flew twelve hours 30 minutes in Battle aircraft. Placed 14th in a class of 33. Scored 2 ½ percent hits in Beam Test, four percent in Beam Relative Speed Test and three percent hits in Under Tail Test. Assessed in Written Exam (76 percent), Practical and Oral Exam (76 percent) and graded 173/250 under "Ability as Firer". Described as follows: "Good appearance and discipline steady and reliable; an all round good man."

* * * * *

DE MARCO, F/O Nicholas (J27693) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 15 July 1923 in Toronto; home there; enlisted there 16 December 1941 and immediately granted Leave Without Pay. To No.1 Manning Depot, 11 January 1942. To No.4 SFTS for non-flying duties, 12 February 1942. To No.3 ITS, Victoriaville, 9 May 1942; promoted LAC, 4 July 1942; posted on 19 August 1942 to No.17 EFTS. Ceased pilot training and posted to Composite Training School, Trenton, 21 September 1942. To No. 5 AOS, 24 October 1942; returned to Composite Training School, 9 January 1943; to No.7 BGS on 19 February 1943; to No. 1 AOS, 15 May 1943. Graduated and commissioned on 25 June 1943. To "Y" Depot, Halifax, 9 July 1943. To United Kingdom, 16 July 1943. Repatriated 14 May 1945. Released 1 August 1945. Migrated to Michigan, 1950. Graduated from Lawrence Technological University (Southfield, Michigan), in 1958 (Bachelor's Degree, Civil Engineering). For the next 35 years worked as a project manager on major construction projects in the United States, Canada and Puerto Rico; retired 1991 but remained active as a volunteer with the Service Corps of Retired Executives (SCORE). Died in Mesa, Arizona, 4 August 2010. No citation other than "completed.... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 15 April 1945 when he had flown 37 sorties (194 hours 30 minutes), 6 June 1944 to 2 March 1945.

6 June 1944 - St.Lo (5.40)

7 June 1944 - Juvisy (4.50)

12 June 1944 - Amiens (5.00)

15 June 1944 - Fouillard (5.25)

20 July 1944 - Bottrop (4.20)

23 July 1944 - Kiel (5.15)

28 July 1944 - Foret de Nieppe (3.30)
2 August 1944 - Foret de Nieppe (3.20)
3 August 1944 - Bois de Casson (4.05)
10 August 1944 - Dijon (6.30)
12 August 1944 - Russelsheim (5.30)
15 August 1944 - Tir le Mont (3.45)
18 August 1944 - Sterkrade (4.30)
10 September 1944 - Le Havre (3.30)
13 September 1944 - Gelsenkirchen (4.20)
17 September 1944 - Boulogne (3.30)
1 September 1944 - La Pouchante (3.30)
6 October 1944 - Scholven (4.40)
23 October 1944 - Essen (5.20)
28 October 1944 - Cologne (4.45)
31 October 1944 - Cologne (5.10)
4 November 1944 - Bochum (5.05)
30 November 1944 - Duisburg (5.45)
5 December 1944 - Soest (6.20)
6 December 1944 - Osnabruck (5.45)
20 December 1944 - Cologne (5.50)
26 December 1944 - St.Vith (5.40)
29 December 1944 - Koblenz (5.45)
1 January 1945 - Dortmund (5.35)
6 January 1945 - Hannau (6.50)
28 January 1945 - Stuttgart (7.35)
13 February 1945 - Bohlem (8.25)
17 February 1945 - Wesel (5.15)
21 February 1945 - Worms (7.10)
23 February 1945 - Essen (5.20)
27 February 1945 - Mainz (6.10)
2 March 1945 - Cologne (5.35)

This Bomb Aimer has participated in very many operational sorties both by day and by night over heavily defended targets in Germany and occupied Europe. Throughout he has shown very great determination to drop his bombs squarely on the target.

His courage, skill and efficiency was a fine example to his brother officers and a great asset to his crew. It is considered that his outstanding conduct merits the award of the Distinguished Flying Cross.

NOTE: Public Record Office Air 2/9645 has recommendation for a French Croix de Guerre. Although not awarded, the text is transcribed for the record.

During his operational tour this officer took part in six attacks over France against targets of tactical or strategical importance to the Armies of Liberation. Flying Officer De Marco is a very skilful Air Bomber who has at all times pressed home his attacks with great determination and accuracy.

* * * * *

DE MILLE, F/L Alfred Hartwell (J36365) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 26 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 10 August 1918 in Orillia. Home in Toronto (ex-Toronto Scottish); enlisted there 16 June 1942. Granted Leave Without Pay until posted to No.1 Manning Depot, 17 August 1942. To No.9 SFTS for non-flying duties, 21 January 1943; to No.6 ITS, 6 February 1943 (graduated 16 April 1943); to No.9 EFTS, 17 April 1943; completed course on 4 June 1943; to No.2 SFTS, 12 June 1943; graduated and commissioned 1 October 1943. To "Y" Depot, Halifax, 15 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Repatriated 14 May 1945; released 26 June 1945.

One night in March 1945, this officer was pilot and captain in an aircraft detailed to attack Nuremberg. During the operation the aircraft was badly hit when attacked by an enemy fighter. A good part of the port aileron was shot away and the aircraft went into a steep dive. Flight Lieutenant De Mille succeeded in levelling out after much height had been lost. Two petrol tanks had been pierced and much petrol was lost. Nevertheless, Flight Lieutenant De Mille was able to conserve some of his remaining petrol by skilful use of the engines and flew the damaged aircraft to base. This officer has completed very many sorties and has invariably displayed a high degree of courage and determination.

NOTE: Public Record Office Air 2/9086 has recommendation drafted 16 April 1945 when he had flown 33 sorties (224 hours 45 minutes). Sortie list and submission as follows:

25 October 1944 - Essen

9 November 1944 - Wanne Eickel

11 November 1944 - Dortmund

16 November 1944 - Duren

18 November 1944 - Wanne Eickel

27 November 1944 - Freiburg

29 November 1944 - Dortmund

4 December 1944 - Karlsruhe

6 December 1944 - Merseburg

12 December 1944 - Essen

17 December 1944 - Ulm

31 December 1944 - Osterfeld

2 January 1945 - Nuremberg

14 January 1945 - Merseburg

16 January 1945 - Zeitz

22 January 1945 - Duisburg/Hamborn

1 February 1945 - Mannheim

2 February 1945 - Wiesbaden

8 February 1945 - Stettin-Politz

13 February 1945 - Dresden

14 February 1945 - Chemnitz

23 February 1945 - Pforzheim

1 March 1945 - Mannheim

5 March 1945 - Chemnitz

7 March 1945 - Dessau

8 March 1945 - Kassel

11 March 1945 - Essen

15 March 1945 - Misburg

16 March 1945 - Nuremberg - attacked by fighter and flak damage

21 March 1945 - Bremen - flak damage

22 March 1945 - Hildesheim

24 March 1945 - Dortmund-Harpenereg - flak damage

9 April 1945 - Kiel

Flight Lieutenant De Mille, a Canadian officer, has completed 33 operational sorties as captain of a Lancaster heavy bomber operating in Bomber Command. He has attacked many heavily defended targets in Germany, including Dortmund, Essen, Nuremberg and Dresden.

On the night of 16/17th March, 1945, he was detailed to attack Nuremberg. While making his run up to the target he was attacked by a Junkers 88, while taking evasive action from predicted anti-aircraft fire. Cannon hits were scored and it was observed that approximately half the port aileron had been shot away, and two fuel tanks badly holed, causing the aircraft to go into an uncontrollable dive to starboard. With exceptional skill Flight Lieutenant De Mille managed to trim the aircraft out of the dive at 4,500 feet and climbed to 9,000 feet, at which height he pressed on to the target.

Although a considerable quantity of fuel was lost and the aircraft extremely difficult to handle, Flight Lieutenant De Mille nursed his engines and controlled his aircraft with such skill that he was able to return to base after bombing an alternative target.

Flight Lieutenant De Mille's aircraft has on other occasions been damaged by anti-aircraft fire, but this has in no way deterred him from carrying out his duty

to the letter and inspiring an exceptionally high standard of morale in his crew. Under a calm and quiet manner this officer has a fine offensive spirit, which has been reflected in every members of the squadron. He has acted as Deputy Flight Commander and has proved himself to be a fine leader of men, and I very strongly recommend him for the award of the Distinguished Flying Cross.

On 16 April 1945 the Officer Commanding, Station Fiskerton, added some details in his comments.

Flight Lieutenant De Mille has at all times shown himself to be a most skilful and courageous captain of heavy bombers. He has never allowed consideration of personal safety to influence him in any way when attacking his target. On one occasion when he was not satisfied with his bombing run he made a further run, although he was being heavily engaged by anti-aircraft fire, and his aircraft was repeatedly being hit during this period.

Throughout his tour of operations this officer has been an inspiration both to his own crew and to the squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

The recommendation was endorsed by the ir Officer Commanding, No.15 Base (18 April 1945) and by the Air Officer Commanding, No.1 Group (27 April 1945) before approval by Air chief Marshal Sir A.T. Harris on 4 May 1945.

* * * * *

DE NEVERS, F/O Roy Olaf (J23952) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 30 December 1922, Strasbourg, Saskatchewan. Home in Vandina, Saskatchewan (farmer); enlisted in Regina, 12 November 1941. Granted Leave Without Pay until 29 December 1941 when posted to No.2 Manning Depot. To No.2 ITS, Regina, 28 March 1942; graduated 23 May 1942 and promoted LAC; to No.19 EFTS, 18 July 1942. Ceased pilot training, 23 September 1942; to No.7 AOS, 14 October 1942; graduated 19 February 1943 and promoted Sergeant. Commissioned 21 February 1943. To "Y" Depot, 5 March 1943. To RAF, 26 March 1943. Repatriated 13 August 1945. Released 1 October 1945. Died October 1996; see Winnipeg **Free Press** of 5 November 1996. Photo PL-35867B 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 has recommendation dated 18 October 1944 when he had flown 28 sorties (126 hours); all trips described as "Special Duties".

* denotes daylight sortie

15 March 1944 - Stuttgart (7.35)
19 March 1944 - Bay of Biscay (7.15)
23 March 1944 - Paris (4.30)
24 March 1944 - Berlin (6.35)
30 March 1944 - Nuremburg (7.10)
11 April 1944 - Aachen (3.00)
18 April 1944 - North coast of France (5.15)
9 May 1944 - Paris (4.05)
12 May 1944 - Hasselt (2.35)
18 May 1944 - North coast of France (5.20)
22 May 1944 - Dortmund (3.40)
24 May 1944 - Aachen (2.40)
31 May 1944 - Saumur (5.10)
4 July 1944 - Paris (3.10)
2 June 1944 - Trappes (4.10)
7 June 1944 - Paris (3.30)
9 June 1944 - Flers (3.55)
12 June 1944 - Gelsenkirchen (3.00)
23 June 1944 - Limoges (6.40)
27 June 1944 - Paris (3.55)
7 July 1944 - Paris/Vaires (4.20)
18 July 1944 - Scholven/Ruhr (2.50)
24 July 1944 - Over Flakee (2.10)
8 August 1944 - North Sea Patrol (3.30)*
13 August 1944 - Off Dutch coast near Flushing (1.35)
25 August 1944 - Russelsheim (8.00)
3 September 1944 - North Sea Patrol (4.15)*
26 September 1944 - Karlsruhe (5.55)
19 October 1944 - Stuttgart (5.55)

This officer has nearly completed his first tour of operations on heavy bombers. He is a navigator of exceptional ability, a factor which has contributed very largely to the success of the Special Duty sorties carried out by his crew. These sorties necessitate a very high standard of navigation and log keeping in order that full results may be got from the information obtained by the Special Operator.

He always shows outstanding coolness and courage during the most arduous and perilous sorties. He carried on his work with complete disregard of danger and his courage and example has been an inspiration to the rest of the squadron.

* * * * *

DE NIVERVILLE, A/V/M Joseph Lionel Alphege Albert (C50) - **Commended for Valuable Services** - AFHQ - Award effective 9 December 1944 as per **Canada Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born in Montreal, 31 August 1897 (RCAF Press Release 4907 reporting award of CB); educated in Ottawa at St. Peter Public School and La Salle Academy. Pilot in RFC/RAF, 1917-1919. To No.42 Squadron, 11 April 1918. Wounded 8 July 1918. Gazetted as P/O in CAF Reserve, 18 February 1920. Employed by Air Board and DND to 31 March 1924. Appointed to Permanent RCAF, 1 April 1924. Flying instructor at Camp Borden to September 1927, Staff Officer Training at AFHQ to 30 April 1931 (qualified as Interpreter and passed Staff College Entrance Examination, January 1931). Station Vancouver (instructor on sea planes and flying boats), 1 May 1931 to March 1932. Station Rockcliffe, 1932-33 (active on Belle Isle mail flights of 1932). RAF Staff College, Andover, 1933. AFHQ, January 1934 to February 1936. Air Staff Officer for Military District No.4 (Montreal) February 1936 to February 1939. Director of Organization, AFHQ, February 1939 to 1 May 1940. Director of Air Force Manning, 1 May 1940 to 8 August 1941. CO of No.2 SFTS, 9 August to 7 September 1941. AOC No.3 Training Command, Montreal, 20 October 1941 to 22 November 1943. Air Member for Training, Air Force Headquarters. Photo RE-18263 taken during Imperial Mail Flights of 1932 shows Roy Grandy, J. de Niverville, E.A. McNab at Rimouski. PL-989 and PL-990 were taken during the First World War.

DE NIVERVILLE, A/V/M Joseph Lionel Elphege Albert (C50) - **Companion, Order of the Bath** - AFHQ (Air Member for Training) - 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.

Air Vice-Marshal de Niverville has rendered outstanding and devoted service to the Royal Canadian Air Force. Since the outbreak of war he has successfully held the appointments of Director of Manning, Commanding Officer of a station, Air Officer Commanding a Training Command, and Air Member for Training on the Air Council. He has served with distinctive ability and industry in all of these positions. His knowledge and experience, combined with judicious leadership, have been of great value to the British Commonwealth Air Training Plan. He has set an high standard in devotion to duty.

DE NIVERVILLE, A/V/M Joseph Lionel Elphege Albert, CB (C50) - AFHQ - **Commander Legion of**

Merit (United States) - with effect from 25 July 1946 as per **Canada Gazette** dated 10 August 1946 and AFRO 819/46 dated 23 August 1946. Presented 25 July 1946 by U.S. Consul General in Montreal. Colonel R.E. Williamson, Military Attache, to AFHQ, 31 May 1946, gives citation:

Air Vice Marshal Albert de Niverville, Royal Canadian Air Force, performed exceptionally meritorious service as representative on the Combined Committee on Air Training in North America from November 1943 to August 1945. As a member of this committee he made outstanding contributions toward the improvement and standardization of air training methods by the Royal Air Force, Royal Canadian Air Force, and the United States Services. Air Vice Marshal de Niverville's wholehearted cooperation and personal vigour in the discharge of these duties further increased the effectiveness of the common effort of these allied nations.

DE NIVERVILLE, A/V/M Joseph Lionel Elphege Albert (C50) - **Order of the White Lion, Class II (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

DE NIVERVILLE, A/V/M Joseph Lionel Elphege Albert, CB (C50) - **Officer of the Legion of Honour (France)** - 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 for a Croix de Guerre; he appears in a list of "Those Who Assisted in the Training of French Personnel in Canada".

Air Vice-Marshal de Niverville's services to the French as Air Member for Training of the Royal Canadian Air Force during the period that French personnel were trained in Canada were outstanding.

* * * * *

DE PAPE, Sergeant (now P/O) Raymond Alphonse George (R152875/J19937) - **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 18 November 1920 (birth date on MI.9 report); home in Swan Lake, Manitoba (farmer); enlisted Winnipeg, 22 January 1942. To No.2 Manning Depot, 24 February 1942. To No.12 SFTS (guard), 24 April 1942. To No.2 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942 but not posted to No.19 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.10 SFTS until 24 October 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Further training at Long Marston OTU and No.1659 Heavy Conversion Unit before posting to No.431 Squadron on 30 September 1943. Promoted Flight Sergeant, 19

August 1943. Commissioned 27 December 1943. Repatriated 14 January 1944. To No.18 SFTS, 17 March 1944. To No.124 (Transport) Squadron, 31 May 1944. Promoted Flying Officer, 27 June 1944. To No.170 (Ferry) Squadron, 31 July 1944. To No.164 (Transport) Squadron, 8 September 1945. To No.12 (Transport) Squadron, 23 September 1945. To No.5 Release Centre, 24 November 1945. Retired 28 November 1945. Active in animal food industry, Canada and Belgium. Died in Toronto, 5 June 2015. No citation in AFRO. DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation for a DFM dated 21 January 1944. Citation reads only that "In air operations, this NCO displayed courage, fortitude and determination of the highest order." The form, however, says he had flown only one sortie, and that he had bailed out over enemy territory - the obvious reason for his award being a successful evasion.

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 him. The following is part of his entry:

3 October 1943, shortly after bombing ball bearing works in Kassel, our starboard engines were set on fire by ack-ack; we were subsequently strafed from below by a night fighter. Warrant Officer Main, Flight Sergeant Crebbin and Sergeant Wardrope were killed in the attack. Warrant Officer Reynoldson, Warrant Officer Cudmore, Sergeant Storey and Sergeant Peters were all made prisoners of war. I landed in an open field near German-Belgium border and was on my own for seven days, living off fruit and vegetables from gardens. I made contact with lone farmers on three different occasions and each time was refused help. Finally I was sheltered in the village of Grune by the Van der Haegen/Layon families for six days. Local resistance members procured false ID and I moved to Nassogne where I was sheltered in Edmond Leroy's home for five days. I then hid in Ardennes forest for several days, then escorted between Grune and Brussels on foot, bicycle, motorcycle, tram and train. In Brussels, housed with Henri and Maria Maca, Raymond and Soe Vignoble and met Michou, Mme Camousel, Jacqueline Vantuykom, and Mimoir. Crossing into France was made in back seat of a French MD's car, along with Monique Thome and a courier. From Paris travelled by train to south of France with Reginald Cornelius, and RAF pilot, and Jan, a young Dutchman. At Dax we were provided with bicycles and escorted to the Pyrennes. Reginald and I were guided by 17-year old Janine DeGreef (daughter of Tante Go). Taken across the Pyrennes by Basque guides and the Bidassoa River by the indomitable Florentino. Spent about ten days in Irun as guests of the Spanish Air Force before travelling to Madrid and Gibraltar by train. Arrived back in UK 22 December 1943.

On my return to Canada, was posted to 124 Ferry Squadron in St. Hubert and later to 170 Ferry Squadron, Winnipeg, and finally to 12 Communications Squadron in Rockcliffe. I had flown 22 types of aircraft before taking my discharge 25 November 1945 in Winnipeg.

Public Record Office WO 208/3317 has his MI.9 report indicating he had left Gibraltar on 19 December 1943, arrived at Lynham on 20 December 1943 and been interviewed over two days (20-21 December 1943). Four members of the crew not identified; others were F/L L.C. Main (rear gunner, killed), Warrant Officer J. Reynoldson (captain, POW) and Flight Sergeant Storey (wireless operator). Aircraft was Halifax LK295. He was second pilot.

I took off from Tholthorpe (Yorkshire) in a Halifax aircraft about 1848 hours on 3 October to bomb Cassel.

About ten minutes off target on the way home we were warned of an approaching fighter. We took evasive action. After four successive blasts of flak the plane dived, covered in smoke [sic: "filled with smoke" ?"] The intercom was broken and the captain tapped me on the shoulder and indicated the escape hatch.

I baled out about 2230 hours and I did not see any other members of the crew while I was coming down. I came down in Germany, but I am unable to locate the district where I fell. It was probably somewhere in between Prum (Northwest Europe 1:250,000, Sheet 6, PO7) and Schleiden (Sheet 6, KO1) because the first town I reached after walking for four days in a south-easterly direction was Larohe (Sheet 6, P47). [but see next paragraph when he writes of walking southwest].

I came down in hilly and heavily wooded country. As soon as I touched down I hid my parachute and flying equipment in a haystack and using my compass I set off in a South and slightly westerly direction. I kept my flying helmet on as a protection against the cold and damp.

I travelled for about four hours, running or walking as occasion allowed. I then slept in some woods till dawn when I started out again.

During my first three days I lived on my flying rations and food in my escape box. I found water plentiful and made good use of the Halazone tablets and my water bottle.

As long as I was in woody country I kept walking during both day and night, only pausing to rest for a few hours at a time. I had on ordinary flying boots which made walking rather difficult.

On 4 October, when I came to an open space, I opened up my escape purse and took out my maps but I was not able to locate my position. That day I only stopped for about an hour, and at dusk I slept in an old stable.

I set out again about one hour before dawn. I saw a good many Germans in uniform and also heard labourers speaking the same uage. I kept on walking all that day and spent the night in the open in some straw.

The next day (6 October) I set off early. By this time my feet were very painful and I found walking very difficult. I continued walking again all day and skirted round a town where I was told later there was a rest camp. During this time I stole apples, cabbages, turnips and any other edible fruits or vegetables I came across. I spent that night in a disused stable.

During the next day (7 October) I spoke to some farmers in French and told them who I was, asking if they could help me. They would not help me but told me that I was in Belgium.

I kept on walking and later on in the day spoke to another farmer with the same result. About 2200 hours I went to sleep in the open.

The next morning (8 October) I saw Laroche written on a milestone and walked on through the town. I saw a number of Germans in lorries and walking in the streets. I found the town very difficult to skirt as it lay in a valley with steep banks all round. I continued walking southwest until dark and then after a short rest I went on all through the night.

At noon (9 October) I started off again and made for a forest where I could walk in safety in daylight. I then came to a road that was patrolled by a German on a motor cycle. Waiting my opportunity I got across while he was patrolling further down the road.

About 1700 hours I skirted the village of Grune (Sheet 6, P37).

About three or four miles further on I spoke to a farmer and asked for help. He refused to do anything for me. By this time I was rather desperate and my feet

were unbearably painful. I asked the farmer if there was anyone who spoke Flemish in the village. He pointed out a house to me. I hid until dusk and then went back to this house. I told the occupant in Flemish (which I speak fluently) who I was and asked for help. I was immediately taken and given food and allowed to bathe my feet. I was then given some civilian clothes and shoes and later was taken to another family. I stayed a week with this family and from this point my journey was arranged for me.

* * * * *

DE PELHAM, F/O William Charles Lovell (J14650) - **Distinguished Flying Cross** - No.524 Squadron - Award effective 26 October 1944 as per **London Gazette** dated 7 November and AFRO 1/45 dated 5 January 1945. Born 2 February 1921 in Sussex, England. Home in Hamilton, Ontario; toolmaker and draftsman for Steel Company of Canada, 1938 to 1941. Enlisted there 18 September 1941. Granted Leave Without Pay until 12 October 1941 when posted to No.5 Manning Depot, Valcartier. To No.5 Manning Depot offices at Lachine, 23 November 1941. To No.3 ITS, Victoriaville, 17 January 1942; promoted LAC, 14 March 1942), to No.8 AOS, 13 March 1942; to No.9 BGS, 2 June 1942; to No.1 ANS, 1 August 1942; graduated and commissioned on 21 September 1942. To No.1 GRS, 22 October 1942; to No.32 OTU, 4 December 1942. To "Y" Depot, Halifax, 20 March 1943; to RAF overseas, 27 March 1943. Disembarked in Britain, 4 April 1943. To No.1 Torpedo Training Unit, 23 June 1943. To No.415 Squadron, 5 August 1943. Attached to No.524 Squadron, 15 April 1944. Formally posted to No.524 Squadron, 12 July 1944. Posted to Loran Training Unit, 13 November 1944. To No.131 OTU, 30 April 1945. Repatriated 23 October 1945. Released 9 December 1945. Died in Waterdown, Ontario, summer of 1981 as reported in **Legion Magazine** of August 1981.

Flying Officer De Pelham has maintained a high standard of navigational skill during many attacks on enemy shipping. His ability has contributed materially to the success achieved by his crew. On February 14, 1944, a formation of E-boats were sighted and shadowed for five hours and were subsequently brought to action by our naval forces. On March 30, 1944, three hours of brilliant shadowing of seven E-boats operating against our convoy route caused the enemy to abandon their attempt and withdraw. This officer's fine navigation and concise reports largely contributed to the success of the action. On three other occasions this officer, when acting as bomb aimer, inflicted much damage on enemy shipping.

Notes: On repatriation (form dated 8 July 1945) he gave operational time as 272 hours 30 minutes (on 42 sorties) plus 262 hours 15 minutes non-operational. Aircraft flown were Hampdens (63 hours), Albacores (ten hours) and Wellingtons (461 hours 45 minutes). Stated

that he had been engaged in four sinkings plus four enemy vessels damaged.

Assessed on 9 October 1943 as follows: "Has done very well in the short time he has been with the squadron. A good officer." (S/L D.B. Brenner, No.415 Squadron)

Assessed on 5 November 1944, having flown about 160 hours in previous six months; "An excellent navigator and bomb aimer, and a stout-hearted member of an operational crew. A reliable and efficient officer." (W/C R.G. Knott, Commanding Officer, No.524 Squadron).

Application for Operational Badge, dated 4 December 1944, confirmed sorties as 42, operational hours as 272.20. First sortie was 1 August 1943; last sortie was 31 October 1944.

Training:

Course at No.3 ITS was 19 January to 13 March 1942. Courses in Mathematics (146/150), Armament (41/50), Signals (129/150), Navigation (165/200), Airmanship, Theory of Flight and Engines (74/100), Drill (84/100), Law and Discipline (74/100), Aircraft Recognition (97/100) and Anti-Gas (33/50). "Very keen, serious, good reasoning. Very good material." Placed 30th in a class of 84.

Course at No.8 AOS was 15 March to 22 June 1942. Flew in Ansons (31.50 as first navigator by day, 39.35 as second navigator by day, 7.05 as first navigator by night, 13.55 as second navigator by night, and 16.55 on bombing. Dropped 19 bombs. Marked on proficiency as navigator (390/500), proficiency as bomb aimer (67/100), DR plotting (131/150), DR and DF, written (157/200), Compasses and instruments (119/150), Signals (90/100), Bombing (73/100), Maps and Charts (88/100), Meteorology (64/100), Photography (75/100) and Reconnaissance (65/100). Placed fifth in a class of 16.

Course at No.9 BGS was 22 June to 1 August 1942. Flew bombing training in Ansons (25.50) and gunnery training in Battles (9.30) - all by day. Dropped 56 bombs (high level) and eleven bombs (low level). Fired 300 rounds in Beam Test (11.3 % hits), 900 rounds in Beam Relative Speed Test (2.66 % hits) and 600 rounds Under Tail Test (3.5 % hits). Examined in Bombing, written (101/150), Bombing, practical (135/150), Gunnery, written (76/100) and Gunnery, practical (132/200). Rated highly and described as "One of the best liked lads in his class. Inclined to be the happy-go-lucky type, yet has makings of very dependable man." (S/L E.A. Nanton, Chief Instructor).

Course at No.1 ANS was 17 August to 21 September 1942 in Anson aircraft (6.10 as first navigator by day, 6.45 as second navigator by day, 15.05 as first navigator by night, 10.30 as second navigator by night). Graded for Proficiency as Navigator (173/250), Astro Navigation

Plotting (109/1500) and Astro Navigation, written (80/100). Placed 8th in a class of 15. Considered a plodder in the air and a quick learner on the ground."

Course at No.32 OTU was 7 December 1942 to 5 March 1943. Flew in Ansons (16 hours by day) and Hampdens (43.55 by day, 7.40 by night). Dropped 35 bombs by day and 15 bombs by night. Fired 50 rounds on ground, 400 rounds air-to-ground and 400 rounds air-to-air. Courses in Aircraft Recognition (81 %), Warship Recognition (71 %), Photography and Coding (62 %), Navigation (65 %), Tactics (78 %), Meteorology (88 %), Aldis (95 %), Morse (60 %) and Armament/Torpedoes (67 %).

* * * * *

DE PRET-ROOSE, S/L Michel Marie Ives Matheuu Chislain (C3002) - **Air Force Cross** - No.113 Wing, Transport Command (AFRO gives unit only as "Overseas") - Award effective 24 March 1944 as per **London Gazette** dated 31 March 1944 and AFRO 921/44 dated 28 April 1944. Born 21 September 1910. Belgian national who was living in the United States (Westbury, New York) yet also gave his home as Nassau, Bahamas; enlisted in Ottawa, 4 November 1941 and granted rank of Flying Officer. Early postings uncertain, but as of 28 February 1942 he was at No.6 SFTS. To RAF Ferry Command, 17 April 1942; to North Bay, 26 May 1942 where duties were principally in training crews and liaison. His Ferry Command crew card shows many flights to North American bases including Nassau, Troy, New York and Washington, plus a trip (as passenger) to Britain, December 1942. Promoted Flight Lieutenant, 1 January 1943. Promoted Squadron Leader, 30 March 1943. He appears to have made his only overseas delivery with Marauder FK116 (departed Nassau, 27 June 1943, proceeding via West Palm Beach, Trinidad, Belem, and Ascension Island to Accra, where he arrived 11 July 1943. Other flights to Nassau may have been training or simply positioning of Dakotas and Hudsons. To No.6 OTU, 10 June 1944. Promoted Wing Commander, 12 June 1944. To Release Centre, 8 July 1945. Released 13 July 1945. RCAF photo PL-3006 shows him as a Flying Officer, 1941. AFC sent to him in Belgium for presentation on 15 December 1948. No citation other than "In recognition of distinguished service with the Royal Air Force." AFHQ file 387-50, letter dated 10 October 1952 is mentioned on card and may have details. One document in Public Records Office Air 2/9616 gives unit and citation; states that he had flown 3,463 hours, of which 238 were in six months previous to being recommended, 14 January 1944. Also described as Chief Flying Instructor for No.113 Wing, Nassau.

This officer is of an extremely good type with fine qualities of leadership. He has been employed on instructional duties since April 1942 and has completed about 1,000 hours flying on this work.

Another sheet in Air 2/9616 has a slightly different text (also drafted 13 January 1944):

Has been on instructional duties in Group since April 1942 and has completed 1,000 hours since then on this work. An excellent and extremely good type of officer with fine qualities of leadership.

* * * * *

DE ROSENROLL, F/O James Anthony (J14804) - **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 15 September 1922 in Edmonton; home in Moose Jaw, Saskatchewan where he was a Junior College student for two years (pre-medical study). Timekeeper and parachute rigger at Prairie Flying School. Enlisted in Regina, 22 September 1941 and posted to No.2 Manning Depot. To No.12 SFTS, Brandon, 4 January 1942 for non-flying duties. To No.2 ITS, Regina, 15 February 1942. Promoted LAC, 11 April 1942 and posted to No.6 EFTS, Prince Albert; ceased training on 11 May 1942 and posted to Composite Training School, Trenton. Posted to No.7 AOS, Portage la Prairie, 20 June 1942; graduated 9 October 1942 and commissioned that date. To "Y" Depot, 23 October 1942; to RAF overseas, 31 October 1942. Disembarked in Britain, 4 November 1942 and posted to No.3 PRC, Bournemouth. To No.1 (Observer) AFU, 21 December 1942. To No.23 OTU, 23 February 1943. Promoted Flying Officer, 9 April 1943. To No.426 Squadron, 14 May 1943. To No.429 Squadron, 15 June 1943. Attached to No.1664 Conversion Unit, 2-15 August 1943. To No.428 Squadron, 27 October 1943. To No.6 Group Headquarters, 21 May 1944. Attached to No.1664 Conversion Unit, 21 May to 10 September 1944. Formally taken on strength of No.1664 Conversion Unit, 10 September 1944, on which date he was promoted Flight Lieutenant. To No.1666 Conversion Unit, 28 February 1945. Promoted Squadron Leader, 1 March 1945. To Repatriation Depot, Warrington, 28 August 1945. Repatriated to Canada, 4 September 1945. Retired 10 October 1945. Postwar he was a Reserve Navigation Officer. Died in Moose Jaw, 13 October 1963 as per **Legionary** of December 1963. RCAF photo PL-28392 (ex UK-9095 dated 22 March 1944) shows the following (all decorated) waiting to be interrogated after a mission - back row is F/O Jim de Rosenroll (Moose Jaw, navigator), F/O Jack Greco (Toronto, air bomber), front row, Sergeant Denny Salmon (Astoria, Long Island, rear gunner), F/O Al Miles (North Sydney, N.S., wireless operator), P/O A.C. Yule, DFM (Toronto, flight engineer). 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 10 May 1944 when he had flown 25 1/3 sorties (169 hours 50 minutes), 16 May 1943 to 7 May 1944.

* denotes trip counted as 1/3 sortie

16 May 1943 - GARDENING, Frisians (3.25)

25 May 1943 - Dusseldorf (5.15)

29 May 1943 - Wuppertal (6.05)
 21 June 1943 - Krefeld (4.45)
 22 June 1943 - Mulheim (4.50)
 26 June 1943 - GARDENING, Brest (6.00)
 3 July 1943 - Cologne (2.45, DNCO)
 27 July 1943 - Hamburg (5.30)
 29 July 1943 - Hamburg (6.05)
 15 September 1943 - Montlucon (7.00)
 16 September 1943 - Modane (6.00)
 22 September 1943 - Hanover (5.40)
 3 October 1943 - Kassel (6.15)
 8 October 1943 - Hanover (5.10)
 19 November 1943 - Leverkusen (3.55)
 25 November 1943 - Frankfurt (8.20)
 29 December 1943 - Berlin (7.50)
 21 January 1944 - Magdeburg (7.15)
 4 February 1944 - GARDENING, La Rochelle (8.05)
 21 February 1944 - GARDENING, La Rochelle (7.00)
 2 March 1944 - Meulan (6.05)*

 11 March 1944 - GARDENING, Lorient (7.30)
 16 March 1944 - Amiens (5.15)*
 22 March 1944 - GARDENING, Kiel (7.20), Pathfinder
 26 March 1944 - Courtrai (5.00)*
 30 March 1944 - GARDENING, Heligoland (4.35), Pathfinder
 12 April 1944 - GARDENING, Heligoland (4.35), Pathfinder
 29 April 1944 - GARDENING, Morlaix (5.10)*
 7 May 1944 - GARDENING, Frisians (3.55)

Flying Officer DeRosenroll has completed very many sorties as navigator. He has participated in attacks on most of the main German targets including Berlin. His navigation has at all times been of the highest order and his skill has been instrumental in the safe return of his aircraft to base.

His coolness and efficiency under the most trying circumstances has always inspired the rest of the crew with the utmost confidence and enabled them to successfully complete each sortie in which he has partaken.

Training: Described at No.2 ITS as "A very fine type of airman who shows results of educational background. He is most anxious to be a bomber pilot. Studious and hard working, but never

too busy to assist a member of the Flight who requires assistance. His extra work undoubtedly pulled some of the other men through the examinations. He is dependable at all times. One of the best liked airmen in the Flight. Recommended for a commission."

At No.6 EFTS he flew Tiger Moth aircraft before washing out - 17 hours 55 minutes dual and only 20 minutes solo (nine hours 55 minutes dual to first solo); also two hours 30 minutes in Link. "Progress test revealed this airman's flying unsafe for further solo. It was necessary to assist with all landings. Air flying is considered below average, turns being carried out inaccurately, with little air speed. Progress in navigation satisfactory. It is recommended that he be re-selected as an Air Observer." (S/L A.T. Chasson, Chief Supervisory Officer).

Course at No.7 AOS was 22 June to 9 October 1942. All flying in Anson aircraft (36 hours as first navigator by day, 26.40 as second navigator by day, 23 hours 55 minutes as first navigator by night, 14.40 as second navigator by night. Placed 9th in a class of 18. Courses and marks as follows: Navigation, air work (516/700), Photography, air work (85/100), Elements of Navigation (352/500), Magnetism and Compasses (75/100), Instruments (44/50), Signals, practical (85/100), Signals, written (45/50), Maps and Charts (39/50), Meteorology (69/100), Photography (70/100), Aircraft Recognition (84/100). Assessed as "average" as Air Navigator. In air described as "Does consistent work but is rarely outstanding. Air work is neat and accurate." On grounds, "Attentive worker who learns quickly - needs occasional check. Requires additional astro flights due to limited practice." In general, "An energetic chap who likes to discuss his work. Is cooperative and able to express himself fairly well."

Course at No.1 (Observer) Advanced Flying Unit involved seven hours 45 minutes of day flying and two hours 15 minutes by night. "Above average. Keen worker."

At No.23 OTU, arrived 23 February 1943 and left 3 May 1943. Flew 27 hours 40 minutes as first navigator (day), 32 hours 35 minutes as first navigator (night), seven hours 45 minutes as second navigator (day) and 12 hours 35 minutes as second navigator (night). "An above average navigator who has produced excellent results and will be an asset to his squadron." Squadron Leader R.H. Morton wrote, "Very capable, good Gee man. Will do well on operations. Volunteered and recommended for Pathfinder Force."

When at No.1664 Conversion Unit, August 1943, the crew consisted of S/L D.T. French (pilot, later DFC), F/O J. DeRosenroll (navigator, later DFC), F/O A.J. Miles (WOP, later DFC), Sergeant D.D. Salmon (air gunner, later DFM), P/O J.P. Greco (bomb aimer, later DFC), 1623770 Sergeant A.R. Slights (RAF flight engineer, no award) and R57959 Sergeant H.H. Rogers (mid-upper gunner, no award). Of DeRosenroll it was noted, "Did rapid conversion course with pilot. Did not fly on any cross-country exercises."

Repatriation form dated 21 August 1945 stated he had flown 28 sorties (the last on 7 May 1944), 396 hours 45 minutes on operations and 218 hours 35 minutes non-operational. He had been Chief Ground Instructor at Wombleton and No.1666 Conversion Unit. Flying times on types given as Wellington (144.30), Halifax II and V (226.15), Lancaster III (8.25), Oxford (7.35) and Anson (10.00).

Assessments: On 31 December 1944, G/C A.J. Lewington (No.1664 Conversion Unit) noted that his duties were "O.C. Radar Navigation" and that he was satisfactory or better in all categories such as "Zeal and energy," "Reliability and judgement" and "Initiative." Described as "A keen, hard working officer with excellent organising ability."

* * * * *

DE ROSIER, F/O Leo Joseph (J21005) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. American in the RCAF; born in Auburn, Maine, 5 March 1916; moved in 1922 to San Antonio, Florida. Attended St. Anthony's School and Saint Leo Preparatory School. Enlisted Windsor, Ontario, 26 September 1941 and posted to No.2 Manning Depot. Posted to No.4 BGS, 2 January 1942 (non-flying duties). Posted to No.6 ITS, 27 February 1942; graduated 24 April 1942, promoted LAC and posted to No.4 EFTS. Course completed 17 July 1942 and posted on 1 August 1942 to No.13 SFTS; graduated 20 November 1942 and commissioned that date. To No.1 Flying Instructor School, 4 December 1942; to No.6 SFTS, 3 February 1943 for instructional duties. Posted to No.36 OTU, 11 November 1943. To "Y" Depot, Halifax, 21 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated to Canada, 3 December 1944; to No.7 OTU, 9 December 1944. To Release Centre, 23 August 1945. Released 27 August 1945. Returned to San Antonio to run a grocery store. Opened a TV station in Dade City, 1960. Sold that and went into real estate appraisal. Died 31 March 2005 in San Antonio, Florida.

This officer has completed a tour of operational flying. Throughout he has shown the greatest keenness to operate against the enemy. He has participated in many missions including two successful daylight attacks against Arnhem and Chalons-sur-Soane. His determination, courage and devotion to duty have been most commendable.

NOTE: Public Records Office Air 2/9048 has recommendation dated 3 December 1944 when he had flown 48 sorties (137 hours 50 minutes); the discrepancy with the respect to number of daylight trips is puzzling:

This officer has recently completed his first tour of operational flying, carrying out a total of 48 sorties including three daylight sorties.

He has always shown the greatest keenness to operate and has done his utmost to find something to attack during his sorties at night, often despite bad weather and ground opposition. On one occasion at night he attacked a flying bomb over enemy territory which exploded causing his aircraft to be violently shaken. On another occasion he successfully bombed and cannoned a train causing a large amount of smoke to come from the train.

He has taken part in two successful daylight sorties, that on the barracks at Arnhem on the 17th September 1944 and also the attack on the trains near Chalons-sur-Soane on the 25th August 1944.

Flying Officer DeRosier possesses determination and a very good offensive spirit. I recommend him for the award of the Distinguished Flying Cross.

* * * * *

DE SILVA, FS Desmond Michael (R95750) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 25 August 1920 in New Amsterdam, British Guiana; home in Georgetown, British Guiana. Elevator operator in New York prior to joining RCAF; enlisted in Ottawa, 18 March 1941 and posted to No.1 Manning Depot. To Trenton, 10 April 1941. To No.3 ITS, Victoriaville, Quebec, 27 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS, Goderich, Ontario (ceased training 4 August 1941; poor handling of aircraft on ground, forgetful of cockpit checks, swerving on takeoff, skidding on turns, and terrible landings; washed out after ten hours on Fleet Finches; even his ground school performance was terrible). To Trenton, date uncertain; to No.6 BGS, Mountain View, Ontario, 31 August 1941; graduated and promoted Sergeant, 29 September 1941). Posted to "Y" Depot, Halifax, 1 October 1941; to RAF Trainees Pool, 22 October 1941; taken on strength of No.3 Personnel Reception Centre, 4 November 1941; posted to RAF Station Manby, (possibly to attend No.1 AAS), date uncertain; to No.22 OTU, 29 April 1942; to No.214 Squadron, 21 July 1942; posted to No.218 Squadron, 14 September 1942; promoted Flight Sergeant with effect from 1 September 1942; to No.218 Squadron, 7 October 1942. Admitted to RAF General Hospital, Ely (Littleport Annex) on 19 February 1943 - "Was rear gunner in a Stirling aircraft on operational flight over enemy territory when he was struck in the right thumb by flak." Promoted WO2 with effect from 1 May 1943. returned to No.218 Squadron, 27 July 1943. Killed in action, 24 August 1943 (Stirling EH925, No.218 Squadron).

Flight Sergeant De Silva is an exceptionally skilful and courageous air gunner. He has been engaged on operational duties since May 1942, and took part in the

"1,000 bomber raid" on the Ruhr and Cologne. On one occasion, while on mine-laying operations in the Baltic, the aircraft in which Flight Sergeant De Silva was flying as rear gunner was heavily engaged by anti-aircraft fire and sustained severe damage. By his very accurate gunnery, this airman was instrumental in preventing further damage to his aircraft. One more than one occasion Flight Sergeant De Silva has attacked and set on fire locomotives on enemy territory and once, while on a sortie against Wilhelmshaven, drove off an enemy fighter, though wounded in the hand. He is a most efficient gunner who can be relied upon to complete his duties effectively.

NOTE: Public Records Office Air 2/8951 has recommendation dated 21 March 1943 when he had flown 21 sorties (128 hours ten minutes). Text only slightly more detailed but combined with sortie list his career is fleshed out slightly

30 May 1942 - Cologne (5.30)
1 June 1942 - Essen (4.50)
25 June 1942 - Bremen (6.40)
31 July 1942 - Dusseldorf (4.00)
5 August 1942 - Frisians (3.55)
11 October 1942 - Baltic (8.00)
17 October 1942 - Baltic (7.15)
3 November 1942 - Lingen (3.55)
9 November 1942 - Toulouse (7.30)
10 November 1942 - Frisians (4.00)
16 November 1942 - Bayonne (9.25)
20 November 1942 - Turin (8.00)
22 November 1942 - Stuttgart (8.20)
28 November 1942 - Turin (6.10)
29 November 1942 - Turin (8.30)
17 December 1942 - Fallersleben (6.00)
27 January 1943 - Baltic (6.45)
13 February 1943 - Lorient (5.40)
14 February 1943 - Cologne (4.00)
16 February 1943 - Lorient (5.00)
19 February 1943 - Wilhelmshaven (4.45).

Flight Sergeant De Silva is an Air Gunner of No.218 Squadron who has been engaged on operational duties since May 1942. He took part in the 1,000 bomber raids on Cologne and Essen in May and June of last year.

In October 1942, while on a Gardening sorties to the Baltic, the aircraft of which he was acting as rear gunner was heavily engaged by flak ships and sustained severe damage. Flight Sergeant De Silva, but his very accurate gunning, helped considerably to distract that attention of the ship's gunners, thereby lessening the damage to the aircraft.

In November 1942, while returning from an operational sortie to Stuttgart, he was instrumental in shooting up and setting on fire several locomotives. He also took part in the daylight raid on Lingen in November 1942.

In February 1943, at Wilhelmshaven, he was wounded in the hand in a running encounter with an my fighter but managed, by superior gunning, to stave him off, when he was eventually lost.

He is a most efficient gunner and is noted for his coolness, eagerness and clear thinking. He is very strong recommended for the award of the Distinguished Flying Medal.

INDUCTION AND TRAINING: When interviewed on 17 March 1941 the Interviewing Officer wrote of him, "Nice well-cut lad. Well mannered - good personality - sound material for development. Should prove up well for Air Crew".

Training at No.3 ITS (Course 28) began on 9 June 1941 and concluded 15 July 1941. He graduated 69th in a class of 143 with marks as follows: Mathematics - 64 percent; Armament (R and O), 65 percent; Signals, 86 percent; Hygiene and Sanitation - 37 points out of 40; Drill - 74 percent; Law and Discipline - 51 points out of 60. Assessed by W/C H.J. Burden as follows: "Fine appearance - Youthful - Very humorous - Alert 0 Keen - Easy going - Individualist - Splendid personality - Good background - Enthusiastic - Intelligent - Above average, but not too serious".

His personality was clearly his undoing at EFTS, where he was deemed lazy (see main biographical note). This may have shaken him up, given his subsequent career.

Training at No.6 BGS (Course 15) began 1 September 1941 and concluded 29 September 1941. He spent ten hours 40 minutes in Fairey Battle aircraft on training plus three hours 35 minutes as a passenger (all by day). Air Gunnery involved firing 750 rounds on the ground, 400 rounds air to ground and 1,425 rounds air to air. He was assessed at 12.5 percent on Beam Test, 7.5 percent on Beam Relative Speed Test and 33 percent in Under Tail Test. He scored 84 percent of Written Examination, 67 percent on Practical and Oral Examination, and 198 points out of a possible 250 on Ability as Firer. He graduated fourth in a class of 65. The Chief Instructor wrote, "He showed marked ability as a firer and will be a satisfactory Air Gunner". Nevertheless, he was not recommended for a commission.

On 18 October 1949 one W.A. Sparks wrote to the Secretary of the Imperial War Graves Commission respecting the crew of EH925, presumed dead as of 24 August 1943. The letter read, in part:

German documents state that the aircraft crashed at about 0130 hours on 24th August 1943, about five kms south of Zossen, which is in the Russian Zone of Occupation. No burial details were given.

This area has been searched by the Missing Research Organization without any trace of the crew, and there seems little hope of permission being granted by the Soviet Authorities for Search Officers to conduct any further investigations.

The names of these airmen will therefore be recorded on the Memorial to the Missing in accordance with the decision contained in your letter dated 26th August 1949.

The website "Lost Bombers" gives the following on his last sortie: Stirling EH925, No.623 Squadron (IC-C), target Berlin, 23/24 August 1943. This aircraft was initially delivered to No.218 Squadron on 3 July 1943 and to No.623 Squadron on 13 August 1943. Airborne at 2052 hours, 23 August 1943 from Downham Market. Shot down by a night-fighter and crashed 5 km south of Zossen. All are commemorated on the Runnymede Memorial. They were the first to be posted missing from the squadron since its formation from part of 218 Squadron. This was very much a scratch crew in that S/L W.H.B. Hiles, DSO, DFC was a Staff Officer at No.3 Group Headquarters, while posting formalities for Flight Sergeant De Silva, DFM (described as "an American from Flushing Meadows, New York City serving in the RCAF") had yet to be completed. Others in the crew were Sergeant G. Thompson, P/O J.N. Ure, F/O J.Basten, Sergeant J.Curran and Sergeant J.B.Kershaw.

* * * * *

DE SOLLA, F/L Henri (J14707) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. American in the RCAF; born 16 June 1912; home in Forrest Hills, New York; enlisted Montreal, 17 January 1941 as Equipment Assistant. To School of Technical Training, St. Thomas, 28 February 1941. To No.3 WS, 25 April 1941. Remustered to aircrew and posted to No.2 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942 but not posted to No.2 EFTS until 28 February 1942; graduated 23 May 1942 and posted to No.11 SFTS; graduated and commissioned 9 October 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 9 January

1945. Repatriated to Canada, 22 January 1945. To No.1 Air Command, 2 February 1945. To No.10 BGS, 6 March 1945. To AFHQ, 27 April 1945. Released 24 September 1945. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Recommendation dated 16 December 1943 found in DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) when he had flown 37 sorties (222 hours 55 minutes).

This officer has now completed a tour of operations in a most satisfactory manner. He is a skilled and reliable pilot who has captained his aircraft and achieved splendid results on many occasions. He has taken part in a variety of targets and has frequently secured excellent photographic evidence of accurate bombing. Throughout these operations he has at all times displayed a high degree of courage and initiative. This officer's conduct and devotion to duty, both in the air and on the ground, has set a fine example and is worthy of high praise.

The sortie list was as follows:

14 April 1943 - Stuttgart (3.35, second pilot, duty not carried out)
16 April 1943 - Mannheim (7.50)
3 June 1943 - England to North Africa (17.00)
26 June 1943 - Seiason (4.05, target name indistinct, second pilot)
28 June 1943 - Messina (5.45)
1 July 1943 - Cagliari (5.15)
2 July 1943 - Albia (5.30)
4 July 1943 - Villandeci (4.45, target name indistinct)
5 July 1943 - Corbini (4.05)
7 July 1943 - Catania (4.10)
9 July 1943 - Catania (4.40)
10 July 1943 - Corbini (5.20)
14 July 1943 - Naples (6.05)
17 July 1943 - Monte Cervinia (1.35, duty not carried out, target name indistinct)
19 July 1943 - Capodichino (6.30, target name indistinct)
22 July 1943 - Salerno (5.55)
26 July 1943 - Monte Cerveria (7.10, target name indistinct)
28 July 1943 - Capodichino (5.55, target name indistinct)
2 August 1943 - Naples (7.05)
5 August 1943 - Messina (5.50)
7 August 1943 - Messina (5.40)
10 August 1943 - Messina (6.00)

12 August 1943 - Messina (5.15)
16 August 1943 - Piaso (6.05, target name indistinct)
19 August 1943 - Foggia (5.55)
25 August 1943 - Taranto (6.35)
1 September 1943 - Aversa (5.55, target name indistinct)
4 September 1943 - Orgaziani (6.00, target name indistinct)
7 September 1943 - Viterba (6.45)
10 September 1943 - Fermia (6.45)
12 September 1943 - Castel Neauve (6.35, target name indistinct)
14 September 1943 - Battapaglia-Chold (6.25, target name indistinct)
16 September 1943 - Cisteria (6.05, target name indistinct)
19 September 1943 - Messereta (5.35, target name very indistinct)
3 October 1943 - battle area with nickles (5.25)

DE SOLLA, F/L Henri, DFC (J14707) - **Mention in Despatches** Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945.

* * * * *

DE ZORZI, F/O Santy Joseph (J16690) - **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 11 April 1913 in Italy; home in Toronto; enlisted in Hamilton, 16 October 1940. Posted to No.1 ITS, 10 November 1940; promoted LAC, 10 December 1940 and posted that day to No.10 EFTS. Ceased training, 23 December 1940 and posted to No.1 Manning Depot. To No.1 AOS, 31 March 1941; to No.1 BGS, 22 June 1941; promoted Sergeant, 2 August 1941 and posted to No.1 ANS; warned for embarkation, 2 September 1941; to RAF overseas, 17 September 1941. Commissioned 23 October 1942. Promoted Flying Officer, 23 April 1943. Promoted Flight Lieutenant, 23 October 1944. Repatriated to Canada, 28 October 1944. To No.1 Training Command, 29 November 1944; to Mountain View, 3 March 1945; to Western Air Command, 17 April 1945. Remained in Interim Force but finally retired on 9 September 1946. Photo PL-34011 shows him.

As navigator, this officer has completed numerous sorties including such targets as Mannheim, Cologne and Essen. His ability has been outstanding and throughout he has displayed great keenness and zeal. He has played a worthy part in the successes obtained.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 17 September 1944 when he had completed 41 sorties (231 hours ten minutes):

Flying Officer De Zorzi has completed two tours of operations in an exemplary manner. On his first tour he navigated to many heavily defended targets deep in Germany such as Mannheim, Essen and Cologne. On all occasions the standard of navigation achieved by him have [sic] been exceptional.

On his second tour he maintained this very high standard of navigation. The fact that the aircraft in which he flew were so seldom hit by flak or attacked by night fighters is a good indication of the excellence of his track keeping and navigation. His skill contributed largely to the outstanding success of his crew and he has set a splendid example to all navigators on this squadron.

Such a long period of exceptionally efficient service, in my opinion, fully warrants an award of the immediate Distinguished Flying Cross.

* * * * *

DEACON, F/L Paul Septimus (J25363) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 9 June 1922. Home in Toronto; enlisted there 14 July 1942 and posted to No.1 Manning Depot. To No.6 ITS, 3 September 1942; promoted LAC, 11 September 1942; to No.20 EFTS, 20 October 1942; to No.2 SFTS, 20 November 1942; graduated and commissioned, 16 April 1943. To No.1 GRS, 23 April 1943. To "Y" Depot, 17 July 1943. To United Kingdom, 20 July 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant, 16 April 1944. Repatriated 26 September 1945. Retired 5 November 1945. Died in Toronto, 23 March 1996, age 73. Obituary notice stated he had been editor and publisher of **The Financial Post** and a Director of McLean-Hunter, President of the National Ballet of Canada, and Chairman of the Michener Awards Foundation.

* * * * *

DEACON, F/L William Saunby (C7373) - **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. American in the RCAF; home in Los Angeles, California; enlisted in Toronto, 29 August 1941 in Aero Engineer Branch and commissioned that date. To Aero Engineer School, 12 September 1941. To No.6 SFTS, 21 February 1942. Promoted Flying Officer, 1 March 1942. To "Y" Depot, 19 September 1942. To RAF overseas, 25 September 1942. Promoted Flight Lieutenant 11 August 1943. Repatriated 28 February 1945. Retired 18 April 1945. Died in Santa Barbara, California, 21 May 2002. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to CO, No.64 Base, 17 July 1944.

This officer has shown untiring efforts and is a great asset to the Servicing Wing. His spirit and keenness are an excellent example to all those under him. He works long hours and under difficult conditions without complaint and cheerfully does all that is required of him and more. He is competent and dependable.

* * * * *

DEALEY, WO1 Frederick Henry William (R87881) - **Air Force Cross** - WAC Communications Flight - Award effective 23 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Born in Moose Jaw, Saskatchewan, 31 July 1921. Home in Victoria, British Columbia; enlisted in Vancouver, 25 January 1941 and posted to No.2 Manning Depot. To No.3 SFTS, 2 March 1941 (guard). To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; graduated 15 August 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 15 September 1941. Attached to Ferry Command, 5 October 1941 but appears not to have been involved in any deliveries. To Western Air Command, 13 December 1941. To No.13 Operational Training Squadron, 19 December 1941. To No.3 OTU, date uncertain. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. To No.122 (Communications) Squadron, 4 July 1943. To No.166 Squadron, 15 April 1944. To Communications Flight, 1 October 1945. To Release Centre, 25 February 1946; retired 28 February 1946. As of recommendation he had flown 1,485 hours, 200 in previous six months, and had flown 60 operational hours (12 sorties).

This warrant officer, during his tour of duty as a wireless operator with 166 Squadron and the Communications Flight, has rendered valuable and meritorious service. The keen interest and outstanding ability he has displayed in the performance of his duty is worthy of high praise and have set a fine example to all with whom he has been associated.

* * * * *

DEAN, WO Cyril Armstrong (R108725) - **Mention in Despatches** - No.76 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Mount Dennis, Ontario, 13 February 1923. Home in Toronto film cutter, National Steel employee); enlisted there 11 June 1941 for General Duties and posted to No.4A Manning Depot. To No.4 BGS, Fingal, 20 June 1941; promoted AC1, 11 September 1941; promoted LAC, 11 December 1941. Employed in the station Fire Department, he applied to his Commanding Officer for remuster to aircrew. Remustered to aircrew, still at No.4 BGS and graduated 26 September 1942. To "Y" Depot, 27 October 1942. To RAF overseas, 29 October 1942. Disembarked in Britain, 4 November 1942. To No.20 OTU, 17 November 1942. To

No.1663 Conversion Unit, 24 March 1943. Promoted Flight Sergeant, 25 March 1943. To No.76 Squadron, 3 May 1943. Promoted WO2, 25 September 1943. To No.82 OTU, 24 October 1943. Died at No.82 OTU, 14 November 1943 (diphtheria.).

His file includes the following sortie list:

23 May 1943 - Dortmund (7.05)
25 May 1943 - Dusseldorf (5.15)
27 May 1943 - Essen (5.45)
29 May 1943 - Wuppertal (6.40)
11 June 1943 - Dusseldorf (5.45)
12 June 1943 - Bochum (5.45)
21 June 1943 - Krefeld (4.25)
22 June 1943 - Mulheim (4.30)
25 June 1943 - Wuppertal (4.55)
26 June 1943 - Gelsenkirchen (4.35)
28 June 1943 - Cologne (4.50)
3 July 1943 - Cologne (5.25)
9 July 1943 - Gelsenkirchen (6.05)
13 July 1943 - Aachen (5.05)
15 July 1943 - Montbeliard (7.55)
29 July 1943 - Hamburg (5.40)
30 July 1943 - Remscheid (5.40)
2 August 1943 - Hamburg (5.20)
9 August 1943 - Mannheim (6.40)
22 August 1943 - Leverkusen (5.15)
23 August 1943 - Berlin (8.55)
5 September 1943 - Mannheim (7.35)
6 September 1943 - Munich (8.35)
15 September 1943 - Mont Lucon (6.35)
16 September 1943 - Modane (7.05, target not attacked)
27 September 1943 - Hanover (5.45)

Training: Course at No.4 BGS was 6 July to 25 September 1942. Flew 11 hours 40 minutes in Bolingbroke and Battle aircraft; used Browning and Vickers Gas Operated machine guns, experienced Bristol turret in air, Bristol, Frazer Nash and Boulton Paul turrets on ground. Exposed one film; spent five hours 25 minutes in Turret Manipulation; fired 240 rounds on skeet range, 300 rounds on 25-yard range, 700 rounds on 200-yard range, 600 rounds air-to-ground and 3,200 rounds air-to-air (4.5 percent hits in air). Stage I training was Armament, oral (56/100), Armament, written (175/300), Anti-Gas (65/100), Navigation (75/100), Mathematics,

Hygiene, Administration (84/150), Signals (50/100), and Drill (58/100). At Stage II assessed in Armament, written (77/150), Armament, practical and oral (147/200), Aircraft Recognition (83/100) and rated 75/100 on "Ability as Firer". Placed 13th in a class of 21.

Course at No.20 OTU was 17 November 1942 to 6 March 1943, flying 39 hours ten minutes at night and 36 hours 45 minutes by day. Fired 4,100 rounds air-to-air and 1,600 rounds air-to-ground. "A good air gunner but inclined to be lazy. Volunteered and recommended for Pathfinder Force.

Course at No.1663 Conversion Unit involved 36 hours flown by day and 12.30 by night. Fired 1,000 rounds air-to-air, 800 rounds air-to-ground, and 200 rounds on 25-yard range. "An average air gunner, keen and tidy."

* * * * *

DEAN, F/L Thomas Hancel or Hangel (J13104) - **Distinguished Flying Cross** - No.184 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. American in the RCAF. Born 19 November 1915 in Nicholls, Georgia, home in Vero Beach, Florida. Attended high school there and Oglethorpe University. Attempted to join U.S. Army Air Force but rejected on grounds of defective eyesight. Enlisted in RCAF, Windsor, 9 September 1941 and posted to No.1 Manning Depot. To No.6 SFTS, 27 October 1941 (guard). To No.5 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 when posted to No.13 EFTS; may have graduated 27 March 1942 but not posted to No.2 SFTS until 11 April 1942; graduated and commissioned, 31 July 1942). To "Y" Depot, 14 August 1942; to RAF overseas, 20 August 1942. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated 23 July 1945. Retired 4 September 1945. Returned to Florida. Died in Vero Beach, 29 January 2015.

This officer has taken part in a very large number of fighter sorties, having been continually on operations since before the invasion of Normandy. He is a brave and resolute pilot who has destroyed and damaged many enemy tanks, transports and barges. Flight Lieutenant Dean has frequently encountered heavy enemy opposition in the course of his sorties but this has never deterred him from the effective completion of his allotted tasks.

NOTE: Public Records Office Air 2/9043 has recommendation dated 6 November 1944 when he had flown 106 sorties (105 operational hours); text had more statistical details:

This officer had completed a total of 105 operational hours involving 106 sorties, often in the face of considerable anti-aircraft fire. On Hurricanes his attacks

include ten "No Ball" targets, five rocket projectile and two dive bombing missions. On Typhoons:- five dive bombing missions, one fighter escort and 83 rocket projectile attacks. He has flown continuously since before D Day, and has personally destroyed many, and shared in the destruction of many more, tanks, transports and barges. He is a brave and resolute fighter and has set a fine example to all.

* * * * *

DEANE, F/L Patrick Kitchener (J13844) - **Mention in Despatches** - No.426 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 17 July 1916 in Port Simpson, British Columbia; home Prince Rupert. Deck hand on fishing boat, 1928-1938; clerk, Prince Rupert General Store, 1939; chauffeur and bus driver, 1939-1941. Enlisted in Vancouver, 17 November 1941 and posted to No.2 Manning Depot. To No.4 Training Command, 3 January 1942. To No.3 SFTS (guard), 27 January 1942. To No.2 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942 when posted to No.3 AOS; graduated and commissioned 28 August 1942. To No.1 CNS, 19 September 1942. To No.2 AOS, 8 October 1942 to instruct. Promoted Flying Officer, 28 February 1943. To "Y" Depot, 10 December 1943. Embarked from New York, 21 January 1944; disembarked in Britain, 30 January 1944. To No.6 (Observer) AFU, 7 March 1944. To No.24 OTU, 18 April 1944. Involved in a Wellington crash on take-off, June 1944 (no injuries) To No.61 Base, 26 July 1944. Detached to Dalton Battle School, 26-31 July 1944. Attached to No.1666 Conversion Unit, 31 July to 13 September 1944. Promoted Flight Lieutenant, 28 August 1944. To No.415 Squadron, 13 September 1944. To No.426 Squadron, 1 December 1944. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. To No.5 OTU, 26 July 1945. Retired 19 September 1945. Died 2 November 1980 in Prince Rupert, British Columbia as per British Columbia Vital Statistics which render his name as "Dean". Navigator to F/O L.R. Deryckere. Squadron navigation officer. Photo PL-43740 shows F/L L.R. Deryckere (left) talking to F/L P.K. Deane (navigator, Prince Albert). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Had served 26 months in Canada, one year overseas.

A conscientious and hard working section leader who has done much to improve the efficiency of the personnel under his control by the fine example he has set at all times.

DEANE, F/L Patrick Kitchener (J13844) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Incident mentioned was 24 February 1945.

Throughout his tour of operational duty this officer has set a high standard of skill, gallantry and devotion to duty. In February 1945 he was the navigator in an

aircraft detailed to attack Kamen. On the bombing run the aircraft was subjected to heavy anti-aircraft fire and sustained damage. A large piece of shrapnel pierced the fuselage and struck Flight Lieutenant Deane over the heart. Although in great pain, Flight Lieutenant Deane refused to leave his post. Not until he was satisfied that he had done everything possible to assist in executing a successful attack would he consent to take a rest. His example on this occasion was in keeping with that which he has shown at all times.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted by W/C C.M. Black, 1 April 1945 when he had flown 23 sorties (135 hours five minutes) as follows:

27 September 1944 - Bottrop (5.20)
28 September 1944 - Cap Gris Nez (4.30)
30 September 1944 - Sterkrade (5.00)
15 October 1944 - Wilhelmshaven (4.20)
23 October 1944 - Essen (6.00)
25 October 1944 - Homberg (5.05)
28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (6.10)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (4.50)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.10)
17 December 1944 - Duisburg (6.50)
29 December 1944 - Trois Dorf (6.35)
13 January 1945 - Saarbrucken (7.15)
15 January 1945 - Grevenbroich (6.50)
2 February 1945 - Wanne Eickel (5.30)
7 February 1945 - Goch (6.20)
21 February 1945 - Worms (6.25)
24 February 1945 - Kamen (6.10)

Flight Lieutenant Deane has served as Squadron Navigation Officer for the past four months and has been instrumental in maintaining a high standard of navigational efficiency in the squadron. On February 24th, 1945, while attacking a target in Germany, the aircraft in which Flight Lieutenant Deane was navigator was badly damaged by flak. A large piece of flak came through the side of the

fuselage, striking Flight Lieutenant Deane over the heart. Luckily it struck a watch in his tunic pocket, completely destroying the watch and badly bruising his chest. This bruise was extremely painful and later proved to be a broken rib. Despite the pain whenever he moved, this officer managed to navigate his aircraft well on its way to base before retiring to the rest position.

This officer has at all times maintained a spirit of cheerful determination and efficiency in navigation that has been an inspiration to those serving under him. His devotion to duty should not go unrecognized, and I therefore strongly recommend the award of an immediate DFC.

For some reason the wording was not acceptable to either Base or Group Headquarters, and a slightly revised text was put forward in a recommendation dated 16 April 1945.

Notes: Assessed at No.2 AOS, Edmonton, 25 February 1943 - "A very capable officer and an efficient instructor. Strongly recommended for immediate promotion to the rank of Temporary Flying Officer." (S/L R.P. Opie. Chief Supervisory Officer).

Aircraft struck by flak, 1630 hours of 24 February 1945 entering Kamen target area at 17,000 feet. He was hit in right chest; spare wrist watch was in right breast pocket and driven against his ribs. Dazed, could not see his log; did not bleed much but perspired a great deal and the whole upper half of his body was numb. They came down to 10,000 feet and he felt better. Right side and shoulder were still numb and breathing difficult. The following day he coughed up blood. Hospitalized. Following this he returned to squadron, but on his first flight (5 April 1945) began to feel pain at 4,000 feet. Aircraft proceeded on a cross-country flight; soreness worse at 10,000 feet and he asked pilot to level out at 15,000 feet. Had difficulty breathing and checked oxygen. "The next thing he remembers is finding they were at 8,500 feet. In the meantime he had slumped across desk, had twitched, made groping movements with his hands, had torn up log and charts, and had broken several pencils into small pieces. Is moderately predisposed to the development of psychogenic symptoms . . . Has been much attached to his crew for the survival of being in a good crew, but has lost them now." Conclusion was that he had done his best and should be re-categorized as non-operational.

On Repatriation Form dated 1 May 1945 he stated he had flown 23 sorties (135 operational hours), the last on 24 February 1945; also 294 hours 30 minutes non-operational. Types experienced were Anson (38.20), Wellington III and X (81.10) and Halifax II, III, IIIA, V and VII.

Training: Interviewed 22 August 1941 - "A wiry type, capable and keen. This applicant seems good material. Is well assured and answers questions quickly and concisely. Can be recommended for training.

Course at No.2 ITS was 1 March to 24 April 1942. Courses in Mathematics (141/150), Armament, practical and oral (48/50), Signals (135/150), Anti-Gas (47/50), Aircraft Recognition (8/100), Drill (70/100) Navigation (174/200), Law and Discipline (98/100) and General Studies (93/100). Placed ninth in a class of 123. "This trainee is cheerful, hard working and dependable type. He did well on the course, standing ninth out of a class of 123. He is keen and very interested to be an observer and it is felt he will prove to be valuable. He is serious, enthusiastic and cooperative."

Course at No.3 AOS was 27 April to 28 August 1942. Anson aircraft - 40/45 as first navigator by day, 24.25 as second navigator by day, 12.40 as first navigator by night, 20.15 as second navigator by night. Also one hour bombing. Graded in Navigation air work (560/700). Photography air work (80/100), Elements of Navigation (395/500), Magnetism and Compasses (83/100), Instruments (35/50), Signals, practical (100/100), Signals, written (39/50), Maps and Charts (39/50), Meteorology (86/100), Photography (47/50), Reconnaissance (90/100) and Aircraft Recognition (92/100). "At home in the air, works hard and does a good job/ Hard worker on the ground and is above average in ground subjects." Placed sixth in a class of 19.

Course at No.6 (Observer) AFU was 7 March to 17 April 1944. Anson aircraft - 13.40 as first navigator by day, 4.35 as second navigator by day, 8.30 as first navigator by night. Assessed air work as follows - Air Navigation, Day (290/350), Air Navigation, Night (290/350), Map Reading (164/200). Ground work assessed as follows - Air Navigation Exercises (304/350), Air Navigation Test (264/300), Armament (170/200), Signals (132/150). "A very keen and efficient navigator."

Course at No.24 OTU was 18 April to 17 July 1944. Spent two weeks in ground school, took part in eleven DR Instructor exercises. Flew 45.50 by day and 35.20 by night. Chart work "very good", Log keeping "very good", Track keeping "above average", Timing "good, always checking", GEE "Good operator and plots accurately" and Use of Instruments "Proficient." Described as "Well above average navigator, very accurate and puts every effort into his work. Recommended for Pathfinder Force." (S/L D.A. Iman).

* * * * *

DEANE-FREEMAN, F/L (now S/L) Henry Edward Clive (J4736) - **Commended for Valuable Services** - No.19 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 16 December 1914. Home in Nanton, Alberta; enlisted in Montreal, 1 July 1940. To No.1 ITS, 31 July 1940; promoted LAC, 14 October 1940 and posted that date to No.7 EFTS; to No.31 SFTS, 30 November 1940; graduated and commissioned 25 March 1941. Posted to Trenton that date. To No.11 SFTS, 5 July 1941.

Promoted Flying Officer, 25 March 1942. To "Y" Depot, 7 November 1942. To RAF overseas, 9 December 1942. Repatriated 27 February 1943. To No.3 Flying Instructor School, 16 March 1943. To No.19 SFTS, 2 May 1943. Promoted Flight Lieutenant, 1 May 1943. Promoted Squadron Leader, 1 July 1944. Remained in postwar RCAF until uncertain date, retaining rank of Squadron Leader. Died in Surrey, British Columbia, 2001. See Vancouver **Sun** of 10 February 2001.

This officer, over a long period of time, has set a particularly outstanding example of efficiency in organization and flying duties.

* * * * *

DEARAWAY, W/C Stuart Clark (C2394) - **Member, Order of the British Empire** - No.9 BGS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in High River, Alberta, 1 December 1905. Home in High River, Alberta. Canadian Air Force service, 21 July 1923 to 31 March 1924. Taken on strength of RCAF at High River, 3 October 1924 as Airframe Mechanic. Promoted LAC, 1 July 1925. To Camp Borden, 18 October 1927 for Airman Pilot Course. Taken off course, 6 December 1927 and given camera operator course. To Ottawa Air Station, 20 December 1927. To No.7 Photo Detachment, 28 April 1928. Promoted Corporal, 1 August 1928. To No.1 Photo Detachment, Vancouver, 7 March 1929. Returned to Ottawa, No.7 Photo Detachment, 28 April 1929. Participated in McAlpine Search, 15 October to 12 December 1929. To No.10 Photo Detachment, 1 April 1930. Promoted Sergeant, 1 April 1930. To No.11 Photo Detachment, 11 April 1930. On 27 March 1931, W/C A.E. Godfrey described him as follows: "Very good type of NCO. Efficient and reliable. Excellent tradesman and camera operator." To No.1 Depot, Ottawa, 31 December 1932. To Station Ottawa, 15 April 1933 and detached to No.8 (MP) Detachment, Shediac, 25 May 1933; returned to Ottawa 4 November 1933. To No.8 (MP) Detachment, Shediac, 7 May 1934. To No.5 (Flying Boat) Squadron, 9 November 1934. Served in Shediac Detachment, 29 April 1935 to 5 November 1935. Promoted Flight Sergeant, 9 November 1936. To Station Trenton, 1 December 1936. Promoted WO2, effective 1 September 1939. Commissioned in Engineer Branch, 1 August 1940 when he was in Toronto. Posted that date to Trenton. To Aircraft Depot, Ottawa, 24 August 1940. To No.3 Training Command, 2 February 1941. Promoted Flight Lieutenant, 15 August 1941. To No.9 BGS, 14 January 1943. Promoted Squadron Leader, 15 January 1943. Promoted Wing Commander, 1 October 1944. To Station Mont Joli, 14 April 1945. To No.1 Air Command, Trenton, 11 May 1945. To Release Centre, 5 June 1945. Retired 13 November 1945 to Downsview. Died in Vancouver, 21 November 1991 as per **Legion Magazine** of February 1992.

This officer is an exceptionally fine Chief Engineering Officer who has done a particularly excellent job in organizing Central Maintenance. Due to his

outstanding ability and extremely high sense of devotion to duty, he is directly responsible for the efficient and smooth running Maintenance Unit, and for the present high state of serviceability which continues to exist at this unit. By his zeal and devotion to duty he has always set an excellent example.

Recommendation originally raised by G/C J.M.W. St. Pierre, Commanding Officer, No.9 BGS, 18 August 1944, as follows:

Squadron Leader Dearaway is an exceptionally fine Engineering Officer. He has been Chief Engineering Officer at this station for seven months and since that time has done a particularly fine job in organizing Central Maintenance. Due to his outstanding ability and extremely high sense of devotion to duty, he is directly responsible for the efficient and smooth running Maintenance Unit, and for the presently high state of serviceability which continues to exist at this station. This officer has always set an excellent example as an officer and a gentleman, and his service ethics are of the highest order.

This was endorsed by A/V/M A. Raymond, but as of January 1945 it was noted as not having reached the priority list for New Year 1945.

An earlier recommendation for an OBE was raised on 12 February 1944 by W/C D.W. Saunders, Chief Instructor at No.9 BGS, who wrote:

Through his devotion to duty and by displaying exceptional qualities as Chief Technical Officer, he was responsible for attaining and sustaining a high state of serviceability in Fairey Battle aircraft, which has been a major contribution to the successful training of Air Gunners at this unit.

This was endorsed by G/C H.P. Crabb but went no further.

Selected Assessments: "Flight Sergeant Dearaway possesses outstanding ability as a Flight Sergeant. He is a very reliable, hard-working and conscientious NCO and has a sound practical and theoretical knowledge. He sets an excellent example in deportment both off and on duty, and the writer can, without hesitation, say that he will make an exceptionally good Warrant Officer." (S/L F.J. Mawdesley, 14 November 1938). It is also noted that he is a camera operator, MT driver and qualified in drill and signalling. "An excellent crew man with considerable operational experience."

"This officer has carried out his duties as Assistant Command Trade Test Officer to entire satisfaction. Hard working and reliable and can complete any duty assumed by him without

supervision in a satisfactory manner. As he gains confidence he should develop into a valuable staff officer." (W/C J. Jackson, No.1 Training Command, 31 January 1941).

"An excellent type of officer whose work has been outstanding. He has been responsible for a very high rate of aircraft serviceability in Battle aircraft which has been a contributing factor in Air Gunner training at this unit. He commands the respect of all ranks and the 'Service' is his first consideration." (W/C D.W. Saunders, No.9 BGS, 1 April 1944).

* * * * *

DEARING, F/L Philip Frederic (J12624) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 21 October 1919. Home in London, Ontario; enlisted there 14 May 1941 and posted to No.1 Manning Dept. To No.6 BGS, 1 September 1941 (guard duty). To No.4 WS, 23 November 1941; first part of course may have ended 22 December 1941 (when promoted LAC) but not posted to No.5 BGS until 6 June 1942. Graduated and commissioned , 5 July or 6 July 1942. To "N.S.", 25 July 1942. Promoted Flying Officer, 6 January 1943. To "K", 30 April 1943 and then to No.10 (BR) Squadron that date. Promoted Flight Lieutenant, 1 January 1945. To Eastern Air Command Headquarters, 17 April 1945. Released 30 August 1945. Died in Exeter, Ontario, 9 December 1998.

As squadron wireless air gunner leader, and first wireless air gunner on an operational crew, Flight Lieutenant Dearing has completed nine hundred and forty hours of flying in the North Atlantic area of operations. During this time he has constantly displayed the highest order of leadership, skill and keenness in contributing to the successful conclusion of any task undertaken by his crew. His cheerfulness and devotion to duty have been exemplary.

* * * * *

DECHER, F/O Karl Alfred (J16052) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 31 August 1918 in West Kitchener, Ontario; home in Kitchener, Ontario; enlisted in Hamilton, 16 September 1940. To No.119 (BR) Squadron, 8 October 1940. To No.1 Equipment Depot, 31 December 1940. To No.2 WS, 31 January 1941. Promoted LAC, 3 March 1941. To No.5 BGS, 20 June 1941. Graduated and promoted Sergeant, 22 July 1941. To Embarkation Depot that date. To RAF overseas, 14 August 1942. Commissioned 20 September 1942. Repatriated 1 May 1944. To Mountain View, 9 June 1944. To Trenton, 3 February 1945. Released 12 March 1945. Died in London Ontario, 21 January 2003 as per **Legion Magazine** of November 2003. 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 2/9015 has recommendation dated 8 April 1944 when he had completed 25 sorties (219 hours 19 minutes) as a Bomb Aimer, 30 May 1942 to 19 February 1944:

30 May 1942 - Cologne (6.10)
1 June 1942 - Essen (5.15)
25 June 1942 - Bremen (6.30)
19 July 1942 - Vegasack (5.50)
31 July 1942 - Dusseldorf (4.50)
4 August 1942 - Essen (4.00)
9 August 1942 - Osnabruck (4.50)
12 August 1942 - Mainz (6.25)
4 September 1942 - Bremen (5.10)
16 September 1942 - Essen (5.40)
13 October 1942 - Kiel (7.15)
23 October 1942 - Cologne (5.45)

27 October 1942 - Anti-sub patrol (5.45)
31 October 1942 - A/S patrol (11.10)
7 November 1942 - A/S patrol (11.10)
10 November 1942 - A/S patrol (8.25, attacked by Ju.88)
17 November 1942 - A/S patrol (9.50)
21 November 1942 - A/S patrol (11.25)
27 November 1942 - A/S patrol (11.05, attacked sub)
1 December 1942 - A/S patrol (10.00)
11 December 1942 - A/S patrol (8.55)
26 January 1943 - Bordeaux (4.45)
11 March 1943 - Stuttgart (8.55)
8 October 1943 - Hanover (4.55)
16 December 1943 - Berlin (7.21)
5 January 1944 - Stettin (8.14)
27 January 1944 - Berlin (8.32)
15 February 1944 - Berlin (7.31)
19 February 1944 - Leipzig (7.11)

Flying Officer Decher has been engaged on operational duties from May 1942 until February 1944, during which time he has carried out an extremely varied tour, consisting of nine sorties in anti-submarine patrol, on one of which he attacked a U-Boat. The remainder of his trips comprise numerous attacks against targets in the Ruhr and also several to Berlin.

As a Bomb Aimer he has, at all times, performed his duties in an efficient manner, with great keenness and devotion to duty. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

* * * * *

DEEGAN, S/L Robert Cyril (J18889) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 26 November 1916 in Smith Falls, Ontario; home there; enlisted in Perth, Ontario, 31 January 1940 as Clerk/Accountant. To Rockcliffe, 8 February 1940. To No.1 SFTS, date uncertain. Promoted AC1, 30 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. To No.16 SFTS, 8 August 1941. Remustered to aircrew, 4 January 1942 and posted that date to No.6 ITS; course completed 24 April 1942 but not posted to No.7 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Commissioned 7 October 1943. Repatriated 18 June 1945. To Debert for Very Long Range training (Tiger Force), 19 June 1945. To Halifax, 6 October 1945. Released 12 October 1945. RCAF photo PL-26868 (ex UK-7320 dated 13 January 1944) is captioned as follows: "It is tough enough to get back from an attack on Berlin with four engines working generally, but these three members of the Lion Squadron of the RCAF Bomber Group in England limped home on two engines and had a third cut out on them just as they 'hit the deck' in a recent raid. Besides all this they were attacked by an enemy fighter on the way home and had to take strong evasive action. From left to right in the picture are Flight Sergeant C. Axford (Hamilton, navigator), Flight Sergeant R.D. Anderson (Toronto, bomb aimer) and Pilot Officer R.C. Deegan (Smith Falls, skipper of the crew)." RCAF photo PL-32889 (ex UK-15027 dated 19 September 1944) shows S/L Bob Deegan (Smith Falls, Ontario, left) and S/L Fred Kruger, DFC, DFM (Reston, Manitoba) with LAC Donald Calvin (Saint John, New Brunswick, overseas three years) rolling out a 500-lb bomb. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 20 July 1944 when he had flown 29 sorties (200 hours 50 minutes), 9 August 1943 to 5 July 1944. Sortie sheet describes a very adventurous tour. First mission (9 August 1943, second pilot, to Mannheim), aircraft shot up and he baled out over England. Crew on this occasion gave first thought to their pigeons, releasing them before jumping. On 27 August 1943 (fourth sortie, Nuremburg) rear gunner shot down enemy aircraft. Three sorties were early returns due to turret and gun problems, three early returns with hydraulics and engine problems; these included a trip to Berlin, 29 December 1943, cut short over Hanover where bombs were dropped and aircraft finally landed on one engine.

Squadron Leader Deegan as a Flight Commander with this squadron has shown outstanding qualities of leadership and courage. His cheerfulness and strong sense of duty have inspired a strong standard of morale in this squadron.

Squadron Leader Deegan's tour has included the principal targets of Germany and France, and on all he has pressed [the] home attack with cool determination. On two occasions only his skill and determination extricated he and his crew from a perilous situation.

In view of this officer's fine record and devotion to duty, Squadron Leader Deegan is strongly recommended for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has more details of his sortie on 9 August 1943 which was with No.427 Squadron. Halifax EB247 of No.427 Squadron, target Mannheim. Airborne at 2310 hours, 9 August 1943 from Leeming. Badly shot about by a night-fighter and after regaining the south coast of England, the Halifax was abandoned at 0520 hours near Hartford Bridge, Hampshire. For their quite outstanding airmanship, Flight Sergeant W. Biggs, Sergeant J. Elliott and Sergeant L.E. Moyler were awarded immediate DFM's, gazetted 10 September 1943. The squadron's ORB indicates that Biggs was recommended for a Conspicuous Gallantry Medal, but this was turned down by higher authority. Others in crew were Sergeant R.C.Deegan, RCAF, Sergeant J.Reid, Sergeant A. Richards, Sergeant H.G.McLean and Sergeant R.E.Fisher. With the exception of Sergeants Deegan and Fisher, this crew was lost on 7 September 1943 in LK628.

Further to the sortie of 9 August 1943, RCAF Press Release 2245 (noted as "For Release September 9, 1943 but finally dated 16 September 1943) provides the following account:

London (RCAF News Release): The blond head of 'Piccadilly Princess', comely insignia painted on his Halifax bomber, is the only souvenir which a 27-year old pilot from Smiths Falls, Ontario - Sergeant R.C. Deegan - has to show for his first operational trip in which he bailed out over England with the rest of his crew.

When the big kite crashed after being abandoned, the main fuselage caught in a tree. 'Piccadilly Princess', an almost life-size figure, was badly bent but the boys climbed the tree and hacked out her lovely head and shoulder and the piece of metal nose is among the souvenirs of Canada's famous Lion Squadron.

Flying as second pilot, Deegan was the only Canadian in the bomber during a heavy raid on a German city. In his first hectic trip he saw his aircraft badly shot up by a German night fighter and one of his crew mates wounded in the

shoulder from flying perspex.

'P for Peter' had just bombed the target and was heading home when attacked by a FW.190 from behind and below to starboard. When tracers were noticed undernath the bomber the pilot went into a steep starboard diving turn. On the top of the next climbing turn the fighter unleashed another burst which is believed to have caused most of the damage.

The control column was forced back and it took both the pilot and Deegan, now taking an engine-handling course, to hold it forward in order to keep the aircraft from stalling.

To add to the grimness, the mid-upper gunner reported a fire in the trailing edge of the starboard wing near the fuselage. Hacking through the side of the fuselage, the flight engineer discharged all fire extinguishers in the aircraft inside the trailing edge of the wing to put out the blaze.

Deegan informed his skipper that the wing bomb door lights were still on and it was learned that the doors were still open and the flaps partially down. Hydraulics had been shot away.

Unable to raise the bomb doors or flaps the bomber continued its homeward jaunt. The flight engineer obtained a rope and tied one end to the control column and the other to the supports holding pipe lines above the navigator's head. All the way to the French coast the pilot kept his knee raised against the control column to assist the rope in maintaining the control column forward.

Over the English coast an SOS was sent advising of the crew's intention to bail out.

The skipper brought the kite down to 10,000 feet and far enough inland to ensure that there would be no possibility of drifting into the sea. The boys gave first thought to their pigeons and after turning the birds loose, they jumped.

Inadvertently the wireless operator pulled his rip cord in the aircraft and it was necessary for him to hold his arms about the parachute while he was pushed out of the rear hatch by the gunners.

RCAF Press Release No. 2693 dated 28 September 1943 from F/O W.H. Dumsday read:

Thrills of bagging a German night fighter and limping home all the way from the Nazi spiritual centre of Nuremberg on three motors were experienced by a young western tail-gunner – Sgt. P.A. Dubois, R176162, of Arcola, Saskatchewan – and his all-Canadian crew on their first operational raid in a Halifax bomber.

For the pilot – Sergeant R.C. (Deeg) Deegan, R62559, Smiths Falls, Ontario, -- it was his second operational trip. In his first venture, he bailed out with the rest of the crew over England after a “shaky-do”.

Telling of the feats of Dubois and Deegan, F/O K.A. (Solly) Solmundson of Riverton, Manitoba (151190), navigator and only officer in the crew, said the entire flying team “acted like veterans and didn’t show a bit of panic even when flames from one of our motors were trailing the kite”.

Decorated with the Norwegian King’s Medal for completing 65 Arctic sorties, Solmundson, who worked for four years with City Hydro in Winnipeg before joining the RCAF, is making his second operational tour with the Lion squadron.

“We were going in on the target when a twin-engined fighter came at us from below and astern,” said the 26-year-old navigator. “Our rear-gunner, Dubois, first sighted Jerry’s lights and let him come to within about 300 yards. The fighter fired a burst which went beneath us and the rear-gunner told the skipper to corkscrew.”

“Just as we started the evasive, the rear-gunner gave two long bursts and at the conclusion of the second burst, the Jerry fell away with sparks coming from his port engine. He tumbled through cloud for about 3,000 feet and then exploded, lighting up the whole sky.”

Besides Deegan and Dubois, others who saw the night fighter explode were Sergeant H.J. Gibbs, R179492, mid-upper gunner, McMasterville, Quebec, and Sergeant J.C.A. Corbeill, R121428, Cluny, Alberta, flight-engineer.

Over the target, flak caught the bomber’s port outer and the motor caught fire, flames trailing for about 12 feet behind the aircraft.

The crew succeeded in extinguishing the blaze and feathering the motor but, with that job done, the kite was caught in searchlights.

“The skipper did a swell job of evasive action to shake the lights,” said Solmundson. “He brought the kite all the way home on three motors and at one

time we only had two. As we were changing gas tanks the port inner cut but after dropping 3,000 feet she started again."

Other Canadians in the crew which landed at a diversion base included Sergeant R.D. Anderson, R161094, 83 Falcon Street, Toronto, and Sergeant J.L.J. Fontaine, R82787, 5502-13th Avenue, Rosemont, Montreal, Quebec.

RCAF Press Release No. 3594 dated 2 January 1944 read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: - Being attacked by an enemy night fighter when you are trying to maintain height on three engines and one of which was faulty, is no cinch, according to P/O R.C. Deegan, Smith Falls, Ontario, captain of a Halifax bomber from the Lion squadron of the RCAF Bomber Group in England, in relating his nerve-racking experience after an attack on the German capital of Berlin. Although Deegan and the rest of his crew failed to make the target, interest is added to his story by the fact that when he finally did reach home, which was the first airfield he sighted off the coast of England, he was forced to land with two engines and the third one cut out as the "kite" hit the deck.

"We were a little better than halfway to the target and flying at about 18,000 feet", said Deegan in starting to relate his story. "The first trouble encountered was when the port outer engine went u.s. and I had difficulty maintaining height. I realized right then that it would be impossible to bomb the target from a high enough altitude, and I turned the aircraft for home."

"Close to Hanover, the bomb-aimer, Flight Sergeant R.D. Anderson, 83 Falcon Street, Toronto, Ontario, jettisoned the bombs, and the navigator, Flight Sergeant C. Axford, 124 Edgemont Avenue, Hamilton, Ontario, plotted a course for home."

"Ten minutes after setting the course for home, the rear gunner, Flight Sergeant P.A. Dubois, Arcola, Saskatchewan, warned me that night fighters were dropping flares in an attempt to find us. This continued for 46 minutes. When we reached the Zuider Zee off the Dutch coast, a night fighter finally picked us up and attacked from starboard and below. The rear gunner gave evasive action as soon as he spotted him, and in the resultant evasive action, we lost the enemy fighter."

"Soon after we lost the fighter the starboard inner engine went completely u.s.

and we were faced with the task of getting home on two engines. This made it more difficult to maintain height, so I told the bomb-aimer, and the flight engineer, Sergeant J.C.A. Corbiell, Cluny, Alberta, to jettison the bomb containers and all loose equipment in the aircraft, as the aircraft was in a gradual descent over the Dutch coast at 10,000 feet. During this operation, the wireless operator's (an Englishman) trailing aerial was out and it was cut off by the bomb doors, which made it impossible for him to obtain fixes and send out S.O.S.'s. Later he did a grand job in erecting the spare aerial for the purpose of sending out S.O.S.'s."

"Shortly after leaving the Dutch coast, the port inner and starboard outer engines began to pack up and we were "Stooging" across the North Sea at 5,000 feet. We nursed the two engines along and the aircraft labored through the air at 110 miles per hour at 5,000 feet."

"Finally the bomb-aimer notified the rest of the crew that the English coast was below. Shortly after reaching the coast, an airfield was sighted and I was given permission to make an emergency landing. I told the crew to get into crash positions. We dived straight in for the runway, and just as we touched down, the port inner engine folded up completely and we were forced to make the run in on one engine," Deegan said.

"You wouldn't have believed it unless you had seen it", said Flight Sergeant Anderson, the bomb-aimer, in commenting on the three-point landing the captain made. "He nursed it in very carefully and the "kite" came down just as if all four motors were working", he related.

It marked the 15th operational sortie for the captain of the aircraft, and the 12th for the rest of the crew.

The only other Canadian in the crew was Flight Sergeant J.A. Gibbs, mid-upper gunner, MacMasterville, Quebec.

The March 2003 issue of **Short Bursts** (Air Gunner Association newsletter) had the following story by Phil Dubois (gunner, Gibsons, British Columbia) respecting the sortie of 29 December 1943:

Our crew had been on a weeks operational leave. The date was 22/12/43. Several of us had arranged to catch the 3:30 p.m. train from King's Cross to York. We arrived in York to have a few pints before catching the milk train to Leeming.

None of us were feeling too much pain when we passed through the main gate. There was an aircraft coming in to land. I made a remark that "The bastard is going to prang", we were even betting ten bob one way or the other. We then heard a bank, crash, screech which tended to sober us up; especially the next morning when we discovered it was our beloved Y-York, mostly referred to as Yehudi, the Gremlin painted on the nose. A new pilot on the squadron, F/Sgt. Rex Clibbery was returning from a Bullseye and forgot to lower the undercarriage. He badly bent our aircraft and it never flew on ops again. Yehudi was a Halifax V. By the time she was repaired we had converted to Halifax IIIs.

29th. Dec/43 we were on the Ops board for operations that night. We were assigned "W-Willie" LK915, our Flight Commander S/L Laird DFC's aircraft. At briefing we found the target to be Berlin, our third trip to the big city. Our second dickie was Rex Clibbery. There was no hard feelings about him pranging our kite and Rex turned out to be a real Squadron character. Both he and his mid-upper gunner, Sgt. R.E. Quale won the DFM over Magdenburg on the night of 21/01/44.

We took off at 20:00 hrs. We were well into Germany in the area of Hanover when our Mid-upper Gunner, Johnny Gibbs told me there was another Halifax on our port beam. It was slightly above us and flying slightly to starboard. We could both see that there was no fear of collision. When it was directly above us our Flight Engineer looked up through the astrodome and yelled, "DIVE" We were at 18,000 feet. Our skipper, P/O Bob Deegan pulled up at 14,000 feet. The constant speed unit in the port outer went unserviceable. Deeg managed to feather it, but we were unable to gain altitude. By then we were well behind the bomber stream and had no desire to fly over Berlin at 14,000 feet by ourselves so decided to jettison our bombs live and return to base. There was a very large explosion when our 2000 pound bomb exploded.

Soon after we set course for the Dutch Coast the red fighter flares started dropping. At this stage of the war the fighter boxes were being manned by inexperienced crews, the experienced crews attempting to, and quite successful in intercepting the bomber stream with their Zahme Sau or Tame Boar method. We did have one night fighter come within 600 yards of us. I gave evasive action. The fighter had his navigation lights on. This was not an uncommon practice with German night fighters. While the Gunner's attention was drawn to the fighter with it's nav. Lights on, another one came in from a different direction and shot you down, however this was not the case. We were throwing window out like mad (aluminm foil to confuse the radar). I think it was an inexperienced pilot

confused by the window.

As we approached the Dutch Coast we were unable to maintain altitude on three engines and were down to 10,000 feet. At this time the starboard engine sprung a glycol leak and had to be feathered to maintain altitude. It then became a comedy of errors.

We had enough window for the trip to Berlin and back. Our Flight Engineer, Clem Corbiell, in an effort to lighten our load opened one of the top escape hatches and started throwing out whole unopened bundles of window. The first one struck the mid-upper turret giving Johnnie quite a scare. He then commenced throwing them out either side and in the darkness not knowing that he had severed both the pilot's sending and receiving aerials which ran from the radio loop to both rear tail planes. Jim Smith, our radio operator was busy sending out S.O.S.'s. Of course he was not on intercom so he did not know what was going on. We still had the incendiary containers. To lighten the load further the bomb doors were opened and Bob Anderson, our bomb aimer, jettisoned the incendiary containers. In doing so he loped off the trailing aerial. Smitty managed to locate his spare trailing aerial which had come loose from its mooring in our dive and was buried in the nose under piles of open window that had ended up in the nose when Deegan had pulled out of the dive. He managed to splice it on to what was left of his trailing aerial and continued sending S.O.S.'s. By this time we were down to 5,000 feet over the North Sea. The Port inner engine had overheated so much that it had burnt off the exhaust manifolds, or flame dampeners, only developing about one-half power, and was trailing an exhaust flame about 15 to 20 feet behind. Johnnie said he could read a newspaper in the mid-upper turret. We never considered removing the guns as we did not know if we were being tracked by a German fighter.

By the time we were half way across the North Sea we were at 5,000 feet and staggering through the air at 110 mph, just above stalling speed. I had no desire to ditch in the North Sea at night in the middle of winter. Smitty had managed to splice in the pilots sending aerial onto his trailing aerial, but not the receiving aerial. Deegan was calling "DARKIIE", but not receiving an answer.

We were down to 1,000 feet when the English East Coast was sighted. The Skipper told me to come out of my rear turret to the rest position as we may have to bail out. I was just over 6 feet tall and had difficulty getting out of the turret. I certainly preferred bailing out rather than ditching in the North Sea.

When I plugged into the intercom in the rest position, I heard US Army Station Bungay answering our distress call. Clem was trying to pump down the under carriage, but was quite exhausted from trying to lighten the aircraft. He told me years later that a big hand came over his shoulder and in a few strokes finished the job. He said, "that was your hand Phil."

Bungay turned on its lights and, fortunately, we were lined up with the runway as the port inner packed up on the way in. Deeg made a successful one-engine landing. We had no brakes, consequently we ran off the end of the runway, but no one was injured.

Later in the day the CO and the Engineering Officer flew down in an Oxford. The E.O. said, "4 new engines." They took our Navigator and Skipper back with them. That night the remainder of the crew headed into Norwich where Rex Clibbery entertained our gracious Yank hosts by singing many songs including "We were Flying F---n Fortresses at 40,000 Feet."

The next day we were given railway passes to return to base. We got as far as Peterborough and Rex said there was no way he was going to spend New Years Eve on a bloody train. We booked into a hotel and spent the night in z pub. Clem said we had a good time and were invited to a house party after the pub closed. I was only 19 at the time, the youngest member of the crew, and after a few pints of beer my recollection was very hazy.

RCAF photo PL-19593 (ex-UK-5164), 6 September 1943, has the following caption: "Now captain of his own aircraft with Canada's Lion squadron of the RCAF, Sergeant R.C. Deegan (R62559), Smiths Falls, Ontario, was forced to bale out of a Halifax aircraft on his first operational trip as a second pilot. Here he is shown admiring the blonde head of 'Piccadilly Princess', comely insignia painted on the side of the aircraft from which he jumped over England with the rest of the crew after pranging Mannheim. When the big kite crashed after being abandoned, parts of the fuselage including the Princess' head caught in a tree. When the boys went to examine the remnants of their bomber the next day the mid-upper gunner (an Englishman) climbed the tree and rescued what was left of the Princess. Now it is among the prized souvenirs of the Lion Squadron. Deegan was the only Canadian in the aircraft during the hectic trip which saw the kite badly shot up by a German night fighter and one of his crew mates wounded in the shoulder from flying perspex. With his mates, Deegan qualified for the Caterpillar Club badge when he jumped from 10,000 feet after it was decided that an attempted landing would prove fatal."

* * * * *

DEEKS, FS Arthur Allen Robertson (R71908, later J14052) - **Air Force Medal** - No.8 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 in Iroquois, Ontario, 26 September 1908. Employed by Bell Telephone, 1927-1933 (plant stocking), British Small Tools, 1933-1934 (sales and purchasing), Beatty Brothers, 1935-1936 (sales and collection), Keys Supply Company, 1936-1937 (salesman) and Canada Packers, 1937 to enlistment (salesman). Home in Toronto; enlisted there 3 September 1940. To No.1 Training Command, 8 October 1940. To No.1 ITS, 22 December 1940. Promoted LAC, 27 January 1941. To No.11 EFTS that date. To No.4 Manning Depot, 29 March 1941. To No.8 SFTS, Moncton on 7 April 1941; graduated and promoted Sergeant, 3 July 1941. To Eastern Air Command, 4 July 1941. To No.8 (BR) Squadron, 30 July 1941. Promoted Flight Sergeant, 3 January 1942. Promoted WO2, 3 July 1942. Commissioned (J14052), 30 July 1942. Promoted Flying Officer, 30 January 1943. To No.12 (Communications) Squadron, 30 September 1943. To No.164 (Transport) Squadron, 8 December 1943. Promoted Flight Lieutenant, 1 March 1944. To "Y" Depot, 19 August 1944. Embarked from Halifax, 29 August 1944. Disembarked in Britain, 5 September 1944. To No.107 OTU, 7 October 1944. Apparently he was taken off a South-East Asia posting because of age. To No.437 Squadron, 24 November 1944. Repatriated to Canada, 16 October 1945. Released 27 November 1945. Died 30 December 1964.

This NCO is outstanding in his enthusiasm for duties, both as a Captain and Navigator of operational aircraft. His skill and the confidence he inspires have resulted in his being given more difficult tasks. He has made 35 war flights entailing 114 hours 20 minutes, and has flown a total of 403 hours 10 minutes between 11th September 1939 and 31st October 1941.

The recommendation was raised 17 December 1941 by S/L C.A. Willis as above; approved 11 March 1942 by Air Marshal Breadner, Chief of the Air Staff.

Notes: Accident on 20 July 1942, Bolingbroke 9001, force-landing at Elmendorf Field, Alaska ("B" category).

On 21 April 1943, F/L J.. Wade (No.8 Squadron) wrote on Deeks' behalf to the Commanding Officer, Sea Island, noting previous requests for transfer to Ferry Command. He cited the following reasons:

- (a) Over thirty years of age.
- (b) The fact that steady interesting work applies to his make-up.
- (c) His experience gained as a pilot in the service to date in that he is qualified as

Pilot and Navigator both day and night and has been employed in all kinds of weather from Newfoundland to Alaska, East Coast six months, Ferry flight across Canada, West Coast six months and Alaska for the past nine months.

He further cited Deeks' flying times - Fleet Finch 112 hours, Avro Anson 111 hours, Stranraer 83 hours and Bolingbroke 400 hours, concluding:

Pilot Officer Deeks may be highly recommended as a skilful, steady and dependable pilot and it is hoped that this application be given every consideration.

Accident with No.437 Squadron, 8 April 1945 at Blakehill Farm, Dakota Mark III, serial KG600. Returning 2245 hours from a freighting sortie. "Flight Lieutenant Deeks was taxiing his aircraft into dispersal at night time so that it would be nose to tail on KG389 which was already in dispersal. One of the night ground crew, Corporal Francis, was assisting by use of two hand lamps. Unknown to the Corporal, one of the lamps went out and this gave the pilot the signal that he should turn left. Shortly after his initial swings the starboard main plane of KG600 struck the starboard main plane of KG389 causing damage as stated." Category "A" (For repair by nearest RAF unit).

Application for Operational Wing dated 19 September 1945 stated he had flown 282 sorties with No.437 Squadron (900 hours), 25 November 1944 to 25 August 1945.,

Selected Assessments: "Outstanding as an instructor pilot. Two years coastal operations. Now 34 years of age, Reliable pilot with outstanding record of coastal operations free from accident. (W/C C.A. Willis, Station Sea Island, 10 March 1943.)"

"Profound enthusiasm in anything he undertake. A real captivating personality and a business-like approach to any problem. The more responsibility he assumes, the more efficient he will become." (W/C C.A. Willis, Sea Island, 11 May 1943)

"A keen and eager type who is always prepared and willing. Strongly recommended for Flight Lieutenant rank and should make a good Flight Commander." (S/L C.W. Hoyt, No.164 Squadron, 11 January 1944).

"In the past four weeks that I have known this officer I have found him to be most willing and cheerful. I do not feel that I have known him long enough to make further comment." (S/L A.C. Blythe, No.437 Squadron, 3 January 1945, when he had flown 2,040 hours, 160 in previous six months)

Training: Interviewed in Toronto, 19 August 1940. "Applicant had previously applied for non-

flying commission. Good personality, keen. Consider above average in intelligence. Good physique. Believe to be officer calibre." (F/O C.S. Stonehouse).

Course at No.1 ITS was 23 December 1940 to 27 January 1941. Courses in Mathematics (82/100), Armament, written and practical (90/100), Visual Link (75/100), Drill (90/100), Law and Discipline (86/100). Placed 45th in a class of 186. "Excellent pilot material. Recommended for a commission. Steady, reliable and methodical. Medically A-1-B (weight), and therefore id doesn't make grade as pilot must remuster to ground duty."

Course at No.11 EFTS was 27 January to 29 March 1941. Fleet Finch - 60.35 dual and 50.50 solo. 11.50 on instruments. Ten hours in Link. "Very slow starter but progressing steadily at all times. Not very aggressive, partly due to his age. He is a hard worker." (P.M. Boisvert, Chief Flying Instructor). Ground school marks were in Airmanship (121/200), Airframes (59/100), Aero Engines (77/100), Signals, practical (50/50), Theory of Flight (72/100), Air Navigation (124/200), Armament, oral (178/200). Graded 190/200 in Qualities as an NCO. Placed 18th in a class of 32. "Attentive and courteous in class. Of average ability but a leader because of his personality and age."

Course at No.8 SFTS was 10 April to 3 July 1941. Anson aircraft - 44.35 day dual, 56.15 day solo, 3.15 night dual, 6.40 night solo. Spent 20.20 on instruments, logged 20.45 in Link. "A high average pilot who has the makings of a very good instructor. Very steady, conscientious worker. Flies very well on instruments. General knowledge of flying very good." Ground courses in Airmanship and Maintenance (152/200), Armament, written (61/100), Armament, practical (72/100), Navigation and Meteorology (158/200 on supplemental), Signals, written (76/100) and Signals, practical (48.5/50). "Weak on navigation." Placed 27th in a class of 42. "Has been out of school for a long time and found difficulty in studying." (W/C K.L.B. Hodson)

Low dive-bombing course at No.8 (BR) Squadron, 1 November to 5 December 1941.

Course at No.107 OTU was 6 October to 25 November 1944. Dakota III aircraft - 1.40 dual to first day solo, total 3.40 day dual, 36.15 day solo, 1.00 dual to first night solo (total night dual), 20.15 night solo. Flew 50 minutes on instruments, 7.45 in formation, logged six hours on Link. Flying tests in General Flying (344/400), Night Flying (81/100), Link (35/50). Ground courses in Airmanship (210/300), Armament (225/300), Meteorology (75/100), and Signals (75/100). "Has been looked upon by his fellows as the natural leader throughout the course. Very cheerful, even-tempered and cooperative."

* * * * *

DEERING, P/O George Andrew (J17245) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 23 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43 dated 25

June 1943. Born in Kirkintilloch, Scotland, 23 July 1919. Attended Givens Public School (1927-1928), Norway Public School (1928-1929), Essex Public School (1929-1935) and Shaw Business College (1936-1938, shorthand and typing). Had flown 14 hours (solo) and 13 hours (passenger) before enlisting. Home in Toronto (shoe worker); enlisted there 1 July 1940. To No.1 Manning Depot, 2 July 1940. To No.1 ITS, Toronto, 22 July 1940. Promoted LAC, 16 September 1940. Posted that date to No.2 WS, Calgary. To No.1 BGS, Jarvis, 18 January 1941. Promoted Sergeant, 15 February 1941 and graded as Wireless Operator/Air Gunner. To Station Debert, 12 March 1941. Embarked for overseas, 5 April 1941. Taken on strength of United Kingdom, 20 April 1941. To No.2 Radio School, Yatesbury, 28 April 1941. To No.21 OTU, 31 May 1941. To No.103 Squadron, 16 April 1941. Promoted Flight Sergeant, 1 October 1941. To No.22 OTU, 11 May 1942. Promoted WO2, 1 November 1942. Commissioned 14 February 1943. To No.617 Squadron, 29 March 1943. Killed in action, 15 September 1943 (Lancaster EE144). DFC for Ruhr dams raid - see F/O D.R. Walker for citation. RCAF photo PL-19327 (ex UK-4335 dated 30 June 1943) taken following investiture of personnel taking part in famous "Dams Raid"; front row are F/L J.C. McCarthy, Long Island, F/O D.R. Walker of Blairmore, Alberta, W/C Guy Gibson, P/O George A. Deering of Toronto, and P/O H.T. Taerum of Calgary; back row is P/O K.W. Brown of Moose Jaw, Sergeant S. Oancia of Stonehenge, Saskatchewan, and P/O D.A. McLean of Toronto. Photo PL- 19328 (ex UK-4336 dated 30 June 1943) taken on same occasion but different arrangement - front row are Walker, Deering and Taerum; back row are McCarthy, Brown, Oancia and MacLean.

The website "Lost Bombers" has the following on his final flight. Lancaster EE144, No.617 Squadron (AJ-S), target Ladbergen, 15/16 September 1943. EE144 was delivered to No.617 Squadron on 31 May 1943. The operational history is incomplete but it is known to have been engaged in the following operations: San Polo D'Enza, 15/16 July 1943 (flown by F/L H.B.Martin DSO, DFC); Leghorn, 24/25 July 1943; Dortmund- Ems Kanal at Ladbergen, 15/16 September 1943 when lost. It was one of five 617 Squadron Lancasters lost on this operation; the others were EE130, JA874, JA898, and JB144. Airborne at 2356 hours, 15 September 1943 from Coningsby to bomb the Dortmund-Ems Kanal at Ladbergen. Hit by light flak at 300 feet and crashed at Altendorf. Four of the crew had accompanied W/C G.P.Gibson, VC on the legendary Dams Raid in May 1943 and the multitude of decorations won by this crew can be associated with this operation. Others had been won during previous squadron service. Those lost were S/L G.W.Holden, DSO, DFC and Bar, Mention in Despatches, Sergeant D.J.D.Powell (Mention in Despatches), F/L T.H.Taerum, DFC, RCAF, F/O F.M.Spafford, DFC, DFM (RAAF), F/O F.M.Spafford, DFC, DFM (RAAF), P/O G.A.Deering DFC, RCAF, F/O H.J.Pringle, DFC and P/O T.A.Meikle, DFM.

* * * * *

DEGAZIO, WO (now P/O) Graziano Victor (R90693/J86860) - **Mention in Despatches** - No.280

Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 28 January 1917. Home in Nottingham; enlisted in North Bay, 6 May 1941 and posted to No.4A Manning Depot. To Trenton, 9 June 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.10 EFTS; graduated 7 October 1941; to No.16 SFTS on 10 October 1941; graduated and promoted Sergeant, 9 January 1942. To "Y" Depot, 10 January 1942; to RAF overseas, 8 February 1942. Promoted Flight Sergeant, 9 July 1942. Promoted WO2, 9 January 1943. Promoted WO1, 9 July 1943. Commissioned 30 April 1944. Repatriated 7 September 1944. To Patricia Bay, 11 October 1944. Promoted Flying Officer, 30 October 1944. To No.3 Composite Flight, 15 September 1945. To Western Air Command Communication Flight, 9 December 1945. Retired 31 January 1946. Died in Sudbury, Ontario, 1975.

* * * * *

DEHOUX, F/O Joseph Laurier (J15145) - **Distinguished Flying Cross** - No.137 Squadron - Award effective 30 July 1943 as per **London Gazette** of that date and AFRO 358/44 dated 18 February 1944. Born 26 July 1920 at L'Annunciation, Quebec. Educated at St. Henry's Public School and St. Henry's High School, Montreal. Father died in 1928 and mother remarried under name of Davey. Home in Toronto (labourer); enlisted there 22 June 1940. To No.1 Manning Depot, Toronto, 24 June 1940. To No.2 ITS, Regina, 30 June 1940. Posted to No.3 EFTS, London, 30 August 1940; promoted LAC, 1 September 1940. To No.1 SFTS, Camp Borden, 4 November 1940. Promoted Sergeant and graded as Pilot, 23 January 1941. To Station Trenton, 24 January 1941; struck off strength of Trenton, 6 February 1941. To Overseas Pool, 21 February 1941. Taken on overseas, 6 March 1941. To No.7 BGS, 10 March 1941. Promoted Flight Sergeant, 1 September 1941. To No.56 OTU, 19 September 1941. To No.137 Squadron, 5 November 1941. Commissioned 15 January 1942; promoted Flying Officer, 1 October 1942; appointed Acting Flight Lieutenant, 1 September 1943. Killed in action 2 September 1943 (Hurricane KX698) after attack on lock gates at Hansleert; buried in Holland. His brother, Joseph Fernand Gustave Rene Dehoux, air gunner, was also killed in action with the RCAF.(20 February 1944, Halifax LW327, No.419 Squadron).

This officer has participated in many sorties including attacks on enemy airfields, both by day and night, on military installations and shipping. In the course of his activities Flying Officer Dehoux has inflicted damage on nineteen barges, three minesweepers and five locomotives. He has displayed great skill and fighting qualities.

NOTE: On 26 July 1943 his Commanding Officer (S/L J. Wray) wrote an assessment. It noted that he had joined No.137 Squadron on 15 January 1942 (but see posting dates above), had flown 800 hours, and went on to state:

This officer has always shown great keenness to engage the enemy. He should make a good Flight Commander.

Circumstantial Report dated 13 October 1943 (No.137 Squadron to Station Hornchurch) states:

F/O De Houx with three other Hurricanes of No.137 Squadron and eight Hurricanes of No.164 Squadron took off from Manston at 0916 hours to attack Lock Gates at Hamsweert, Holland. F/O De Houx was seen by Flight Sergeant A.C. Smith of No.137 Squadron to make his attack at 1000 hours whilst at 50 feet and then break away sharply, climbing to the left. Nothing further was seen of him.

* * * * *

DELAGRAVE, F/L Michael Joseph Pierre (C2524) - **Member, Order of the British Empire** - No.3 Personnel Reception Depot, Overseas - Award effective 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Quebec City, 20 May 1911. Home in Rouyn, Quebec. Enlisted in Ottawa, 24 August 1940 in Accounts Branch. Flying Officer as of 19 October 1940. Posted overseas almost at once. Promoted Flight Lieutenant, 1 June 1942. On strength of RCAF Overseas Headquarters, 21 November 1942. Promoted Squadron Leader, 1 January 1943. Repatriated 24 January 1944. To No.3 BGS, 6 March 1944. To AFHQ, 5 August 1944. Retired 22 September 1944.

This officer is presently filling an extremely important "accounts" post. In addition to being inherently capable at his present trade, Flight Lieutenant Delagrange has the additional qualification of being able to successfully handle the rather complicated task of tying in the RCAF Pay and Accounting organization with the Royal Air Force. The work has been onerous and as trainees are at this station for such a short time the Accounts Branch is working continually and under great pressure. Flight Lieutenant Delagrange has accepted the extra duties in a cheerful and unselfish manner and by his very manner has affected [effected ?] an exceptionally fine liaison with the Royal Air Force. His work is outstanding.

* * * * *

DELANEY, F/O Anthony Leo (J22419) - **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 5 November 1923 in Peterborough, Ontario. Home in Lakefield, Ontario; educated there. Working as an insurance clerk when he enlisted in Toronto, 8 December 1941. To No.1

Manning Depot, 4 January 1942. To No.9 BGS (guard), 30 January 1942. To No.5 ITS, 11 April 1942; graduated and promoted LAC, 20 June 1942 but not posted until 15 August when sent to No.13 EFTS. Ceased training after 13 hours 55 minutes dual on Finch and posted to Composite Training School, Trenton, 15 September 1942. To No.4 BGS, 26 September 1942; graduated 21 November 1942 when posted to No.9 AOS; graduated and commissioned, 30 December 1942. To Mountain View, 8 January 1943 (instructor course). To No.1 BGS, Jarvis, 26 January 1943 (instructor). Promoted Flying Officer, 30 June 1943. To Mountain View, 11 July 1943. To "Y" Depot, Halifax, 3 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.3 (Observer) AFU, 14 September 1943 (Anson aircraft, 43 hours five minutes). To No.23 OTU, 26 October 1943 (Wellingtons, 102 hours 25 minutes). To No.61 Base, 19 March 1944 for commando course. Attached to No.1664 Conversion Unit, 2 April to 1 May 1944 (Halifax, 43 hours 40 minute). To No.419 Squadron, 2 May 1944 (Lancaster, 239 hours). Promoted Flight Lieutenant, 30 October 1944. To No.1659 Conversion Unit, 16 October 1944 (instructing, Halifax aircraft, three hours five minutes). Repatriated 8 December 1944. To No.3 Training Command, Montreal, 20 December 1944. To Mountain View, 15 January 1945. To No.4 Release Cente, Toronto, 20 February 1945. Retired 7 March 1945. Died in Richmond, British Columbia as per **Legion Magazine** of July 1991.

As air bomber Flying Officer Delaney has completed many sorties against the enemy. He has shown the greatest determination in pressing home his attacks. On several occasions, when his aircraft has been hit by anti-aircraft fire whilst illuminated in the searchlights, he has insisted on a steady run to ensure accuracy of bombing. In September 1944, when attacking Emden in daylight, Flying Officer Delaney's aircraft was repeatedly hit by pieces of shell. He himself was slightly wounded in the head. Despite this he directed his pilot on a straight run over the target to execute a successful attack. This officer has invariably displayed a high degree of skill and gallantry.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman dated 16 September 1944 when he had flown 28 sorties (158 hours), as follows:

Flying Officer Delaney has completed 28 day and night sorties against the enemy and throughout these operations has invariably shown the greatest determination to put his bombs squarely on the target.

On the night of 16th June 1944, while attacking Sterkrade, his aircraft was badly damaged by flak whilst approaching the target. The Navigator was injured and the Navigational Log and instruments were lost. Nevertheless, Flying Officer Delaney pressed home his attack, asking his pilot to level out for the bombing run and the target was successfully bombed. Thereafter he assisted the

Navigator to bring the aircraft safely back to Base.

Again, on the night of 29th August 1944, when detailed to attack Stettin, his aircraft was coned by searchlights when approaching the target. Flying Officer Delaney skilfully directed his pilot in an attempt to avoid the searchlights but, when the time came to go into the bombing run, he insisted on a steady run and, although the aircraft was then hit by flak and one engine rendered useless, the bombing run was successfully completed.

On 6th September 1944, when attacking Emden in daylight, the aircraft was hit several times by flak when on the bombing run and he himself sustained a slight wound in the head. Nevertheless the directions he gave to the pilot never altered in tone and the bombing run was successfully completed. When returning over the sea, and no longer required in the nose of the aircraft, he reported to his Captain that he had been hit.

Flying Officer Delaney has proved to be a most cool and determined Air Bomber and in moments of danger his steady voice on the inter-com has done much to re-assure his crew. I consider the unfailing courage and inflexible devotion to duty shown by this officer fully merits the immediate award of the DFC.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.30)
7 June 1944 - Paris-Acheres (5.10)
9 June 1944 - Le Mans (5.55)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (4.25)
16 June 1944 - Sterkrade (4.45)
4 July 1944 - Villeneuve St. George (6.15)
6 July 1944 - Siracourt (4.15, day)
7 July 1944 - Caen (4.30, day)
9 July 1944 - Mont Condon (5.35)
18 July 1944 - Wesseling (6.00)
20 July 1944 - Laney (3.40, day)
23 July 1944 - Kiel (5.55)
25 July 1944 - Stuttgart (9.10)
1 August 1944 - Acquet (4.20, day)
3 August 1944 - Bois de Casson (5.15, day)
5 August 1944 - St. Leu d'Esserent (5.15, day)
8 August 1944 - Foret de Chantilly (5.30, day)

9 August 1944 - Acquet (4.25)
10 August 1944 - La Pallice (6.50)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterburg (3.40, day)
16 August 1944 - Stettin (8.50)
29 August 1944 - Stettin (9.25)
6 September 1944 - Emden (4.40, day)
12 September 1944 - Le Havre (4.15, day)
14 September 1944 - Wilhelmshaven (3.05, daylight, recalled)
15 September 1944 - Kiel (6.40)

Notes: On Repatriation Form dated 27 November 1944 he stated he had flown 33 sorties (182 operational hours), the last on 28 September 1944; had also flown 239 hours 15 minutes in training, Elsewhere it is reported that his aircraft was hit by flak 23 times, and that the crew had destroyed three enemy aircraft.

Training: Interviewed 20 November 1941 in Toronto by F/O H.G. Raney - "Average type, medium athletic build, clean and neat, youthful appearance, quick, alert, practical, self-reliant, sincere, fond of athletics, quiet, pleasant manner. Cooperative. Should respond well to RCAF training."

Course at No.5 ITS was 27 April to 20 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 785 out of possible 1,000 points. Placed 60th in a class of 140. "Quiet, shy type lad - smart and should succeed."

Course at No.4 BGS was 28 September to 21 November 1942. Anson for bombing training (29.25 day, 3.45 night) and Bolingbroke for gunery (6.40 day). Spent three hours 45 minutes in Turret Manipulation. In high level bombing dropped 48 bombs by day and 18 by night; in low level bombing dropped 17 bombs by day. In gunnery tests scored four percent hits in Beam Test, 4.8 percent hits in Beam Relative Speed Test and six percent hits in Under Tail Test. Graded in Bombing, written (182/250), Bombing, oral (155/250), Proficiency as Bomb Aimer (82/100), Gunnery, written (82/100), Gunnery, oral (68/100), Proficiency as Air Gunner (139/200), Aircraft Recognition (45/50) and Signals (25/50). Placed 24th in a class of 47. "Excellent studene, lacks confidence in himself."

Course at No.9 AOS was 23 November to 30 December 1942. Anson aircraft (19 hours by day, 12.15 by night). Graded in Air Navigation air work (74/100), Photography air work (78/100), Bombing air work (71/100), Elements of Navigation (37/50), Signals, practical (65/75), Photography (38/50), Reconnaissance (40/50) and Aircraft Recognition (45/75). Placed 14th in

a class of 21. "Very capable and industrious."

Course at No.3 (Observer) AFU was 16 September to 26 October 1943. Anson aircraft - Daylight flying was 10.35 bombing, 12.15 combined exercises, 3.55 maritime reconnaissance. Night flying was 3.15 bombing, 11.40 combined exercises. Dropped 30 bombs by day, eleven by night. "Worked hard and kept good logs."

Course at No.23 OTU was 26 October 1943 to 18 February 1944. Wellington aircraft. Day flying was 14.10 local bombing, 23.45 on cross-country exercises, 20.35 "other". Night flying was 6.05 local bombing, 24.10 on cross-country exercises, 9.55 "other". Carried out one daylight high level bombing exercise (eight bombs), three daylight medium bombing exercises (17 bombs), three daylight stick exercises (six bombs), six simulations by photography. Also one night high level exercise (eight bombs), two night medium level exercises (12 bombs), five night stick exercises (ten bombs) and two night simulations (infra-red). Air Work graded as follows - Bombing, Day (130/150), Bombing, Night (130/150), Map Reading, Day (185/200), Map Reading, Night (180/200), Photography, Day (78/100) and Photography, Night (79/100). Ground Course grades were in Bombing Theory (47/50), Bombing Drill, Panel Manipulation (166/200), Map Reading, AMBT simulator (180/200), Operational Bomb Loads (47/50), Mark XIV Sight (96/100) and Pyrotechnics (97/100). "An excellent air bomber with exceptional practical work."

* * * * *

DELANEY, W/C Peter Scott (C819) - **Distinguished Flying Cross** - No.145 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born in Eureka, Pictou County, Nova Scotia, 19 May 1913. Educated at Island Public School (Pictou County), Horton Academy (Wolfville_ and Acadia University, 1931-1936 (Science and Engineering, COTC experience there). Employed by Nova Scotia Department of Highways. Enlisted in RCAF as P/P/O, 8 February 1938; qualified for pilot's badge, Trenton, 17 June 1939. To No.3 (Bomber) Squadron, Eastern Air Command, 27 August 1939. To No.10 (BR) Squadron, 20 November 1939; promoted Flight Lieutenant, 1 October 1940. With No.8 (BR) Squadron, 24 June to 23 September 1941; promoted Squadron Leader about September 1941; to RCAF Detachment, Suffield, 23 October 1941 (Officer Commanding Experimental Flying); to Eastern Air Command, 24 July 1942. To No.113 (BR) Squadron, 31 July to 15 December 1942. To Eastern Air Command Headquarters, 24 January 1943 (Operations Controller). Promoted Wing Commander as of 1 June 1943. To RAF overseas, 10 July 1943; to No.15 Group, Liverpool, 19 July 1943 (Bomber Reconnaissance Controller and RCAF Liaison Officer), serving to 12 April 1944. Time there included detachment to Castle Archdale and Aldergrove, 12 July to 12 August 1943 and to RAF Headquarters, Iceland, 12 August to 9 September 1943. To Eastern Air Command, 25 May 1944. With No.113 (BR) Squadron again from 30 May to 20 August 1944;

with No.145 (BR) Squadron, 20 August 1944 to 1 March 1945. To Western Air Command Headquarters, 2 June 1945, subsequently with No.12 Group Headquarters. To Trenton, 3 January 1948. To AFHQ, 12 July 1948. To Northwest Air Command Headquarters, Edmonton, 2 April 1950. To Summer Camp, Gimli, 25 June 1950. To Northwest Air Command Headquarters, Edmonton, 24 August 1950. To Tactical Air Group Headquarters, Edmonton, 1 August 1951. Awarded Queen's Coronation Medal, 23 October 1953, when he was a Wing Commander with Tactical Air Group. To Station Lachine, 4 September 1954. To No.1 Air Division, 13 October 1957. To St. Hubert, 22 June 1961. Retired 7 June 1962. Died in Vancouver, 7 April 1983 as per **Legion Magazine** of August 1983 and **Airforce Magazine** of June 1983. As of recommendation he had flown 1,315 hours, 385 operational (76 sorties).

This officer has set a splendid record during his operational career and has proved himself to be an outstanding squadron commander. His keenness, efficiency and high qualities of leadership have been reflected throughout his squadron both in the air and on the ground. He has set an example to all when under the most trying conditions he has pressed on to the successful completion of his task. His courage and devotion to duty are of the highest order.

RCAF Press Release 2316 dated 5 October 1943 reads as follows:

London (RCAF News Service) - In another move toward increasing the efficiency of the continuous air umbrella over Atlantic convoys, two RCAF operations room controllers have flown to the United Kingdom to replace two RAF controllers who have gone to Eastern Air Command in Canada under an exchange scheme.

The two Canadians, Wing Commander Peter Baskerville of Ottawa and Wing Commander Peter Delaney of Eureka, Nova Scotia, both of whom have had long experience in Eastern Air Command, are in Britain for a six month's tour of duty to learn at first hand how the RAF conducts anti-U-boat operations in the Battle of the Atlantic. So skilled had the two become at directing "VLT" aircraft on convoy protection duty from the Canadian side that within a few hours of their arrival they were controlling the operations of RAF Liberators from Coastal Command Group Headquarters.

They have already had experience on Coastal Command stations in Northern Ireland and in Iceland.

Wing Commander Baskerville had been senior controller at Eastern Air Command Headquarters and, prior to that, Commanding Officer of an East Coast squadron. Wing Commander Delaney served with another North Atlantic

squadron flying on the East Coast.

Wing Commander Delaney happened to be the control officer at an Irish station when an RCAF Liberator completed the first West-Easy operational flight from a Newfoundland station. It is expected that there will be further exchanges of personnel to encourage the smoothest possible cooperation of the two convoy protection services.

Application for Operational Wing (dated 20 June 1944 and 2 March 1945):

With No.10 (BR) Squadron, Digby aircraft:

30 September 1939 - Patrol (4.00)
2 October 1939 - Patrol (1.50)
3 October 1939 - Patrol (1.55)
27 June 1940 - Patrol (2.10)
29 June 1940 - Patrol (3.50)
1 July 1940 - Patrol (3.35)
3 July 1940 - Patrol (5.20)
7 July 1940 - Patrol (4.45)
9 July 1940 - Patrol (1.30)
9 July 1940 - Patrol (4.20)
13 July 1940 - Patrol (5.00)
14 July 1940 - Patrol (4.15)
15 July 1940 - Patrol (4.10)
17 July 1940 - Patrol (2.00)
18 July 1940 - Patrol (4.15)
26 July 1940 - Patrol (2.45)
29 July 1940 - Patrol (4.15)
30 July 1940 - Patrol (4.10)
31 July 1940 - Patrol (3.50)
3 August 1940 - Patrol (4.15)
6 August 1940 - Patrol (2.00)
7 August 1940 - Patrol (1.10)
10 August 1940 - Patrol (2.35)
12 August 1940 - Patrol (4.15)
13 August 1940 - Patrol (4.25)
16 August 1940 - Patrol (4.10)
18 August 1940 - Patrol (2.00)
20 August 1940 - Patrol (3.20)

11 September 1940 - Patrol (4.40)
12 September 1940 - Patrol (3.45)
15 September 1940 - Patrol (4.15)
19 September 1940 - Patrol (4.20)
20 September 1940 - Patrol (4.40)
21 September 1940 - Patrol (4.15)
22 September 1940 - Patrol (1.25)
24 September 1940 - Patrol (4.25)
25 September 1940 - Patrol (2.20)
28 September 1940 - Patrol (4.00)
5 October 1940 - Patrol (3.45)
6 October 1940 - Patrol (4.05)
7 October 1940 - Patrol (1.45)
9 October 1940 - Patrol (3.15)
10 October 1940 - Patrol (3.50)
11 October 1940 - Patrol (3.55)
13 October 1940 - Patrol (4.25)
15 October 1940 - Patrol (4.30)
20 October 1940 - Patrol (50 minutes)
20 October 1940 - Patrol (3.45)
22 October 1940 - Patrol (3.35)
6 November 1940 - Patrol (10.40)
12 November 1940 - Patrol (4.10)
15 November 1940 - Patrol (3.30)
19 November 1940 - Patrol (3.10)
21 November 1940 - Patrol (4.10)
24 November 1940 - Patrol (3.45)
2 December 1940 - Patrol (3.15)
4 December 1940 - Patrol (1.40)
12 December 1940 - Patrol (4.25)
18 December 1940 - Patrol (3.40)
27 December 1940 - Patrol (4.00)
12 March 1941 - Patrol (3.35)
12 April 1941 - Patrol (7.15)
13 April 1941 - Patrol (3.35)
24 April 1941 - Patrol (9.30)
8 May 1941 - Patrol (3.15)
9 May 1941 - Patrol (2.35)
26 May 1941 - Patrol (5.25)
3 June 1941 - Search (7.35)

5 June 1941 - Patrol (4.05)
8 June 1941 - Patrol (2.40)
13 June 1941 - Patrol (3.10)
16 June 1941 - Sweep (2.20)
19 June 1941 - Patrol (2.55)
21 June 1941 - Patrol (6.45)

With No.8 (BR) Squadron, Bolingbroke aircraft:

31 July 1941 - Search (1.10)
22 August 1941 - Patrol (5.45)
20 September 1941 - Patrol (4.00)

With No.113 (BR) Squadron, Hudson aircraft:

27 October 1942 - Search (3.50)
2 November 1942 - Search (1.15_)
7 November 1942 - Sweep (4.30)

With No.145 (BR) Squadron, Ventura aircraft:

9 November 1944 - Patrol (5.45)
10 November 1944 - Patrol (5.30)
17 November 1944 - Patrol (6.10)
17 November 1944 - Patrol (6.05)
23 November 1944 - Patrol (3.50)
6 December 1944 - Patrol (6.15)
6 January 1945 - Patrol (6.15)
7 January 1945 - Sweep (4.00)
26 January 1945 - Patrol (6.45)
28 January 1945 - Patrol (7.25)
2 February 1945 - Patrol (7.00)
8 February 1945 - Patrol (6.20)
23 February 1945 - Patrol (7.20)

Flying Times: As of June 1955 he recorded his types and times (total 1,955 hours 55 minutes) as follows:

Anson - 35 minutes
Baltimore - 44.05

Beechcraft (283.05)
Bolingbroke (143.45)
Boston (35.10)
C-119 (14.40)
C-54 (28.45)
C-124 (2.30)
Dakota (81.45)
Digby (575.00)
Fairchild (15.20)
Fleet (79.50)
Harvard (1.10)
Hudson (58.30)
Lysander (42.45)
Mitchell (245.00)
Norseman (53.40)
North Star (168.40)
Oxford (16.55)
Shark (2.50)
Tiger Moth (25.15)
Ventura (201.35)
Wapiti (54.10)

* * * * *

DELANEY, F/L Thomas Robert (J14858) - **Commended for Valuable Services** - No.18 SFTS - Award effective 5 May 1944 as per **London gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 12 October 1916. Home in New York. Enlisted at Toronto, 6 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.5 Equipment Depot, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.7 EFTS; may have graduated 21 June 1941 but not posted to No.6 SFTS until 3 July 1941; graduated and promoted Sergeant, 13 September 1941. To Central Flying School, Trenton, 14 September 1941. To No.8 SFTS, 13 December 1941. Promoted Flight Sergeant, 13 March 1942. Promoted WO2, 13 September 1942. Commissioned with effect from 1 July 1942. To Rockcliffe, 18 January 1943. Promoted Flying Officer, 1 February 1943. To No.18 SFTS, 6 September 1943. Promoted Flight Lieutenant, 15 September 1943. To No.1 GRS, 18 July 1944. To "Y" Depot, 11 October 1944. Overseas posting cancelled, 25 October 1944. To No.3 OTU, 12 January 1945. To Moncton, 20 April 1945. To No.160 Squadron, 22 April 1945. To No.1 Instrument Flying School, 22 August 1945. Retired 27 September 1945. As of award had flown 1,620 hours, 1,520 as instructor, 200 in previous six month.

This officer has been a flying instructor since September 1941 and has displayed outstanding instructional and administrative ability. On one occasion, with complete disregard for his personal safety, he endeavoured to save the life of his pupil when his aircraft caught fire and crashed.

DELANEY, F/L Thomas Robert (J14858) - **Air Force Cross** - No.18 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,620 hours (as of December 1943), 1,520 as instructor, 200 in previous six months (same as for Commendation).

This officer commenced instructing as a non-commissioned officer pilot in September 1941, and since that time he has been employed on flying instructional duties. His outstanding ability as a flying instructor is displayed by exceptional qualities of skill and leadership. On one occasion this officer, with complete disregard for personal safety, endeavoured to save the life of his pupil, when his aircraft caught fire and crashed.

* * * * *

DELANY, Flight Sergeant Charles Edward (R55311) - **Distinguished Flying Medal** - No.142 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 13 April 1943 and AFRO 809/43 dated 7 May 1943. Born 22 June 1921 in Quebec; home there; enlisted there 20 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 17 August 1940 when posted to No.1 WS; graduated 26 June 1941 and posted to Composite Training School, Trenton; to No.6 BGS, 3 August 1941; graduated and promoted Sergeant, 1 September 1941. To Embarkation Depot, date uncertain; to RAF overseas, 21 September 1941. Commissioned 22 February 1943 (J17644). Promoted Flying Officer, 22 August 1943. Repatriated 31 December 1943. To No.3 Aircrew Graduate Training School, 29 March 1944. To "Y" Depot, 6 August 1944. To Overseas, 7 September 1944. Promoted Flight Lieutenant, 26 February 1945. Repatriated 1 May 1945. Retired 20 June 1945.

This airman has completed 31 operational sorties as a rear gunner, and by his steady and skilful method of guiding his pilot through heavy ground defences, has contributed in no small measure to the successes achieved. One night in May 1942, Flight Sergeant Delany was a member of a crew detailed to attack Stuttgart. Whilst over the target area the bomber was attacked by an enemy night fighter. Flight Sergeant Delany drove off the first attack and directed his pilot in the subsequent evasive tactics which resulted in the engagement being broken off and enabled the mission to be successfully completed.

Note: The squadron subsequently moved to North Africa. The draft of an RCAF Press Release (passed by censor on 19 February 1943) provides a sequel to his story. However, it consistently spells his name as "Delaney". The portion about previous army service is clearly incorrect and one wonders how it came to be part of the draft.

North Africa - "Slim" Delaney, of Quebec City, saw Bizerte from the bomb bay of a Wellington with nothing between him and the target but 11,000 feet of ozone while two pairs of hands gripped around his ankles stopped him from enacting the role of human bomb.

But "Slim" wasn't hanging below the Wimpy purely to get a better view of the Tunisian city but to chop off with an axe the ice which had prevented the bomb release from working - and the kite carried a dainty little morsel of 4,000 pounds which the crew wanted to leave as a visiting card.

And they did. After twenty minutes of "stooging" over the target, Delaney and two crew mates managed to loosen the ice and kick the bomb from the racks.

"We kicked the release with our boots," related Delaney, "and holy Moses, was it a relief when we saw it drop and then the whole works below went up in bits."

Flight Sergeant C.E. Delaney was rear gunner of the Wellington which was operating against Bizerte and at 11,000 feet it was bitterly cold. The front gunner and bombardier, Sergeant A.S. Johnson, Seaham, Durham, had just got the target dead in the bombsight when the electric current failed. The manual release was frozen solid so there was only one answer - chop it off !

While the pilot "stooged" around, "Slim" and Flight Sergeant J.W. Oldham, London and Cheshire, took turns at leaning through the bomb bay, supported by the others holding their feet, hugging the bomb with the left arm while they chopped away with an axe at the ice which jammed the release.

Ice cleared, the bombardier returned to his bombsight and when he got focussed on the target, the other two kicked the gigantic bomb through the opening and watched it burst smack on the target.

"Our job is to blast the docks of Tunis and Bizerte," said "Slim" later. "We can only carry one of the 4,000-pound beauties so when the 'egg' got stuck we had to do something about it. We weren't going to bring it all the way back to base.

It wasn't funny as we hung there below the kite with Jerry popping flak up at us but it had to be done. There was a terrific flash when the bomb burst on the ground and we felt pretty happy about the whole thing."

"Just as we got rid of the bomb," he continued, "and I was climbing back into my rear turret, we ran into a Jerry night fighter who threw a strong searchlight in our direction. However, the pilot (F/L W.B. Brooke, DFC. London) took evasive action and we got away safely." [Transcriber's note: This appears to be an error for F/L W.R. Brooks, DFC.]

Delaney is not only an airman - he is beginning his second tour of ops - but is a veteran of the Canadian Army which he joined while still a student in Quebec. He went overseas to England as a gunner with the Royal Canadian Artillery but found there was too much inactivity. He applied for a transfer to the air force and was soon operating over Germany.

* * * * *

DELLER, F/L Morley Saxton (C3403) - **Mention in Despatches** - No.880 AMES - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Unit identified only as "Overseas" in AFRO; found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (NAC RG.24 Box 20605). Born 26 May 1910. Home in Brownsville, Ontario; enlisted in London, Ontario, 15 November 1940. Commissioned that date. Overseas as of 2 March 1941. Promoted Flight Lieutenant, 12 August 1942. Repatriated at uncertain date. To No.5 Radio School, 28 October 1944. To No.1 WS, 19 July 1945. Retired 14 September 1945. No citation. Died at Mount Brydges, Ontario (near London), 24 February 2002.

* * * * *

DELISLE, F/L Joseph Charles Herve (J16655) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 25 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born 11 February 1915. Home in Montreal; enlisted there 24 April 1941. To No.4 Manning Depot, 2 May 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.4 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Commissioned 4 January 1943. Promoted Flying Officer and Acting Flight Lieutenant, 4 May 1943. Confirmed as Flight Lieutenant, 16 February 1944. Repatriated June 1945. To No.2 Air Command, 20 July 1945. To No.13 EFTS, 21 August 1945. Retired 17 September 1945.

This officer has completed very many sorties during which he has attacked a variety of targets with success. Flight Lieutenant Delisle is a skilful pilot whose determination and thoroughness have often been demonstrated. On one occasion his aircraft was hit whilst over the target, the hydraulic system was damaged causing the undercarriage to fall to the down position while the bomb doors could not be closed. Flight Lieutenant Delisle flew the damaged aircraft to base where he effected a safe landing although both tires of the landing wheels were punctured. This officer has displayed great courage and devotion to duty.

* * * * *

DELORIE, P/O Albert Henry (J92283) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 13 October 1916 in Pictou, Nova Scotia. Home in Trail, British Columbia (chemical plant employee); enlisted in Calgary 23 July 1941 for General Duties and posted to No.2 Manning Depot. To No.16 Explosives Depot, 5 August 1941. Promoted LAC, 1 April 1942. To Western Air Command, 8 June 1942. Classified as a Painter, 22 September 1942. Remustered for aircrew and posted to No.4 Manning Depot, 12 October 1942. To No.7 ITS, date not shown; to No.6 EFTS, 17 April 1943. Ceased pilot training on 13 May 1943 and posted to No.2 Manning Depot. To No.5 AOS, 29 May 1943. Promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943 although actual date of embarkation from Halifax was 1 November 1943. Disembarked in Britain, 9 November 1943. Attached to NCO School, West Bay, 8 December 1943 to 4 January 1944. To No.6 (Observer) AFU, 8 February 1944. To No.20 OTU, 14 March 1944. To No.41 Base, 1 June 1944 and attached to No.4 Group Battle School. Promoted Flight Sergeant, 15 July 1944. To No.158 Squadron, 31 July 1944. Commissioned 25 October 1944. Repatriated to Canada, 3 April 1945. Promoted Flying Officer, 25 April 1945. Released 22 May 1945. Died in Parksville, British Columbia, 29 October 1992 as per **Legion Magazine** of February 1993. Photo PL-41776 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 15 February 1945 when he had flown 29 sorties (142 hours 22 minutes), 9 August 1944 to 4 February 1945.

9 August 1944 - Les Landes (3.32)
10 August 1944 - Dijon (7.00)
11 August 1944 - Etaples (3.54)
18 August 1944 - Sterkrade (4.47)
11 September 1944 - Le Havre (4.28)
12 September 1944 - Gelsenkirchen (4.32)
13 September 1944 - Gelsenkirchen-Nordstern (4.36)

15 September 1944 - Kiel (5.58)
23 September 1944 - Neuss (5.02)
25 September 1944 - Calais (4.14), recalled by Master Bomber.
26 September 1944 - Calais (3.36)
27 September 1944 - Calais (3.46)
30 September 1944 - Bottrop (4.22), bombed through cloud.
6 October 1944 - Sterkrade (4.59), bombed through cloud.
7 October 1944 - Kleve (4.47)
9 October 1944 - Bochum (5.25)
14 October 1944 - Duisburg (5.07)
15 October 1944 - Duisburg (5.22)
25 October 1944 - Essen (4.58), Krupp works.
28 October 1944 - Domberg (3.04)
29 October 1944 - Zoutelande (3.14)
30 October 1944 - Cologne (6.13), cloud over target.
2 November 1944 - Dusseldorf (5.01)
29 November 1944 - Essen (5.57), bombed through clouds.
30 November 1944 - Duisburg (6.08), do.
2 December 1944 - Hagen (6.02), do.
6 December 1944 - Osnabruck (5.33), do.
12 December 1944 - Essen (5.39), do.
4 February 1945 - Gelsenkirchen (5.06)

Pilot Officer Delorie has completed 29 sorties in his operational tour as a navigator with this squadron and has earned a reputation for keenness, efficiency, initiative and courage. More than 20 of his sorties have been to major objectives in the most heavily defended areas of Germany. At all times he has shown the greatest desire to fly against the enemy and his accurate work has been a great factor in the excellent results achieved by his crew.

In the face of the severest enemy fire his high qualities as a navigator have remained unimpaired and his cool courage in times of danger has been a source of inspiration to others of his crew.

Apart from his excellent work in the air, Pilot Officer Delorie has contributed considerably to the operational efficiency of the squadron by his devotion to duty in the routine tasks in his section on the ground.

It is recommended that this officer's excellent record of operations, his courage and skill in all branches of his work throughout a hazardous tour, be recognized

by the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 20 March 1945 he stated he had flown 38 sorties (205 hours 32 minutes), the last on 2 March 1945. He had also flown 159 hours 26 minutes non-operational. Types on which he had flown were Anson (18.20), Wellington (75.55), Halifax II (40.30) and Halifax III (230.13).

The difference in numbers re sorties is explained by the following added trips (information via RAF Commands website):

9 February 1945 - Wanne Eickel (0325-0847 hrs)
13 February 1945 - Böhlen (1802-0236 hrs)
21 February 1945 - Worms (1637-2333 hrs)
23 February 1945 - Essen (1202-1754 hrs)
24 February 1945 - Kamen (1307-1914 hrs)
27 February 1945 - Mainz (1258-1924 hrs)
2 March 1945 - Köln (0710-1129 hrs)

His captain was F/O Leonard Walter Skipper, awarded DFC as per **London Gazette** dated 25 May 1945. Trained in Canada (attended No.6 EFTS and No.4 SFTS).

Training: Course at No.7 ITS was 25 January to 2 April 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (practical and written), Aircraft Recognition, Drill and Signals (written). Scored 857 points of a possible 1,00, placed 56th in a class of 116. "Keen for aircrew, action overseas and making good as a pilot. French Canadian background. Lost time on course through sickness but plugged ahead and made a showing very satisfactory. Good worker, dependable and should have no difficulty making a Service pilot."

At No.6 EFTS logged eleven hours ten minutes on Tiger Moth but lacked flying ability. "He is not safe for solo". However, he was commended for good attitude and trying hard.

Course at No.5 AOS was 31 May to 15 October 1943. Anson aircraft - 42.15 as first navigator by day, 26.00 as second navigator by day, 21.40 as first navigator by night, 13.25 as second navigator by night. Graded in Navigation air work by day (246/7350), Navigation air work by night (134/200), Log Keeping (139/200), Reconnaissance (70/00), Photography air work (81/100). Ground Work graded under Elements of Air Navigation (111/200), Air Navigation Theory (149/200), Air Navigation Exercises (119/200), Meteorology (78/100), Signals, practical (mark unclear), Aircraft Recognition (50/50), Reconnaissance (41/50), Photography (47/50) and Armament (34/50). "Average in the air - ground work fair."

* * * * *

DEMERS, Corporal Edward Albert (R130872) - **Mention in Despatches** - No.424 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 27 November 1920. Home in Edmonton; enlisted there 23 October 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Armourer and posted to Air Armament School, 6 December 1941. To "U.S." (must be a school), 13 January 1942. Promoted AC1, 23 January 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 September 1942. To "Y" Depot, 1 February 1943. To RAF overseas, 2 March 1943. Repatriated 28 August 1945. Retired 11 October 1945.

* * * * *

DeMONE, Sergeant Harold Edison (R88360, later J36501) - **Distinguished Flying Medal** - No.16 OTU - Award effective 14 August 1942 as per **London Gazette** dated 1 September 1942 and AFRO 1535/42 dated 25 September 1942. Born 26 June 1915 in Bridgewater, Nova Scotia; educated there; home there (clothing store clerk, 1935 to enlistment). Member of Second Battalion, West Nova Scotia Regiment (Militia), 1 August 1940 to enlistment, Enlisted in Halifax, 30 April 1941 and posted to No.4A Manning Depot. To No.21 EFTS (guard), 7 June 1941. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 31 August 1941 when posted again to No.21 EFTS; ceased training and posted to Trenton, 29 September 1941; to No.5 BGS, 24 October 1941; graduated and promoted Sergeant, 24 November 1941. To "Y" Depot, 25 November 1941; to RAF Trainee Pool, 12 December 1941. To Air Gunnery School, Manby, 7 March 1942. To No.16 OTU, 5 May 1942. Promoted Flight Sergeant, 24 May 1942. Missing, 2 June 1942. Subsequently reported safe. To No.5 PDC, Uxbridge, 21 August 1942. Repatriated via No.31 Personnel Depot, 5 September 1942. To No.34 OTU, 8 September 1942 (gunnery instructor, synthetic armament devices such as Spit Light Trainer and Range Estimator). Promoted WO2, 24 December 1942. To No.36 OTU, 22 January 1943 (Gunnery Instructor, Pennfield Ridge and Yarmouth Detachment). Commissioned 29 April 1943. To No.31 OTU, 22 July 1943. To No.31 Personnel Depot, 30 July 1943 (personnel counsellor). While there described as "An instructor who has displayed keenness, initiative and dependability." (6 September 1943). Promoted Flying Officer, 29 October 1943. To Eastern Air Command, 27 May 1944. To Station Dartmouth, 31 May 1944. As of 27 September 1944 he was applying to return to flying duty, perhaps instructing at No.5 OTU. To Mountain View, 18 October 1944. To Release Centre, 28 January 1945. Retired 12 February 1945. Award presented 17 May 1945. Died in Bridgewater, Nova Scotia, 30 September 1989. See Stany Moortgat, **Escape from the Enemy**, originally published as **De weg naar de vrijheid**; English translation: Joanna Bouma, Pelagia Communications. Available from Gaspereau Press Limited, 47 Church Avenue, Kentville, Nova Scotia, B4N 2M7.

In June 1942, this airman was the rear gunner of an aircraft which successfully attacked Essen. On the return flight the aircraft was held in a cone of searchlights and attacked by an enemy fighter, and was extensively damaged. Sergeant DeMone, who was engaged on his second operational mission, displayed exceptional courage and resource.

NOTE: The original recommendation is in Public Record Office Air 2/4891 and reproduced by Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (Savannah Publications, London, 2000). Drafted 14 August 1942; he had flown two sorties (six hours 15 minutes).

This Non-Commissioned Officer was detailed as rear gunner in an aircraft detailed to attack Essen on the night of 1st/2nd June 1942. After the target was bombed, the aircraft turned for home but was caught in a cone of searchlights and attacked by an enemy night fighter. Owing to glare, it was impossible to tell the direction of the attack but the result was that one engine caught fire and the fire rapidly spread. The captain ordered the crew to abandon by parachute. Sergeant de Mone took to his parachute and arrived safely on the ground where he immediately set about escaping by carefully burying his parachute and setting off to walk to the frontier. In three weeks he was safely back in our hands although two other members of the same crew are now reported as prisoners of war. This was Sergeant de Mone's second operational flight, although he was still under training and he showed exceptional perseverance and skill in effecting his escape, a fact which must have a profoundly beneficial effect on the morale of his comrades.

Public Record Office file War Office 208 3309 has a report based on interview of 13 July 1942, he having arrived in Gibraltar on 6 July 1942 and at Gourock on 12 July 1942.

I was a member of the crew of an aircraft which left Upper Heyford, Oxon, at 2100 hours on 1 June to bomb Essen. On the return flight we had to bale out, and I landed near Mechlin (Belgium) about 0200 hours on 2 June. I do not know what happened to the other members of the crew:- P/O Robinson, pilot; P/O O'Brien, navigator; F/Sgt Forrester, wireless A/G; and Sgt Beal, bomb layer.

I buried my parachute in the swamp in which I landed and then started walking westwards. I walked until about 0500 hours, when I met a farmer who took me to a house, where I was given bread and coffee and civilian clothes. I left as soon as possible and, following directions which I had been given, went along the canal towards Brussels. Near the village of Hombeek I was overtaken about 0600 hours by a farmer who took me to a small brewery. I remained there all

day and at 2000 hours I was put in touch with an organization which arranged for my return to this country.

This report is supplemented by another dated 18 July 1942, prepared by MI.9/S/P.G. and again based on the interview of 13 July 1942:

A Belgian officer lived at the small brewery at Hombeek, near Brussels, at which I found shelter on the morning of 2 June 1942. This officer got in touch with Baron Lindon, who lives in a chateau across the canal from the brewery. Baron Lindon came and questioned me about the Royal Air Force and about Canada. After I had satisfied him as to my identity, he said he could help me. He gave me some clothes and told me to be ready next morning.

Next morning the Belgian officer took me by tram to Brussels. He gave me money for my fare and told me what to say, and I sat alone during the journey. Baron Lindon joined the tram about half way to Brussels and sat down opposite me. In Brussels he took me to an apartment. Half an hour later another man took me to a large park and from there to a church, where he handed me over to a third man. I gave this man my French money and other articles, such as my compass and my identity disc. I was then handed over to a girl called Betty Christy, who I believe is English. She took me to a house, where I remained for four days till the afternoon of 7 June, when I had to leave for the night because the Germans were searching the houses in the neighbourhood for a wireless set. On 8 June the girl took me to the station and handed me over to a woman guide who broke a leg on a recent journey over the Pyrenees. We had no difficulties on the train journey, and arrived in Paris about 2100 hours on 8 June. I was sheltered in Paris in a house till the night of 10 June when I left by train for St.Jean-de-Luz along with the guide Didi, P/O Horsley, S/P.G(-)771, Sergeant Baverstock, S/P.G.-772 and a young Belgian. We travelled first class. At a station just before our destination two girls came onto the train and I changed tickets with one of them, as my ticket did not go all the way. I was not asked for my identity card at the station exit at St.Jean-de-Luz, probably because I look French and was wearing a cross round my neck. We walked from the station to a flat above a café and stayed one night there.

On the night of 12 June we went to a farmhouse where a Basque guide collected us for the journey across the Pyrenees. On the Spanish side we slept in a barn from 0545 to 1000 hours (13 June). P/O Horsley, Didi and I then went to a café in a village and were joined there two hours later by the rest of the party. Didi went to San Sebastian and [we] were sent to Madrid by car. I stayed for two

weeks at the Embassy before being sent to Gibraltar.

Public Record Office Air 40/258 has an added report on DeMone and the loss of this aircraft. The Wellington had left Upper Heyford at 2300 hours. The document goes on:

This was Sergeant DeMone's second operation, having been on the Cologne raid two days before.

The aircraft arrived over Essen on ETA without incident, and the bombs were released. They were not troubled by searchlights or flak over the target, but immediately after leaving, at 8,000 feet, were picked up by searchlights. Powerful searchlights then passed the aircraft from one group to the next, in spite of the continued evasive action taken by the pilot, until well over the Belgium border.

During the whole of this time there was intermittent flak. Over Belgium the aircraft was attacked by a night fighter, possibly head on, and the port engine was hit and set on fire. The crew was ordered to bale out, and just as Sergeant DeMone was about to do so another burst was fired from the port beam. He returned the fire until the two-engined single tail enemy aircraft was out of range.

Sergeant DeMone then jumped from a height of 7/8,000 feet and does not know what happened to the rest of the crew. He had some considerable trouble with his parachute which was of an old type. The parachute pack somehow or other got above him and he had difficulty in finding the release. He landed in a swamp at about 0200 hours roughly 17 miles from Brussels, buried his parachute and set off to return to England equipped with his escape kit.

The website "Lost Bombers" identifies his aircraft as Wellington DV763 (XG-H2) of No.16 OTU. It was airborne at 2312 hours, 1 June 1942 from Upper Heyford. Crashed at Perk (Brabant), 17 km NNE of Brussels. Crew was P/O R.J.Robinson, DFC (killed), P/O C.O'Brien (killed), Sergeant E.T. Beal, RCAF (POW), Flight Sergeant J.M. Forster (POW), Sergeant H.E.De Mone, RCAF (evaded).

Training: Interviewed in Halifax, 30 April 1941. "Average type. Fair appearance. Keen to fly."

Course at No.3 ITS was 27 July to 1 September 1941. Courses in Mathematics (58/100), Armament, practical and oral (94/100), Signals (84/100), Hygiene and Sanitation (35/40), Drill (72/100), and Law and Discipline (48/60). "Fair background. Not particularly impressive. Self

confident. Good appearance. Average type. Frank.” Placed 61st in a class of 265.

Attended No.21 EFTS, 1 September to 19 October 1941. Fleet Finch aircraft (17.05 dual, 11.25 solo plus three hours in Link). “Very slow progress. Lacks air sense. Jittery, nervous.” Washed out.

Course at No.5 BGS was 27 October to 24 November 1941. Battle aircraft (eight hours ten minutes plus two hours as passenger). Scored 2.25 percent hits on Beam Test, 4.5 percent on Beam Relative Speed Test, 4.75 percent on Under Tail Test. Fired 350 rounds on ground, 400 rounds air-to-ground and 1,100 rounds air-to-air. Scored 77/100 on written test, 68/100 on practical and oral exam, rated 155/250 in ability as firer. Placed 18th in a class of 24. “This student is very self-confident, will make a very effective air gunner.”

* * * * *

DEMPSEY, F/O Murray White (C17993) - **Mention in Despatches** - No.31 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 16 October 1919. Born in Souris, Manitoba, 16 October 1919. Home in Winnipeg; university student with COTC experience from September 1939 to enlistment in Winnipeg, 8 March 1941 as Wireless Electrical Mechanic with rank of LAC and posted to No.1 Manning Depot, Toronto. To Debert, 10 April 1941. To RAF Trainee Pool, 24 April 1941. Taken on strength of United Kingdom, 2 May 1941. To Winslow, 7 May 1941. To No.1 Radio School, 17 May 1941. To Station Bridgenorth, 30 May 1941. To No.1 Signals School, 10 October 1941 for radar course. To No.76 Wing, 18 November 1941. Attached to Bomber Command Headquarters, High Wycombe, he was instructed to duties as Radar Mechanic including security aspects. To No.9 Squadron, 15 December 1941 which he described as “responsible for installing first radar sets in bomber aircraft - covered transition from Wellington aircraft through Manchester to Lancasters. Squadron work included experimental work in conjunction with TRE on prototype Boozier.” Promoted Corporal, 18 January 1942. Promoted Sergeant, 16 June 1942. Attached to No.5 Group Headquarters, March to June 1943 as part of a “trouble shooting party.” Commissioned in Radar Branch, 5 August 1943. To No.32 Base, Mildernhall, 11 August 1943 where he instructed two Stirling squadrons in radar methods. Promoted Flying Officer, 5 February 1944. To No.149 Squadron, 11 February 1944 (“experimental on installation and operation of GH in Stirling aircraft.” To No.218 Squadron, 20 February 1944 (“Experimental tests of GH in Lancaster aircraft” and mentions detachment at times to supervise installation of GH in No.3 Group squadrons and 38 Group test installations). To No.31 Base, 1 December 1944. Repatriated 16 August 1945. Retired 19 October 1946. Rejoined RCAF, 3 November 1946 (25740) and held on Class E Reserve in Winnipeg (Flying Officer) to 3 January 1947 when posted to Radar and Communication School, Clinton,. To Centralia, 2 April 1947; to Trenton, 26 November 1947. Posted to No.2 LORAN Unit, Gimli, 2 June 1948. To No.5 LORAN Unit, Cambridge Bay, 25 July 1948; To No.213 LMU, Sawmill Bay, 27 April 1949. Promoted Flight

Lieutenant, 1 June 1949. To Fort Nelson, 28 June 1949. To Station Edmonton, 1 May 1951 but still on detachment to Fort Nelson. To Air Defence Group, St. Hubert, 5 July 1951. To AFHQ, 12 July 1951. Promoted Squadron Leader, 1 January 1952. To No.6 Repair Depot, Trenton, 12 July 1954. To Canadian Joint Staff, London, 6 June 1957. While there he attended the RAF/RN Joint Maritime Warfare School (two weeks, October 1957). To Canada, 24 July 1959 and posted to Toronto. To AFHQ, 26 June 1960. Attended one week course as Bomarc Planner and Supervisor (October 1960) and subsequent courses in SAGE Indoctrination and Electronic Warfare Indoctrination. To Comox, 16 July 1967. Retired 25 April 1969. Settled in Laxo, British Columbia. Died in Comox, British Columbia, 1 July 1987.

Notes and Assessments: There is little in his file to determine why he was honoured, but the following assessments covered his period at No.31 Base, Chedburgh, 1 December 1944 to 1 August 1945. "An energetic and dependable officer, can ve relied upon to make success of the most difficult task." (W/C T. Holmes - not sure of initials - 8 July 1945) and "A sound and reliable type of officer who has done a good job as officer in charge Radar Section during a prolonged period of intensive operations. Is conscientious, very keen on his job and a hard worker. His conduct as an officer has been satisfactory in all respects." (G/C W.R. Brotherhooy, 9 September 1945).

His postwar assessments were uniformly favourable as a technical officer, detachment commander and administrator. However, one of the most striking documents in his file is a letter dated 11 May 1956 (S/L R.T. Heaslip, CO No.108 Communications Flight, Station Rockcliffe) to the Air Officer Commanding, Air Material Command Headquarters. The subject was "Project 6T100 - Installation of HF Radio in 108 Flight Helicopters":

1. The a/n project has been completed this date. Of course, complete information on Mid-Canada Line operations regarding the performance of this installation is not yet available, but to date pilots are reporting excellent results. In one instance a pilot reported satisfactory operation at a distance of 125 miles and another 200 miles. Ther advantages of this installation from the viewpoint of both fligh safety and the efficient utilization of the helicopters is considered to be well worth the time and effort involved.
2. This unit would like to express their appreciation to all personnel involved for the prompt and efficient manner in which this program was carried out. In particular, Major G.D. Estabrook, AMCHQ, S/L S.C. Hawkins, AMCHQ, S/L M.W. Dempsey, OC Telecommunications Squadron, 6 RD Trenton, Mr. G.M. Turney, 5 Telecom Squadron Trenton, F/L M. Laroche od Depot Workshops, 6 RD, and WO1 G.B. Kennedy of 4 Telecom Squadron, Trenton are worthy of the highest praise for their efforts in the successful conclusion of this project in what is

undoubtedly record time. The personnel of the MRP's involved also conducted the installation at RC, GWR and KL in a most commendable manner.

3. The speed and efficiency with which this project was prototyped, approved and installed reflects the highest credit on the personnel involved. It is indeed reassuring to know that such support is available to operating units in the RCAF.

* * * * *

DEMPSEY, F/O Stephen William (J21039) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 11 July 1920 in Consecon, Ontario. Home in Oshawa; enlisted in Toronto, 4 August 1941 and posted to No.1 Manning Depot. To Technical Training School (guard), 20 September 1941. To No.5 ITS, 10 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.9 AOS; to No.6 BGS, 28 March 1942; graduated and promoted Sergeant, 9 May 1942; to No.1 ANS, 23 May 1942; may have graduated 3 July 1942 but not posted to Trenton until 6 August 1942. To No.5 BGS, 15 August 1942. To No.4 AS, 10 October 1942. Commissioned 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 13 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 9 July 1945. To No.1 Composite Training School, 20 July 1945. To No.4 Release Centre, 19 November 1945. Retired 23 November 1945. RCAF photo PL-32377 shows him.

As air bomber, this officer has completed a large number of sorties, including many against heavily defended and far distant targets. Throughout, he has displayed the greatest keenness and his example of courage and determination has been of a high order. He has proved himself to be a most valuable member of aircraft crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Volume 20600) has original recommendation by W/C D.S. Jacobs dated 18 April 1944 when he had flown 25 sorties (164 hours seven minutes):

Flying Officer Dempsey has completed a tour of operations on this squadron as an Air Bomber. On one occasion early in his tour, he was forced to abandon his aircraft by parachute, as a result of which he suffered internal injuries. In order to continue with his operations, this officer refrained from revealing his condition, in spite of the pain he suffered, and consequently completed nineteen (19) additional sorties to complete his tour before reporting the fact.

This officer's great determination to complete his operations and his devotion to duty in spite of personal suffering is worthy of the highest praise. I strongly recommend that Flying Officer Dempsey be granted the immediate award of the Distinguished Flying Cross.

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.

* * * * *

DEMPSTER, F/O John Henry (J9449) - **Air Force Cross** - No.2 Flying Instructors School - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born in Unity, Saskatchewan, 7 January 1915. Home in McLeod, Alberta. Enlisted in Saskatoon, 30 January 1941 and posted to No.2 Manning Depot. To No.3 Manning Depot, 22 February 1941. To No.13 Explosives Depot, 24 April 1941. To No.1 ITS, 13 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.20 EFTS; graduated 13 September 1941 when posted to No.13 SFTS; graduated and promoted Sergeant, 19 December 1941; subsequently commissioned with effect from that date. To Central Flying School, Trenton, 20 December 1941; to No.15 SFTS, 23 May 1942. Promoted Flying Officer, 1 October 1942. To No.3 Training Command, 28 March 1943. To Ferry Command, 28 May 1943. Departed Montreal, 12 June 1943 in Baltimore FA480, proceeding via Miami, Benin, Trinidad, Belem and Accra (arrived there 22 June 1943). Returned Canada as of 11 July 1943. To No.2 Flying Instructor School, 12 July 1943. Promoted Flight Lieutenant, 1 November 1943. To No.19 SFTS, 21 January 1945. On repatriation he was posted to No.2 Air Command, Winnipeg, September 1945. In August 1946 assigned to Auxiliary Support Unit, Winnipeg, serving in that capacity until June 1949. Retained rank of Flight Lieutenant on 1 October 1946 when he became part of postwar RCAF (19652). Promoted Squadron Leader, 1 January 1950. To Central Flying School, Trenton, June 1950. Selected to attend Royal Air Force Flying College, April 1952. Returned to Canada, April 1953 when assigned to Central Flying School, Trenton, again. Promoted Wing Commander, 1 July 1953. To Directorate of Training, AFHQ, May 1954. Appointed to command Central Experimental and Proving Establishment, 5 July 1958. Worked in petroleum industry, Calgary, after retirement. Moved to Sydney, British Columbia, 1986. Died in Victoria, 14 November 2011.

This officer, as a flying instructor for the past twenty-five months, has on every occasion shown outstanding initiative, leadership, and ability and is most thorough in anything he undertakes. He is an outstanding instructor whose devotion to duty has been an inspiration to those who work with him.

* * * * *

DEMPSTER, FS John McBride (R110183) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 30 January 1943 as per **London Gazette** dated 12 February 1943 and AFRO 410/43 dated 12 March 1943. Born 15 June 1923 in Edmonton; home in Vancouver; enlisted there 25 June 1941 and posted to No.2A Manning Depot. Granted Leave Without Pay for uncertain period, ending when posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 15 August 1941. To No.2 ITS, 13 September 1941; graduated and promoted LAC, 21 November 1941; posted that date to No.12 EFTS. Ceased training and posted to "E" (Trenton), 1 December 1941; to No.1 BGS, 3 January 1942. Graduated and promoted Sergeant, 27 February 1942, although he had been posted to "Y" Depot, Halifax as of 4 February 1942. To RAF overseas, 27 February 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. Attached to 56 Army Division, 13-25 April 1942. To No.7 Air Gunner School, Stormy Down, 18 May 1942. To No.11 OTU, Bassingbourne, 10 June 1942. To No.57 Squadron, 19 August 1942. Commissioned 2 March 1943 (J17206). Award presented by the King, 18 May 1943. To No.1485 Bombing and Gunnery Flight, 31 July 1943 (elsewhere described at No.1485 CTU). To No.617 Squadron, 9 November 1943. Killed in flying accident with No.617 Squadron (Lancaster DV382), 13 February 1944. Pilot, S/L W.R. Suggitt, DFC (RCAF) took off from Ford at 0830 hours on non-operational flight (return to base following operations). In poor visibility he flew into a hill, killing all aboard. RCAF photo PL-15928 (ex UK-3939 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - P/O F.H. Larson (Calgary), P/O J. McB. Dempster (Vancouver), P/O E.E. Osler (Regina).

As air gunner this airman has participated in numerous sorties including an attack on Berlin and the daylight raids on Le Creusot and Milan. One night in December 1942, during a flight over Duisberg, Flight Sergeant Dempster shot down an enemy fighter which attempted to attack his aircraft. One night in January 1943 he took part in an attack on Essen. During the return flight his aircraft was attacked by an enemy fighter but Flight Sergeant Dempster drove it off with devastating fire, which caused it to fall towards the ground with one of its engines alight. This airman is a courageous and skilful gunner.

Public Record Office Air 2/4947 has original recommendation drafted 24 January 1943 when he had flown twelve sorties (89 hours 40 minutes), reproduced in Ian Tavender, , **The Distinguished Flying Medal Register for the Second World War** (Savannah Publications, London, 2000).

Flight Sergeant Dempster was posted to No.57 Squadron on 26th August 1942, from No.11 OTU, and since has at all times displayed courage, keenness and

devotion to duty. Flight Sergeant Dempster has taken part in 12 operational sorties including two daylight raids on Le Creusot and Milan and a night raid on Berlin. On the night of 19th/20th December 1942, whilst taking part in a raid against Duisburg, the aircraft in which he was rear gunner was attacked by a Me.110. Flight Sergeant Dempster opened fire, seeing his tracer bullets enter the enemy aircraft. The enemy aircraft went into a steep dive and was lost to view. A few seconds later, an aircraft was seen by the mid-upper gunner and Wireless Operator to burst into flames on the ground. On the night of 21st/22nd January 1943, Flight Sergeant Dempster was the rear gunner of an aircraft detailed to attack Essen. Having attacked the target successfully and whilst returning across the Zuider Zee, the aircraft was attacked by a Me.110. Flight Sergeant Dempster again opened fire at close range and the port engine of the enemy aircraft burst into flames. Flight Sergeant Dempster continued to fire on the enemy aircraft which rose in a stalled condition and then went vertically down out of sight with the port engine blazing. In both of the above combats, the enemy aircraft concerned were claimed as probably destroyed. Flight Sergeant Dempster has always set an example to all the other gunners in the squadron and has always been more than keen to operate against the enemy. Flight Sergeant Dempster has shown himself to be a good, keen, conscientious and thoroughly reliable gunner and I strongly recommend him for the immediate award of the Distinguished Flying Medal.

Public Record Office Air 50/190 has three combat reports relating to his actions, as follows:

20/21 December 1942: Lancaster H/57, ED319. Although the gunners are not named in this document, the events are referred to in subsequent reports:

Lancaster ED319 ("H") of 57 Squadron. Interception at Eindhoven homeward bound from Duisburg at 2008 hours, 13,000 feet, 200 mph. Bright moon, no cloud, flak or searchlights, visibility good. Wireless Operator standing in astrodome, and Rear Gunner simultaneously saw a twin-engined aircraft on port quarter at about 500 feet below our aircraft.

The aircraft, which was then recognised as Me.110, climbed slightly and came in to attack dead astern. When it was at 500 yards range our rear gunner opened fire. The captain of our aircraft dived and turned to port after our rear gunner had fired his first burst, and the Mid Upper and Wireless Operator reported that tracer was seen to ricochet off enemy aircraft, which had closed in to approximately 350 yards, was still astern, but swinging slightly to starboard.

Our rear gunner then opened up again and gave enemy aircraft a long burst, and hits were observed in the belly, after which it turned over on its back and went into a vertical dive. Both Mid Upper and Flight Engineer (who was situated in the blister) observed the enemy aircraft out of control, in a steep dive, and a few seconds later exploded on the ground. The enemy aircraft did not fire a single shot throughout the combat.

21/22 January 1943:

Lancaster "C" (W4252) of 57 Squadron on night of 21/22 January 1943 bound from Essen, five miles southeast of Enkhuizen at 2020 hours, 16,800 feet, IAS 220 mph.

Bright moon astern, no cloud and visibility good but some haze beneath. No searchlight activity, flak or other unusual phenomena. Rear Gunner saw twin-engined aircraft 2,000 feet below on port quarter. The aircraft which carried no lights was then recognised by the Rear Gunner as a Me.110. Rear Gunner told pilot to dive first to port and then to starboard and enemy aircraft was then apparently 50 feet to starboard quarter and level with our aircraft. This action completely surprised the enemy aircraft. Rear Gunner and Mid-Upper opened up at 50 yards range and enemy aircraft did not reply as the pilot, Rear Gunner and Mid Upper of our aircraft are all of the opinion that enemy aircraft was caught in our slipstream, was out of control and could not get his guns to bear.

Rear Gunner fired approximately 1,000 rounds at enemy aircraft in long bursts, experiencing no difficulty with either guns or turret. Mid Upper fired about 250 rounds and both his guns and turret proved satisfactory. Enemy aircraft which was then astern above and still within 100 yards range was then seen to catch fire, its port engine being well alight. It then went into a shallow dive on port side of our aircraft, the Mid Upper reporting its progress for approximately 2,000 feet until it was lost in haze below. As it dived into haze, the fire in the port wing was still burning strongly...

Comment

The result of this combat proves once again the wisdom of our gunners opening fire first on enemy aircraft. In this case the enemy aircraft was completely taken by surprise and offered no resistance.

This is Sergeant Dempster's second successful combat with a Me.110 within the

month, the first being after a raid on Duisburg on the night of 20/21 December 1942.

Both enemy aircraft are claimed as damaged believed destroyed.

1-2 March 1943:

Lancaster "H" (W4024) of 57 Squadron on night of 1/2nd March 1943, bound from Berlin. Speed 230 mph. True Course 320 M, time 2250. Height 16,000 feet. No cloud cover, very dark night. Enemy aircraft identified as Me.109 attacked from astern above. Range was estimated at approximately 150 yards. Rear Gunner opened fire and fired 600 rounds at enemy aircraft. Enemy aircraft started to break away to starboard quarter and disappeared. Enemy aircraft did not fire or return to attack.

Comment

Sergeant Dempster has already shot down one fighter and claimed one probable. In both cases he fired at enemy aircraft first.

A partial copy of the Squadron Operations Record Book, Form 541 (Public Record Office Air 27/91494) includes the following sorties (incomplete but transcribed for illustrative purposes):

22 October 1942 - Lancaster W4775 - Captain, Sergeant P. Singer, navigator P/O A.R. Loader, flight engineer Sergeant J.T. Nelson, WOP/AG Sergeant P.F. Colbert, bomb aimer Sergeant L.S. Williams, mid-upper gunner Sergeant Poole, rear gunner Sergeant J.M. Dempster. Airborne 1732 to 2012 hours. Target Genoa with 2 x 1,000-lb bombs and 540 x 4-lb incendiaries. Aircraft returned early with electrical failure.

24 October 1942 - Lancaster W4250 - Crew as above. Airborne from 1226 to 2201. Target Milan, bombed at 1703 from 4,000 feet. Load was 1,080 x 4-lb incendiaries. "Target identified visually and bombed at 1703 hours. Many fires were seen in the target area."

20 November 1942 - Lancaster W4775 - Captain, Sergeant P. Singer, navigator P/O A.R. Loader, flight engineer Sergeant J.T. or J.J. Nelson, WOP/AG Sergeant P.F. Colbert, bomb aimer Sergeant L.S. Or J.L. Williams, mid-upper gunner Sergeant H. Poole, rear gunner Sergeant J.M. Dempster. Airborne 1831 hours to 0343 hours. Target Turin, bombed at 2222 hours from 7,000 feet. Load was 1 x 4,000-lb bomb and 40 x 30-lb incendiaries. "Factory buildings seen and bombed. Bombs seen to burst on target. Accurate observation difficult due to smoke and haze."

8/9 December 1942 - Lancaster ED319 - Captain, Sergeant P. Singer, navigator P/O A.J. (A.R. ?). Loader, flight engineer Sergeant J.J. Nelson, WOP/AG Sergeant J.W. Colbert, bomb aimer Sergeant J.L. Williams, mid-upper gunner Sergeant H. Poole, rear gunner Sergeant J.M. Dempster. Airborne 1746 hours to 0203 hours. Target Turin. Load was 1,26 x 4-lb incendiaries. "Bombs fell in the town just west of the River Po. Target clearly seen and 2 x 4,000-lb H.C. were seen to explode in the town. Many fires. Bombed at 2125 hours from 6,000 feet."

20/21 December 1942 - Lancaster ED319 - Crew as above - Airborne 1820 hours to 2153 hours. Target Frankfurt. Load was 1 x 4,000-lb H.C. and 900 x 4-lb incendiaries. "The town was clearly seen. Bombs were dropped in the town at 1955 hours from 13,000 feet."

16/17 January 1943 - Lancaster W4377 - Captain, Sergeant P. Singer, navigator P/O A.R.. Loader, flight engineer Sergeant J.J. Nelson, WOP/AG Sergeant G.H. Corrie, bomb aimer Sergeant J.L. Williams, mid-upper gunner Sergeant G. Wilson,, rear gunner Sergeant J.M. Dempster. Airborne 1632 hours to 0023 hours. Target Berlin. Load of 1 x 4,000-lb M.C. and 720 x 4-lb incendiaries. "Pinpoint on lake southeast of Berlin and built-up area in bomb sight on E.T.A. Bombs were released from 18,000 feet at 2019 hours and were seen to explode amongst buildings."

17/18 January 1943 - Lancaster W4377 - Captain, Sergeant P. Singer, navigator Flight Sergeant L.J. Lalonde, flight engineer Sergeant J.J. Nelson, Wireless Operator Flight Sergeant J.T. Taylor bomb aimer Sergeant J.L. Williams, mid-upper gunner Sergeant H. Poole, rear gunner Sergeant J.M. Dempster. Target Berlin. Bomb load was 1 x 4,000-lb H.C. and 720 x 4-lb incendiary. Sortie cancelled when port inner engine went unserviceable. The squadron detailed eleven aircraft but five were cancelled before takeoff (previous battle damage, broken elevator hinges, engine unserviceable, rear turret unserviceable) and two returned early (one with engines overheating, one with oxygen failure). "The remaining four reached the target in conditions of poor visibility. The P.F.F. marker bombs and flares were late and were not of much assistance. All crews identified a big built-up area on E.T.A. Berlin and bombed it, seeing numerous fires start. Opposition from the ground was intense and a great deal of fighter activity was evident though no interceptions were reported. All aircraft were diverted; one early return landed at base and the other away."

Notes on Training: He was interviewed for the RCAF on 25 June 1941, at which time he was described as "Excellent type of lad. Mature for his age. Keen and intelligent and of good appearance. Seems above average in all respects. Should do well."

He did well at ITS (23rd in a class of 50) but nearly ruined his aircrew prospects at No.12 EFTS where he logged only three hours 55 minutes on Finch aircraft (all dual). The Chief Supervisory Officer (F/O R.H. Kanaga) wrote, on 1 December 1941, "This student gave up leaning to fly after

three hours dual instruction. He was, he says, keenly interested in flying before undertaking the course but says that although he feels all right about being in the air when he does not have control, he is unable to relax and absorb instruction. He has no confidence in himself or the aircraft and asked to cease training. Did not want to touch the controls on progress check. Says he is very anxious to do his bit and wanted to make the Air Force a career but while his second choice is air gunner and he seems to be sincere, I recommend caution in considering him for any capacity as aircrew, air gunner, if any."

At No.1 BGS he flew 11 hours 40 minutes in Battle aircraft. Fired 750 rounds on ground, 100 rounds air to ground and 2,135 rounds air to air. On the Beam Test he scored 5.6 percent hits; on Beam Relative Speed Test 4.0 percent and Under Tail Test, 2.7 percent. Placed 20th in a class of 27.

At No.11 OTU he fired 2,500 rounds air to air in three exercises. While there he flew 45 hours 15 minutes by day and 40 hours 45 minutes by night.. On the ground he fired 200 rounds on 25 yard range and 150 rounds on 400 yard range. He was also assessed in Browning Gun, Frazer Nash Turrets, Sighting, Aircraft Recognition, Gun Cleaning, Harmonization and Range Estimation. Described as "A very capable gunner."

Further Notes: On 7 March 1943 he was described as having flown 11 hours 50 minutes on daylight operations and 78 hours 35 minutes on night operations. Non-operational flying was 32 hours ten minutes (day) and 19 hours 30 minutes (night).

Another document, respecting suitability for commission and dated 3 March 1943, had the assessment of W/C F.C. Hopcroft, Commanding Officer, No.57 Squadron - "A smart, keen and conscientious Non-Commission Officer on the ground who has proved his worth in the air as an excellent rear gunner. Sergeant Dempster has proved himself to be reliable and very suitable to hold a commissions and I strongly recommend the appointment be made." This opinion was endorsed on 17 March 1943 (signed by G/C J.N.H. Whitworth, CO, Scampton)

* * * * *

DEMPSTER, FS (later WO2) William Joseph (R83543) - **Distinguished Flying Medal** - No.7 Squadron (dead) - Award effective 1 March 1943 as per **London Gazette** dated 17 April 1945 and AFRO 918/45. Born in Toronto, 13 April 1919. Educated at Bloor Collegiate Institute and Wester Technical School. Home in Toronto (restaurant manager); enlisted there 21 November 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.4 BGS, 19 July 1941; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, 19 August 1941; to RAF overseas, 21 September 1941. Taken on strength of No.3 PRC, Bournemouth, 7 October 1941. To No.1 Signal School, 11 November 1941. Promoted Flight Sergeant, 18 February 1942. To No.12 OTU, 17 March 1942.

To No.214 Squadron, 12 June 1942. To No.7 Squadron, 18 October 1942. Promoted WO2, 1 November 1942. Missing, presumed dead, 2 February 1943 (Stirling R9624).

In all his operational sorties, many of which have been against the enemy's most heavily defended targets, Flight Sergeant Dempster has displayed courage and coolness. He has largely contributed to the successes achieved by his determination to press home the attack however heavy the opposition. This airman has obtained some excellent photographs.

The website "Lost Bombers" provides the following details of his last flight. Stirling R9264 of No.7 Squadron (MG-L) was to bomb Cologne. Airborne at 1926 hours, 2 February 1943 from Oakington. Shot down at 2205 hours, 2 February 1943 by a night-fighter (Oblt Reinhold Knacke, 1./NJG1) and crashed at Hendrik-Ido-Ambacht (Zuid Holland), 13 km SE of Rotterdam, where those killed are buried in the city's Crooswijk General Cemetery. Publication of the awards to Flight Sergeant Brooker and Flight Sergeant Dempster took place 9 February 1943 and 17 April 1945 respectively. S/L Smith's DFC was gazetted 9 February 1943, while his MiD had appeared 1 January 1942. Oblt Knacke was killed later that night. From the wreckage of the Stirling was captured the first H2S unit to fall into enemy hands. An account of how S/L Smith had tried to save his aircraft was communicated from his PoW camp by Sgt Newman. Full crew was S/L W.A.Smith, killed in action, Flight Sergeant R.N.B.Brooker, DFM, killed in action, F/L B.Martin DFC (RNZAF), killed in action, Flight Sergeant W.J.Dempster, DFM (RCAF), killed in action, Flight Sergeant F.Quigley (RCAF), killed in action, Flight Sergeant J.Bragg (RCAF), POW, Sergeant R.G.Newman, POW.

Directorate of History and Heritage file 181.001 D.24 has report of interrogation of F/L J.P. Bragg on 18 May 1945 re the loss of Stirling R9264, 2 February 1943.

We took off from Oakington about 8.00 p.m., 1 February 1943. Not much to relate on the way in - very quiet. As we neared target area navigator informed pilot that we were 20 minutes late due, he said, to trouble he was having with H2S. Experienced some flak target but it was inaccurate. We put our markers down and photographed, and then set course home. It was a very dark night and we could not see very far. Just over Dordrecht we were hit in the port inner engine, which broke out in flames right away. I reported to the pilot that engine was on fire and he said, "I got it"; assuming that he could control it, I remained in position. Perhaps 30 seconds later I noticed a glow below me and after a little trouble I got out of turret. Intercom had failed and aircraft started to dive. I could not reach front of aircraft due to fire and as aircraft dived I crawled through to rear escape hatch. When I opened hatch flames were licking past this also. I baled out and landed in Dordrecht, Holland. Aircraft passed over my

head, when I left, but I didn't see it crash.

I think that we received two attacks and that the people up front were wounded or killed in the second attack. I hurt right leg as landing.

* * * * *

DENBEIGH, F/O George (J39952) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 January 1914 in Toronto; home there (railway mail clerk); enlisted there 14 July 1942. To No.1 Manning Depot, 9 August 1942. To No.3 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.11 EFTS until 3 April 1943. Ceased training and posted to No.5 Manning Depot, 13 May 1943. To Mountain View, 12 June 1943. To No.10 AOS, 7 August 1943; graduated and commissioned, 34 December 1943; to "Y" Depot, 14 January 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated 8 June 1945; To No.1 WS, 29 July 1945; to No.9 Release Centre, 30 August 1945; retired 3 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 12 April 1945 when he had flown 31 sorties (211 hours), 29 November 1944 to 10 April 1945.

29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
17 December 1944 - Ulm
22 December 1944 - Coblenz
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
31 December 1944 - Osterfeld
2 January 1945 - Nuremberg
5 January 1945 - Royan
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg

23 February 1945 - Pforzheim
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
16 March 1945 - Nuremburg
21 March 1945 - Bremen
22 March 1945 - Hildesheim
27 March 1945 - Paderborn
4 April 1945 - GARDENING
9 April 1945 - Kiel
10 April 1945 - Plauen

This Canadian navigator has now completed 31 sorties against targets in Germany and occupied territory. He has taken part in attacks on heavily defended targets such as Nuremburg, Stuttgart, Gelsenkirchen and Dortmund.

Flying Officer Denbeigh has displayed a keen sense of duty and navigational skill of a high order. In face of stiff opposition and adverse circumstances he has shown extreme coolness and disregard for his personal safety, and this has contributed in a large measure to the successful completion of his sorties. His skill and devotion to duty have set a fine example. Flying Officer Denbeigh's record fully merits the award of the Distinguished Flying Cross.

* * * * *

DENISON, S/L Richard Lippincott (C1341) - **Commended for Valuable Services** - No.436 Squadron - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 18 July 1917 in Stratford, Ontario; home in Winnipeg;. Educated at St. Ignatius School (Winnipeg, 1930-31), Ravenscourt School (Winnipeg, 1933-1934) and St. Paul's College (Winnipeg, 1947-1938, BA). Enlisted in Winnipeg, 9 October 1939; commissioned that date. To Trenton, 30 December 1939. To Camp Borden, 28 February 1940. Qualified as pilot, 29 April 1940. Promoted Flying Officer, 8 June 1940. To Trenton, 16 June 1940. To No.3 AOS, Regina, 29 August 1940. To No.7 SFTS, Macleod, Alberta, 23 December 1940. To No.4 SFTS, Saskatoon, 5 April 1941. Promoted Flight Lieutenant, 15 August 1941. To No.1 ANS, Rivers, 8 April 11942. To Headquarters, Western Air Command, 9 June 1942. To No.4 Group Headquarters, 21 June 1942. Promoted Squadron Leader, 1 January 1943. To No.115 Squadron, Annette Island, 20 June 1943, moving with that unit to Patricia Bay (16 August 1943) and Tofino (17 March 1944). To "Y" Depot, Lachine, 14 June 1944. To No.3 PRC,

25 June 1944 (the day he embarked from Halifax). Disembarked in Britain, 3 July 1944. To RCAF Overseas Headquarters, 8 July 1944. To No.229 Group, 19 August 1944. To No.435 Squadron, 26 August 1944. To No.436 Squadron, 26 October 1944, reporting as a Flight Commander, 3 November 1944. Promoted Wing Commander, 4 August 1945. Emplaned from Burma, 9 September 1945; arrived in Britain, 15 September 1945. Attached to Old Sarum, 23 March 1946. Repatriated 17 June 1946. To Headquarters, No.9 (Transport) Group, 24 June 1946. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF (19574). To No.435 Squadron, 2 December 1946. To No.112 (Transport) Flight, 31 March 1947. To Canadian Joint Staff Rivers, 2 August 1947. To RCAF Staff College, 1 September 1948. To AFHQ Ottawa, 27 June 1949. Promoted Wing Commander, 1 January 1949. To staff of RCAF Staff College, Toronto, 27 July 1954. Promoted Group Captain, 1 September 1956. To No.2 Advanced Flying School,, Portage la Prairie, 4 December 1956. To Station North Bay, 2 February 1957. To No.3 Air Defence Control Centre, Edgar, 25 February 1957. To Station North Bay, 15 August 1960. To No.1 Air Division as SASO, 24 July 1963. To AFHQ, 15 July 1964. To CFHQ on integration, 1 December 1964. To NORAD, Colorado Springs, 15 May 1966. Retired 9 March 1969 to Winnipeg. Died 27 December 1995. See Winnipeg **Free Press** of 13 January 1996. Photos PL-1637 and PL-1638 taken 1940 as Flying Officer. RCAF photo PL-60443 (ex UK-20737 dated 12 April 1945) is captioned as follows: " Lieutenant-General Sir Oliver Leese, KCB, CBE, DSO, Commander of the 11th Army Group, congratulates members of an RCAF transport squadron crew who were forced to parachute into the Burma jungle. All members managed to make their way back to base in 48 hours, none the worse for their experience. Left to right - F/O Malcolm MacLean (J43081, wireless air gunner, Winnipeg), F/L W. Lindsay (J12282, navigator, Toronto), F/O E.G. Lee (J421206, co-pilot, Toronto), S/L R. Denison (C1341, captain, Winnipeg), Sir Oliver and W/C Ralph Gordon (Bobcaygeon, Ontario, Commanding Officer of the Squadron. Photo PL-60509 is group photo in Burma - Captain K.A. McDonald (Perthshire, veteran of Wingate operations), S/L R. Denison of Winnipeg, W/C Ralph Gordon, S/L F.E.W. Smith and F/L R.S. McCartney. RCAF photo PL-60606 (ex UK-21644 dated 22 May 1945) shows him drawing softball equipment from LAC J.P. Delude (Montreal), part of sporting goods stocked at Canada House, Calcutta by Canadian Legion War Services Committee. No citation in Canadian records. Public Records Office Air 2/9117 has recommendation drafted when he had flown 1,017 hours, 539 hours in previous six months.

This officer has been with this squadron as a Flight Commander since its formation. His keenness and devotion to duty have set a high standard to his crew. On one occasion, while returning to base in adverse weather, all radio aids became unserviceable. While attempting to land, his port engine failed and although the aircraft was over mountainous terrain Squadron Leader Denison was able to climb to a safe altitude and together with his crew he abandoned the aircraft. The coolness and leadership which Squadron Leader Denison displayed in this situation was an inspiration to all and made possible an early rescue of his crew.

DENISON, W/C Richard Lippincott (C1341) - **Distinguished Flying Cross** - No.436 Squadron - Awarded 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946.

Wing Commander Denison has served with this squadron as flight commander for nine months. During this time he has given valuable support to the 14th Army. Early in his operational career this officer and his crew were forced to abandon their aircraft. Owing largely to his skill this was accomplished successfully. Following the fall of Rangoon, Wing Commander Denison helped considerably in transport operations by piloting a weather observation aircraft throughout the monsoon period. This service was largely responsible for the continuous air supply to the Army and undoubtedly saved many aircraft from disaster. Wing Commander Denison's outstanding and fearless devotion to duty has been worthy of the highest praise.

Note: An RCAF Press Release dated "Burma Front, 24 February 1945" (Directorate of History and Heritage, 74/411) describes the following events of 7-8 February 1945, Dakota KJ845, No.436 Squadron:

The monsoon has not yet arrived over Burma but a "preview" of its flying conditions recently led to the first bale-out in Wing Commander Ralph Gordon's RCAF squadron and an unpremeditated dip in the Chindwin River for a flight commander, Squadron Leader Dick Denison, of Winnipeg and Regina.

The Dakota was returning to its base behind the high mountains of the Indo-Burmese border after making four heavily-laden sorties with supplies for the 14th Army at the Irrawaddy bridge-heads. In its crew, besides the captain: F/L W.D. Lindsay of Toronto, navigator; F/O E.G. Lee of Toronto, second pilot; Sergeant T.F. Laffey of Newcastle, New South Wales, wireless operator, and LAC L.J. Van Nes of Victoria, British Columbia, a fitter.

When they took off at a little after 6.30 p.m., the weather was clear and the ceiling was unlimited. One hour later the weather closed in and the Dakota was flying in the black of a moonless night with below it the thick murk of a monsoon overcast in which range after range of jungle-clad, scrub-topped mountains reared grim, ragged heads.

Their base was completely closed in by clouds and murk, but there is little doubt that the five men and the Dakota would have reached it safely but for the failure

of one engine and the vagaries of monsoon atmospherics.

All went well until oil pressure on the the port engine failed. A sniper's bullet may have caused the trouble. Soon the engine began to surge violently and the crew compartment was filled with a shrill, nerve-wracking din as the r.p.m.'s roared up, dropped quickly, and the roared up again and again.

The aircraft was buffeted about and constantly thrown off course by the violence of turbulent atmosphere above mountains and valleys. Petrol was running low.

Eventually the men knew they were lost, and it was then the port engine failed completely. They had been airborne for more than four hours, when they should have reached base in less than two. And they had flown for more than 90 minutes with one engine surging.

When petrol was almost gone and with it the last slender hope of finding base or any safe landing ground, Denison gave the order to bale out.

As the five men jumped into the murk below they knew the odds were they would land in wild jungle or worse still their bodies would strike a mountain side or top before their parachutes had opened or been open long enough to bear them safely down. But, to their delight, as they came through the bottom of the overcast they could dimly make out the curls and bends of the broad Chindwin palely reflected below them.

Denison, the last to bale out, had had a hard struggle to reach the escape door near the tail. When he left the cockpit the Dakota was beyond control, though he managed to keep it straight and level until the others had gone. Now it was plunging down in a spiral dive.

His parachute was bouncing wildly about the aircraft, eluding his grasp. When he finally got it, he had to climb up the length of the steeply-inclined fuselage. "I was crawling on my hands and knees before I got to it and tipped myself out", he said.

Now he found himself dangling above the middle of the wide river. All his efforts to steer across it were unavailing. His breath was taken by the sudden plunge into the cold water, but he quickly rid himself of his harness and soon drifted ashore.

Meanwhile the others had landed on the opposite bank. Not until the next day were the five reunited. Denison shivered through the night, wet and sleepless, in a shallow trench scooped in the sand, his parachute wrapped around him. In the morning a friendly Burman gave him food and shelter, then took him by dug-out canoe to the residence of a British commissioner.

The others camped on the shore, their parachutes wrapped around them. In the morning villagers took them to the official's home. Next day light aircraft dropped down to take the five men back to their base.

Two days later all were again flying supplies in to the Irrawaddy bridge-heads. Their first action was to fly low over the lonely home of the official, a "Captain Carrot". As he waved a greeting to them, a small parachute billowed out and a container floated to the ground. In it were cigarettes and a few other comforts that he had been without for long - a small token of the crew's gratitude for shelter and hospitality he had given them.

The above story is related with other details in **The RCAF Overseas: The Sixth Year** and by S/L A.P. Heathcote in Part I of a history, "The Flying Elephants", **Roundel**, March 1962.

Flying Incident: Oxford W6589, Down Ampney, 1430 hours, 7 December 1945. Propellor failure due to glue failure. He wrote:

On the afternoon of December 7th, 1945, I was returning by air to Down Ampney from a conference at No.120 Wing Headquarters, Odiham in Oxford Aircraft W6589 with my navigator [J25338 F/L G.A. Stratton] and one passenger [C6918 F/L J. Campbell]. At approximately 1430 hours I checked over Down Ampney field at 1,500 feet and received clearance to join circuit. Immediately after there was a loud startling bang, followed by a violent vibration and a tendency to swing. I called for emergency landing clearance at once, at the same time reducing most of my power and made a normal landing on the nearest runway and switched off. The source of the trouble was apparent at once, as the starboard prop had thrown 8 to 10 inches off one side, which had ripped through the starboard fuselage a few inches from my navigator's feet and a small piece had gone right on out the port side. No, other damage was done. Aircraft and engines had been functioning normally and were shown as fully serviceable. I had been cruising at minus 1 ½ lbs boost, with 1,700 r.p.m.s.

Selected Assessments: "A very valuable officer. Acting as Chief Navigation Instructor. Has shown initiative capacity and ability. Has organized his section skilfully and accurately, in addition to other station duties." (S/L J.C. Huggard, No.4 SFTS, 9 June 1941).

"An efficient, capable officer with good administrative ability. Requires more flying and operational experience but has applied himself to his flying duties most diligently." (S/L T.H. Christie, Patricia Bay, 16 September 1943)

"I have been impressed by S/L Denison and consider him in all respects an excellent officer. He has shown ability as a unit commander and carries responsibility well. He has been particularly successful in promoting good relationships between the Army and the RCAF in his work with the Army on paratroop training." (A/C L.E. Wray, No.9 Transport Group, 4 March 1947).

"W/C Denison has been applying himself diligently to his present position as DS at the Staff College, and is developing into one of the strong members of the staff. He has more than usual social charm and is an asset to any gathering. He is a good athlete and keeps in condition by taking an active part in unit sports. He is well suited for liaison or exchange duties.. He is maintaining flying proficiency." (G/C M. Lipton, RCAF Staff College, 1 August 1955)

"G/C Denison has demonstrated good leadership, tact and ability as the Commander, No.3 Sector. He has a great deal to do with USAF Air Defence Forces in the Divisions adjacent to his sector. The smoothness with which integrated operations are carried out testify both to his ability and his tact. He is held in high regard by both RCAF and USAF personnel under his command. He is maintaining his flying proficiency. His family and financial affairs are in good order. (Air Commodore D.A.R. Bradshaw, 1 March 1959).

"G/C Denison took over command of Station North Bay about six months ago, after having served as Sector Commander at Edgar. He is a mature individual, provides good leadership to his personnel and has taken a keen interest in his new assignment. He is tactful yet firm in dealing with his staff and appears to have gained their high regard. Morale is good under his direction. G/C Denison has a gentlemanly manner, an engaging personality and is always poised and well spoken. He is ably supported by a charming wife. From my rather limited knowledge of him I should judge him to be able to assume the responsibilities of Air Rank." (Air Commodore J.B. Harvey, Air Defence Command Headquarters, 15 January 1961; endorsed by A/V/M W.R. McBrien).

"During this period, Group Captain Denison has been the first Director of Future Combat Systems, supervising an integrated staff in the preparation of papers on future requirements of all three services. He has approached this new job with enthusiasm and energy and a demonstrated ability to understand new complex and diverse problems. He has a pleasing personality and manner and gets along well with seniors and juniors alike. His staff work is always well prepared and presented. There has been no opportunity to assess his command ability and operational experience. He maintains flying proficiency." (Commander J.A. Charles,

CFHQ, 31 March 1965)

* * * * *

DENNETT, S/L Lionel John (C7178) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Kent, England; enlisted in Winnipeg, 4 September 1941 and commissioned that date in Radar Branch. Attached to RAF, 23 October 1941. Promoted Flying Officer, 5 March 1943. Promoted Flight Lieutenant, simultaneously to Squadron Leader, 1 May 1943. Repatriated 23 October 1945. Retired 3 December 1945.

* * * * *

DENNETT, F/O William Edward (J25933) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 28 February 1921 in Toronto; home there (clerk); enlisted in Toronto, 19 January 1942. Granted Leave Without Pay until 23 April 1942 when posted to No.1 Manning Depot. 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 Air Armament School (apparently on a "holding" basis); to No.13 EFTS, 7 November 1942; graduated 9 January 1943 when posted to No.1 SFTS; graduated and commissioned 30 April 1943. To No.31 GRS, 14 May 1943. To "Y" Depot, 31 July 1943. To United Kingdom, 12 August 1943. Repatriated 23 November 1944. To No.1 BGS, 8 January 1945. To Release Centre, 17 February 1945. Retired 12 March 1945.

This officer has completed a tour of operational duty in which he has attacked very many enemy targets. He has displayed high qualities of skill and courage and throughout his determination to complete his mission successfully has won great praise. He is a fine captain whose example has greatly inspired his crew.

DHH file 181.009 D.1730 (Library and Archives RG.24 Vol 20607) has recommendation drafted 16 October 1944 by W/C H.C. Ledoux when he had flown 35 sorties (162 hours 30 minutes). Submission as follows:

An exceptionally keen pilot, Flying Officer Dennett has successfully completed a tour of operations over enemy territory and has completed all his missions.

On June 18th, 1944, Flying Officer Dennett's crew were detailed to bomb an important target in Sautrecourt, France. As the run in over the target was being made, and Me.109 was sighted and gave battle immediately the bombs had been dropped. Under this stress the pilot, exhibiting great coolness and superb

airmanship, succeeded in evading the enemy. After fierce fighting, he maneuvred his aircraft so successfully that the crew were credited with two probable enemy aircraft destroyed.

His successes throughout all his operations are an excellent tribute to his great skill, courage and resolution. His outstanding efficiency and exceptional devotion to duty are worthy of high praise.

It is for this reason that I recommend Flying Officer Dennett for the "Immediate" award of the Distinguished Flying Cross.

The sortie list was as follows:

12 June 1944 - Cambrai (4.40)
14 June 1944 - St. Pol (3.45)
16 June 1944 - Sautrecourt (4.25)
17 June 1944 - Oisemont-Neuville (4.25)
23 June 1944 - Bientiques (4.30)
24 June 1944 - Bemieres (4.00)
27 June 1944 - Foret d'Eary (4.20)
3 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.10)
17 July 1944 - Caen A.1 (4.50)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Ferme du Forestel (4.35)
24 July 1944 - Ferfay (3.55)
28 July 1944 - Hamburg (6.10)
30 July 1944 - Amaye-sur-Seulles (4.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St. Leu d'Esserent (5.35)
7 August 1944 - La Hogue (4.40)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.45)
12 August 1944 - Foret de Montrichard (5.20)
13 August 1944 - Falaise (4.05)
16 August 1944 - Kiel (5.35)
25 August 1944 - Brest Cornouailles (5.05)
27 August 1944 - Marquis Mimoyecques (3.50)
28 August 1944 - Ile de Cezembre (4.25)

31 August 1944 - Ile de Cezembre (4.15)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (5.15)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (3.45)

* * * * *

DENNEY, LAC John William (R137599) - **Mention in Despatches** - Station Gander - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 October 1887. Home in Sydney, Nova Scotia; enlisted there 13 November 1941 as Cook and immediately given rank of AC1. Employed there. Promoted LAC, 1 April 1942. To "K", 15 December 1942; to No.117 Squadron, 22 February 1943; to Shelburne, 28 November 1943; to Newfoundland, 12 September 1944. To RCAF Air Navigation School, 1 December 1945; to "K", 28 October 1946; released 26 March 1947. Died 13 October 1970.

This airman has been a cook in charge of the Civilian Mess at this station for over eighteen months and during this period has performed his duties in an outstanding manner under difficult conditions. His kitchen and mess hall have been examples of perfection and his efforts have resulted in a high morale among the civilian employees of the station.

* * * * *

DENNIS, FS Peter Woodrow (R14066) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 8 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 410/44 dated 25 February 1944. Born 10 August 1923 in Fort William, Ontario; home there (clerk); enlisted Winnipeg, 13 November 1941 and posted to No.2 Manning Depot. To No.34 SFTS (guard duty), 2 January 1942; to No.7 SFTS (guard duty), 27 January 1942. To No.2 ITS, 14 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.2 EFTS until 4 July 1942; graduated 29 August 1942 when posted to No.12 SFTS; graduated and promoted Sergeant, 18 December 1942. To Y" Depot, 1 January 1943; to RAF overseas, 6 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 17 January 1944. Repatriated 8 April 1945. Retired 12 June 1945.

Flight Sergeant Dennis has completed numerous sorties and has displayed great skill, determination and devotion to duty. One night in November 1943 he

piloted an aircraft detailed to attack Berlin. Whilst over the target area his aircraft was attacked on three occasions by enemy fighters. Nevertheless, he skilfully evaded the enemy aircraft and successfully attacked the target, afterwards flying his badly damaged aircraft to base. His effort was highly commendable.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 30 November 1943 when he had flown 9 ½ sorties (48 hours 22 minutes).

This Non-Commissioned Officer has shown remarkable skill as a pilot and an inspiring example of courage and determination to his crew. On the night of November 26th/27th while captain of an aircraft during operations over Berlin he was attacked three times by several enemy fighters and although the rear gun turret was temporarily unserviceable, by skilful airmanship he evaded these attacks, reached his objective and dropped his bombs on the target. He was successful in piloting his aircraft to base, although it was in a badly damaged condition and was categorized A.C. upon inspection.

For dogged determination, excellent airmanship and devotion to duty this Non-Commissioned Officer is recommended for the award of the Distinguished Flying Medal.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/ja451.html> carries the following on an incident involving himself and Wellington JA451. On the night of 7th / 8th October 1943 this aircraft was one of ten No. 432 Squadron Wellingtons tasked with minelaying. At around 0025hrs on 8 October this aircraft attacked by an Me.110 night-fighter which inflicted damage to the flaps, hydraulics and fuel tanks. The Wellington was able to return to East Moor airfield and land safely. The rear gunner's combat report has been located and adds a lot of detail to this incident, it reads:

....While gardening off Neuwerk Island, Wellington aircraft "C" was attacked by two Me110s. Just at the end of our D.R. run I saw an aircraft below us with navigation lights burning. The bomb aimer observed a plane climbing toward us. The bomb doors were opened, the vegetables dropped, doors closed and the pilot put the aircraft into a violent dive to port, leaving the enemy aircraft in close range of my guns, directly below and astern. I opened fire and he flew through the cone and exploded into flames, falling through the clouds 1000 feet below. A flash of explosion was observed by (the wireless operator) in the astro-dome, and (those) in the cockpit. Approximately 1000 to 1200 rounds were fired at the enemy aircraft. A few seconds later an aircraft working in conjunction with

the decoy opened fire dead astern at 30 to 50 yards range with cannon and machine gun fire. Our aircraft was hit on the starboard side and (the pilot) made another dive to port as I opened fire at close range. Hits on our aircraft resulted in loss of air speed indicator, damage to the flaps and hydraulics. The starboard tail plane and wing were badly damaged and various other hits were scored by cannon and machine gun fire. Signed Sgt Quesnel.

The crew consisted of the following: Pilot - Sgt Peter Woodrow Dennis RCAF (R/14066), of Fort William, Ontario, Canada; Navigator - Sgt Gordon Atkins RCAF, of La Riviere, Manitoba, Canada; Bomb Aimer - P/O John Francis O'Gorman RCAF (J/26089), of Perth, Ontario, Canada; Wireless Operator / Air Gunner - Sgt Peter Billie Woolfenden RAFVR (1318244), of London; Rear Gunner - Sgt Joseph Herve Leon Quesnel RCAF (R/136383), of Parry Sound, Ontario, Canada; late of Reading, Berks, England.

Wellington JA451 was built to contract 92439/40 by Vickers Armstrong's Ltd at Blackpool and was delivered to 432 Squadron at East Moor during the last week of September 1943. Following damage sustained in the above incident (Cat.B/FB) the aircraft was taken away and repaired in works. On completion of repair it was issued to 300 Squadron at Ingham in early 1944 before being transferred to 16 OTU at Upper Heyford in April 1944. It remained on charge with them until the unit disbanded on 1st January 1945. The aircraft was then transferred to 12 OTU at Chipping Warden and remained with them until the unit disbanded on 22nd June 1945 from there it was flown to MU store and struck off charge and scrapped on 12th May 1947. The aircraft completed just two operational flights with 432 Squadron. The crew were back on Ops the following night in another aircraft.

Later in the year this crew had converted to flying Lancasters with 432 Squadron. For their actions on Ops on 26th November 1943 F/Sgt Dennis and Sgt Quesnel were each awarded DFM's when Lancaster LL632 was attacked by a night-fighter on Ops to Berlin. F/Sgt Dennis brought the badly damaged aircraft home safely and Sgt Quensal directed his pilot as to the whereabouts of the night-fighter after his turret was rendered unservicable. The excellent website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/ll632.html> provides the following:

Lancaster LL632 damaged by a night-fighter, returned to East Moor airfield.

On 26th November 1943 this aircraft took off from East Moor airfield around tea-time for an operational flight to bomb Berlin. Whilst over the target the aircraft was attacked by a night-fighter which inflicted severe damage and rendering the rear turret out of action. The crew avoided further combat and returned safely to East Moor. Whilst their exact take off time and landing time is not known 432

Squadron set out between 16.30hrs and 18.00hrs, bombing the target between 20.30hrs and 22.00hrs. The first aircraft arrived back at East Moor shortly after mid-night, with the last returning around 02.00hrs. The main bulk of this crew (minus flight engineer and mid upper gunner) were involved in a flying battle with Me110s in October 1943 in a Wellington and the rear gunner shot down one of their attackers though their Wellington was also hit. The full identity of the mid upper gunner is not yet known. Pilot - Sgt Peter Woodrow Dennis RCAF (R/140664), of Fort William, Ontario, Canada; Navigator - Sgt Gordon Morris Atkins RCAF (R/157069), aged 22, of La Riviere, Manitoba, Canada; Bomb Aimer - P/O John Francis O'Gorman RCAF (J/26089), of Perth, Ontario, Canada.; Wireless Operator / Air Gunner - Sgt Peter Billie Woolfenden RAF (1318244), of London; Flight Engineer - Sgt Walter Harris Kent RAFVR (1403194), of Margate; Mid Upper Gunner - Sgt W Riding RAF (2216021).

Lancaster LL632 was built to contract ACFT/239 by Armstrong Whitworth Ltd at Baginton and was delivered to 432 Squadron at East Moor in October 1943. The aircraft suffered Cat.A(c)/FB as a result of the damage detailed above. It was repaired on site but the repair took some considerable time to complete as the aircraft was not used operationally again until 21st January 1944 when it completed only its second operational flight with 432 Squadron. The aircraft completed a further three operations with 432 Squadron before being transferred to 408 Squadron at Linton-on-Ouse (then coded "EQ-G") during the first week of February 1944. It was lost (with Cat.E(m) damage recorded) on 20th February 1944 when it failed to return from Ops to Leipzig. It crashed near Stendal, Germany, two being killed and 5 PoW's being taken.

RCAF Press Release No. 2803 dated 22 September 1943 from F/O W.H. Dumsday reads:

After bucking the toughest enemy ground and night-fighter defences for the major part of an operational tour, an electrical storm almost ended the flying careers of a young Wellington bomber crew captained by WO2 Bud Sorge (R103774) of Pincher Creek, Alberta.

A veteran pilot with a Canadian bomber group squadron led by W/C W.A. (Mac) McKay, 3116 West 2nd. Avenue, Vancouver, Sorge and his crew which included three other Canadians, were temporarily blinded and deafened when lightning struck their twin-motored aircraft.

Only the speedy presence of mind of Sergeant P.W. Dennis, R140664, 1407 Murray Avenue, Fort William, Ontario, who made the trip as second pilot to gain

operational experience, saved the big kite from crashing as it was only 1,000 feet from earth in a dive.

The boys had been on a mining stooge and as they neared England on the return journey, Sorge told Dennis that as "the show is over" he might as well get some rest. Fortunately, Dennis followed instructions and when lightning struck he was lying face downward on the bottom of the kite and was not blinded by the flash. "We were just crossing the English coast when we headed into a storm," said Sorge, a grocery clerk before joining the RCAF who has flown six Wellingtons and named each of them 'Pincher Creek'. "When I saw electricity dancing on the props I told our wireless operator P/O Matt Cruiskshank, J18227, 424B Pitt Street, Cornwall, Ontario, to ground his wireless set.

"It's a good thing that he did because when we were struck, the set would have blown up in front of him. As it was, the aerial was burned off at the fuselage. Suddenly a four-foot sphere of flame appeared on the front turret bristling blue like a hedgehog. Then there was the most tremendous explosion I have ever heard as a flash streaked down the centre of the kite. I couldn't see a thing and when I couldn't hear the rest of the boys, I figured they must have been blown out of the kite. As I leaned over, groping for my chute, I unconsciously pushed forward on the stick and threw the plane into a dive. The second dickie (Dennis) realized something was wrong when the kite started to dive as we were only at 3,000 feet. He seized the controls and was able to level out at 1,000 feet. In a matter of seconds we would have crashed."

Sorge regained partial vision in about four minutes and resumed his position at the controls. He headed for the nearest field and asked for and was granted an emergency landing. The 24-year-old pilot's operational efforts include four trips to Hamburg and four to Essen but he'd "sooner face Jerry's defences any day than tangle with the weather". Now he's all set for the biggest venture of his life for in November he plans to marry a girl in Kilmarnock, Scotland. After the war, the Sorges will settle in Canada. The only other Canadian in the aircraft was P/O Bill Gardiner, J18228, 2631 First Street East, Calgary, the navigator.

* * * * *

DENNISON, P/O Borden Carrick (J16008) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 October 1943 as per **London Gazette** dated 2 November 1943 and AFRO 2457/43 dated 26 November 1943. Born 27 September 1911 in Cardale, Manitoba; home there (transport operator). Enlisted in Winnipeg, 4 February 1941 and posted to No.1 Manning

Depot. To No.20 EFTS (guard duty), 23 March 1941. To No.3 ITS, 27 May 1941. Graduated and promoted LAC, 30 June 1941 when posted to No.16 EFTS; to No.3 SFTS, 19 August 1941. Graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 8 December 1941. To AFU at South Cerney, 12 February 1942. To No.22 OTU (Wellesbourne), 24 March 1942. Commissioned 20 September 1942. To No.405 Squadron, 1 December 1942 (NOTE: This does not make sense given the sortie list when he applied for operational wing; on another form he stated he joined the squadron 20 August 1942 and elsewhere he gives the date as 12 September 1942, having been on Halifax conversion, 20 August to 12 September 1942). Promoted Flying Officer, 20 March 1943. Shot down 11/12 March 1943 (Halifax BB250) and evaded capture; arrived in Gibraltar, 28 June 1943; left Gibraltar on 17 July 1943 and reached Liverpool on 24 July 1943. Repatriated 23 August 1943. To No. 164 (Transport) Squadron, Moncton, 11 February 1944. To No.165 (Transport) Squadron, Sea Island, 8 April 1944. Promoted Flight Lieutenant, 1 December 1944. To Release Centre, 3 October 1945; retired 7 November 1945. Died 15 October 1993 in Medicine Hat, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1994. See also awards to S/L L.E. Logan, P/O H.J. Jennings, P/O E.L. Bulman (Mention in Despatches) and P/O G.L. Spencer (Mention in Despatches).

In air operations this officer displayed skill, courage and fortitude of a high order.

When shot down the crew consisted of J16008 P/O B.C. Dennison (pilot), R72937 FS E.L. Bulman (navigator), R91858 FS G.L. Spencer (bomb aimer), R85952 FS H.J. Jennings (WOP/AG), R124691 Sergeant R.C. McDonald (air gunner, killed), R102033 FS R.F. Kennett (air gunner, POW), R107026 Sergeant E.G. Lacina (flight engineer, killed) and C1359 S/L L.E. Logan. Target was Stuttgart.

That portion of the MI.9 evasion report dealing with him is given below; see also the entry for Flight Sergeant E.L. Bulman.

We were members of the same crew as Squadron Leader Logan and Flight Sergeant Jennings. Our experiences up to the time of our baling out about 1100 hours on 12 March 1943 as are described in their report.

When in France we heard that Sergeant McDonald has been killed in the aircraft, and that Sergeant Lacina has been captured. Flight Sergeant Spencer we believe to be in process of evasion.

P/O Dennison

I was the last member of the crew to bale out. I landed in a pasture field not far

from the burning aircraft, and near the village of Mondrepuis, northwest of Hirson (N.W. Europe 1:250,000, Sheet 5).

I broke two ribs in landing. I picked up my parachute and Mae West and headed southeast. Soon I heard someone blowing a whistle, so I hid my 'chute and Mae West under a bush. I had no time to remove my badges. In about half an hour I got into a wood where I took off my wings and badges. I kept my wings loose in my pocket, and later found they were invaluable in satisfying helpers of my true identity.

At daybreak on 12 March I was somewhere just east of the village of Blissly (Sheet 5). I cannot speak French, but about 0930 hours I approached an old French cottage and declared myself. They gave me some food and I then crossed the River Gland, east of Blissly and walked south. My broke ribs were hurting me and I was anxious to see a doctor. Some time after I asked a man whom I met, in English, for a doctor., but with no result. Later a woodman had managed to indicate to me to avoid approaching a certain farm because it was occupied by a German who had been placed there to supervise the local agricultural operations.

After dark on 12 March I reached the outskirts of Leuze (Sheet 5). Here I asked a man for a doctor and showed him my wings. He gave me some wine and water and managed to understand what I said. He then gave me the address of a doctor nearby.

I left him, and slept in a barn. At 0630 hours on 13 March I walked into Leuze. I went behind the church, in the hopes of finding a friendly priest. Opposite the church I saw two farmers. I approached one of them, mentioned the name of the doctor given to me by my helper, and indicated that I wished to see him. The farmer seemed very scared, but his wife came out of the house, and tried to take me in. Her husband objected, and they had an argument about it. Eventually the woman was successful, and I was taken into the house and given some food. Here I got out my escape map and found my exact location. My helpers brought several people to see me, and gave me an outfit of civilian clothes. They were unable, however, to provide me with shoes, and I had to retain my flying boots, which were of ordinary English pattern with canvas tops and leather soles. My helpers then fetched the doctor. He told me I had broken two ribs, and bandaged me up. He also said that he must see my RAF identity discs. When he had seen them, the attitude of my farmer helper became much more friendly. I was then put to bed. Next day I was taken by car to a neighbouring village and

lodged in a house. Here I learnt that my navigator, Flight Sergeant Spencer, RCAF, was staying in a house nearby. Eventually he was brought to see me. From this point our subsequent journey was arranged for us, but Spencer did not accompany me into Spain.

Application for Operational Wing: This was prepared 4 May 1944 and again on 27 July 1945; it listed the following sorties (all on Halifax bombers with No.405 Squadron):

4 September 1942 - Bremen (6.30)
6 September 1942 - Duisberg (5.15)
9 September 1942 - Frankfurt (8.10)
14 September 1942 - Wilhelmshaven (5.00)
16 September 1942 - Essen (5.45)
19 September 1942 - Saarbrücken (7.20)
23 September 1942 - Flensburg (6.10)
26 September 1942 - Flensburg (5.55)
2 October 1942 - Krefeld (5.40)
5 October 1942 - Aachen (6.25)
6 October 1942 - Osnabrück (5.55)
13 October 1942 - Kiel (6.10)
15 October 1942 - Cologne (6.15)
23 October 1942 - Genoa (10.15)
28 October 1942 - Anti-submarine patrol, Bay of Biscay (9.15)
2 November 1942 - Convoy escort (9.10)
7 November 1942 - Anti-shipping patrol (10.00)
10 November 1942 - Anti-shipping patrol (9.25)
15 November 1942 - Anti-shipping patrol (9.05)
21 November 1942 - Anti-shipping patrol (8.55)
25 November 1942 - Anti-submarine patrol (10.20)
28 November 1942 - Anti-submarine patrol (9.40)
1 December 1942 - Anti-submarine patrol (10.55)
3 January 1943 - Anti-submarine patrol (10.15)
17 January 1943 - Anti-submarine patrol (10.00)
23 January 1943 - Anti-submarine patrol (9.50)
12 February 1943 - Anti-submarine patrol (9.20)
17 February 1943 - Anti-submarine patrol (9.55)
23 February 1943 - Anti-submarine patrol (9.10)
11 March 1943 - Stuttgart (6.00, shot down)

Note: Recommended 31 July 1945 for an Air Force Cross by W/C E.B. Hale. Flying times given as

1,535 hours 15 minutes, 214 hours in previous six months. He was then with the Rivers Detachment of No.165 Squadron. Submission read:

Flight Lieutenant Dennison is an outstanding detachment commander. He is an excellent leader and the high standard of efficiency attained by his detachment is largely owing to his enthusiasm and untiring efforts. Only by his constant interlligent supervision of all personnel under his command has the perfect safety record of this paratroop training detachment been maintained.

The recommendation received no support at higher levels.

* * * * *

DENOMY, F/O Bernard Charles (J11265) - **Distinguished Service Order** - 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 26 January 1920 in Chatham, Ontario; home there or Temiskaming, Quebec; enlisted in Port Arthur, Ontario, 5 May 1941. At No.2 Manning Depot, Brandon, 12 July to 15 August 1941; at No.10 SFTS, Dauphin (non-flying duties), 16 August to 13 September 1941. Trained at No.2 ITS, Regina (graduated 8 November 1941), No.8 EFTS, Vancouver (graduated 2 January 1942), and No.11 SFTS (graduated and commissioned on 24 April 1942). Attended No.31 GRS, Charlottetown, 23 May to 22 August 1942; attended No.1 GRS, Summerside, 23 August 1942 to 15 February 1943; attended No.3 OTU, Patricia Bay, 16 February to 29 May 1943; to Eastern Air Command, 30 May 1943; to No.162 (BR) Squadron, 1 June 1943; to Eastern Air Command Headquarters, 14 September 1944. To AFHQ, Ottawa, 8 July 1945. Joined postwar Permanent Force, 1 October 1946 in rank of Flight Lieutenant; to Staff College, Toronto, 10 October 1947; to No.426 Squadron, Dorval, 28 July 1947; to Canadian Joint Staff, Washington, 7 July 1950; promoted Squadron Leader, 1 January 1951; to AFHQ, Ottawa, 3 August 1953; to Staff College, 8 July 1957; to No.3 Wing, Zweibrucken, 15 July 1960; promoted Wing Commander, 14 August 1961; to Station Uplands, 6 July 1963. Retired 23 February 1966. Died in London, Ontario, 28 March 1966. At the time of the action he had flown 877 hours solo (524 on Canso aircraft) and 101 hours dual (eight on Canso aircraft). He had logged 34 hours on instruments and 101 hours at night. Cited with F/Os Graham Campbell and Sidney E. Matheson (DFCs) 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 splendidly 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 the 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 Denomy had flown approximately 40 sorties (450 operational hours):

Flying Officer Denomy was second pilot of Canso "P" of 162 Squadron which carried out a successful attack on 24th June against a U-Boat. This officer in the face of devastating anti-aircraft fire from the U-Boat showed exceptional courage and devotion to duty in assisting the captain to retain control of the severely damaged aircraft, which, during the run in to the attack, was being hit repeatedly.

The aircraft was almost out of control due to the starboard engine being out of action and on fire. It was undoubtedly due to his assistance and exertions that the crippled aircraft was enabled to achieve the sinking of the U-Boat immediately before the starboard engine fell out, and the aircraft was forced to ditch.

During the 21 hours which the survivors spent in the water before being rescued, he maintained their morale on the highest level and did all in his power to assist those in distress. There is little doubt that Flying Officer Campbell would have died but for his efforts.

I have no hesitation in strongly recommending him for the award of the Distinguished Service Order which he so richly deserves.

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

There is little doubt that Flying Officer Denomy did much to assist Flight Lieutenant Hornell during this gallant attack. His behaviour throughout the action and subsequently is deserving of the highest praise. Strongly recommended for the immediate award of the Distinguished Service Order.

* * * * *

DENT, P/O Lionel Ronald Gordon (J87961) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 28 February 1924. Home in Vancouver (clerk); enlisted in Hamilton, 8 April 1942. To No.1 Manning Depot, 26 April 1942. To No.1 Training Command, 20

June 1942. To No.5 ITS, 15 August 1941; graduated and promoted LAC, 10 October 1942; to No.1 BGS, 24 October 1942; to No.1 AOS, 10 November 1942; to No.10 AOS, 27 December 1942; may have graduated 2 February 1943 but posted to No.5 Manning Depot, 22 February 1943 and to No.4 BGS, 20 March 1943. Graduated and promoted Sergeant, 19 April 1943. To "Y" Depot, 4 May 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 19 October 1943. Commissioned 14 July 1944. Repatriated 15 January 1945. Retired 2 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 November 1944 when he had completed 31 sorties (156 hours 20 minutes), 10 May to 14 October 1944.

This officer, the Bomb Aimer of the crew captained by Flight Lieutenant Orendorff, has now completed thirty-one operational sorties over enemy territory comprising a wide variety of targets both in France and Germany.

The courage, skill and determination in action displayed at all times by Pilot Officer Dent have been a great inspiration to his crew, and his coolness and devotion to duty have contributed in a large measure to the success of his many operational flights.

The sortie list was as follows:

10 May 1944 - Ghent (4.20)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Clipon (3.55)
22 May 1944 - Le Mans (4.50)
24 May 1944 - Aachen (5.05)
27 May 1944 - Le Havre (5.45)
31 May 1944 - Au Fevre (4.40)
2 June 1944 - Dunkirk (3.05)
5 June 1944 - Houlgate (4.35)
7 June 1944 - Acheres (4.35)
16 June 1944 - Sautrecourt (4.55)
17 June 1944 - Ouisemont (4.10)
27 June 1944 - Wizernes (3.50)
28 June 1944 - Metz (5.25)
4 July 1944 - Villeneuve St. George (6.10)
6 July 1944 - Siracourt (4.25)
12 July 1944 - target illegible on sheet (4.05)
14 July 1944 - Anderbelck (4.25)

18 July 1944 - Caen (4.25)
 18 July 1944 - Wesseling (5.45)
 20 July 1944 - Ferme de Forestel (4.05)
 25 July 1944 - Stuttgart (8.20)
 5 August 1944 - St. Leu d' Esserent (5.10)
 12 August 1944 - target illegible on sheet (5.10)
 15 August 1944 - Bons Tassily (4.25)
 16 August 1944 - Kiel (5.25)
 18 August 1944 - target illegible on sheet (6.25)
 24 August 1944 - target illegible on sheet (6.35)
 26 August 1944 - target illegible on sheet (6.00)
 6 October 1944 - Dortmund (6.00)
 14 October 1944 - Duisburg (5.45)

* * * * *

DENTON, F/O Douglas Ernst (J35721) - **Mention in Despatches** - No.205 Squadron (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. American in the RCAF; born in Victoria, British Columbia, 22 September 1918; home in Oakland or Berkley, California; educated in California. Telephone Repairman, 1937-1940; free-lance photographer, 1940-1941; shipyard warehouseman, 1941-1942. Enlisted in Vancouver, 23 July 1942. Granted Leave Without Pay until posted to No.3 Manning Depot, Edmonton, 5 October 1942 (upgrading education in the interim). To No.4 ITS, Edmonton, 9 January 1943; graduated and promoted LAC, 19 March 1943; to No.5 EFTS, High River, 3 April 1943; to No.3 SFTS, Calgary, 19 May 1943; graduated and commissioned 17 September 1943. To No.31 GRS, Charlottetown, 1 October 1943; to "Y" Depot, 15 January 1944. Embarked from Halifax, 15 February 1944. Disembarked in Britain, 24 February 1944. Promoted Flying Officer, 17 March 1944. Attached to Castle Archdale, 8-22 April 1944. Attached to Station Millon, 25-16 April 1944. To No.14 (Pilots) AFU, 2 May 1944. Attached to No.1542 Beam Approach Training Flight, 5-11 July 1944. To No.21 (Pilots) AFU, 25 August 1944. To No.5 Personnel Despatch Centre, 19 September 1944. Attached to Base Depot Horlie 25 October to 18 November 1944. To No.413 Squadron, 22 November 1944. To No.205 Squadron, 9 December 1944. Embarked for United Kingdom, 25 July 1945. Disembarked in Britain, 13 August 1945. Repatriated 10 September 1945. Retired 3 October 1945. Died in Sacramento, 2 November 1969. RCAF photo PL-60958 (ex UK-23132 dated 1 August 1945) shows him as baggage officer, India, as a sling of tin trunks is about to be loaded on a ship.

Notes: Application for Operational Wing dated 2 July 1945 stated he had flown 338 hours 15 minutes with No.205 Squadron (number of sorties not mentioned). However, Repatriation Form dated 28 July 1945 states he had flown 35 sorties (338 hours 15 minutes), the last on 20

June 1945. Also 222 hours 20 minutes non-operations flying overseas. Types flown overseas were Oxford (82 hours 40 minutes) and Catalina (477 hours 55 minutes).

Assessed in No.205 Squadron, 4 July 1945 -"Recommended for Flying Boat captain, if necessary final training (night flying) can be given. He is an outstanding junior officer and shows powers of organization and discipline to a marked extent."

Training: Interviewed in Vancouver, 22 July 1942. "Very fine type. He was skipper and navigator in a three man crew on a 46-foot ketch sailing from Hawaii to Los Angeles. His brother was lost on a Norwegian steamer two years ago. Very keen to fly. Came up from U.S.A. at own expense to burnt his bridges to join RCAF."

Attended No.4 ITS, 1 January to 19 March 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament, written, Armament, practical, Aircraft Recognition, Drill, Signals, and Meteorology. Scored 802 of a possible 1,000 points. Placed 44th in a class of 97. "Fine type, active, persistent - hard worker. Applied Eagle Squadron RAF, November 1941. Father is a photographer. Brother is a U.S. seaman (lost overseas)."

Attended No.5 EFTS, 20 March to 28 May 1943. Cornell aircraft - 33.50 day dual (9.15 dual to first solo), 37.35 day solo, 3.30 night dual, 1.40 night solo. Courses in Navigation, Airmanship, Armament, written, Aircraft Recognition and Signals. Scored 550 of a possible 700 points, Placed seventh in a class of 42. "Good average ground school ability. Just average pilot, Fails to look around enough. Over-controls on instrument flying. Conduct good."

Attended No.3 SFTS, 29 May to 17 September 1943. Crane and Anson aircraft - 5.20 day dual to first day solo, total 79.05 day dual, 65.55 day solo, 3.10 night dual to first night solo, 12.05 total night dual, 8.00 night solo. Was 12.25 in formation, 31.45 on instruments. Logged 18 hours in Link. Flying tests in General Flying (224/300), Instrument Flying (145/200), Navigation (108/150), Armament (125/150), Night Flying (70/100), Formation (35/50) and Link (35/50). Ground tests in Airmanship (150/200), Armament (168/200), Navigation (173/200), Signals (182/100), Aircraft Recognition (85/100) and Meteorology (88/100). "Exceptional in G.I.S. An average pilot. Instrument flying high average."

Attended No.31 GRS, 11 October to 11 December 1943. Anson aircraft - 36.35 by day, 50 minutes by night. Tested in DR Navigation intermediate (67/100), DR Navigation final (244/300), DR Navigation air work (234/300), Reconnaissance (155/200), Reconnaissance air work (68/100), Astro Navigation (63/100), Compasses and Instruments (154/200), Meteorology (137/200), Signals (81/100), Coding (69/100), Ship Recognition (131/200), Photography (92/100) and Visual Signals (Pass). "An interesting and pleasing officer. Limited nautical experience. Has maintained interest throughout the course. Good application." (Flight Lieutenant Instructor). "Results appear to be a good indication of this officer's ability. With

further practical experience should become a useful member of a Flying Boat Squadron.” (Chief Instructor).

Attended No.14 AFU, 2 May to 17 September 1944. Oxford aircraft - 4.50 day dual to first day solo, 24.55 total day dual, 29.15 day solo, one hour night dual to first night solo, 3.30 total night dual, 9.20 night solo. Was 2.4 in formation, ten hours on instruments. Logged eight hours in Link. Flying tests in General Flying (230/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (55/100) and Link (31/50). “Has completed an average course. No outstanding flying faults. Has taken an intelligent interest in the syllabus.”

* * * * *

DERRY, S/L Duncan Ramsay (C2551) - **Commended for Valuable Services** - No.1 CNS - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Croydon, England. Graduated from Cambridge with honours, 1927 and immediately migrated to Canada. Enrolled in Department of Geology Graduate School, University of Toronto, obtaining MA (1928) and Ph.D (1931). Engaged by Cyril Knight Prospecting and Ventures Limited. Extensive experience in geological mapping before the war. Home in Toronto; enlisted there 19 August 1940 as Navigation Specialist. Holding rank of Flight Lieutenant as of 12 December 1941. At No.1 ANS as of 25 January 1942. To No.6 AOS, 5 April 1942. To No.18 SFTS, 4 September 1943. Promoted Squadron Leader, 1 February 1944. To No.2 Training Command, 5 September 1944. Retired 11 April 1945. Returned to Ventures and in 1947 became their Chief Geologist. Exploration work took him to Greece, Egypt, South Africa, South America and Greenland. In 1954 moved to Riocanex, the Canadian exploration arm of Rio Tinto. A more complete account of his postwar career is in **Geoscience Canada**. Volume 14, No.2. Appointed Officer, Order of Canada, 1981. Died 26 January 1987.

This officer has shown exceptional devotion to duty and outstanding service in the organization and supervision of air and ground training at this unit. He has done exceptional work as a Navigation Instructor at No.1 Air Observer School. He has been a great source of help and inspiration to junior Instructors. It is considered that he has made an exceptional contribution to the war effort in the department of navigation training.

* * * * *

DERRY, P/O Fred Craig (J16968) - **Distinguished Flying Cross** - No.40 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born 26 June 1922 in Toronto; home there; enlisted there 13 November 1940. To No.1A Manning Depot, 9 December 1940. To No.5 Equipment Depot, 31 December

1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.7 EFTS; may have graduated 21 June 1941 but not posted to No.6 SFTS until 3 July 1941; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF overseas, 26 September 1941. Promoted Flight Sergeant, 15 March 1942. Commissioned 5 March 1943. Promoted Flying Officer, 5 September 1943. Repatriated 19 December 1943. To No.2 Flying Instructor School, 26 January 1944. To No.8 RCW (not sure what this is), 7 March 1944. To No.5 SFTS, 5 April 1944. To No.124 (Communication) Squadron, 26 May 1944. Promoted Flight Lieutenant, 1 February 1945. To Release Centre, 7 January 1946. Retired 9 January 1946. Living in Toronto as of 1950.

During his first tour of duty Pilot Officer Derry operated in support of the army in Egypt from June to November 1942. Since joining his present squadron in June 1943, he has completed a number of sorties in Sicily, Italy and Sardinia, consistently obtaining good results confirmed by excellent photographs. In August 1943, in an attack on Naples, he was the first to enter the defended area, and in the face of intense and accurate anti-aircraft fire he performed his allotted tasks with extreme efficiency.

The citation apparently refers to a sortie flown on the night of 2 August 1943 when he was performing "Pathfinder" duties. See **Sweeping The Skies: A History of No.40 Squadron, RFC and RAF, 1916-56** by David Gunby (Bishop Auckland: The Pentland Press, 1995). At page 238 he credits the success of the raid to "excellent illumination by P/O F.C. Derry", assisted by another aircraft piloted by P/O D.C. Challis, RAF. The ORB is quoted: "A large number of Wellingtons took part in the raid and our crews were lyrical in their descriptions of the scene." Large fires were reported in the marshaling yards and surrounding industrial areas.

* * * * *

DERYCKERE, F/L Lucien Roger (J29072) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 4 November 1916 in Heule West, Flanders, Belgium. Educated in Detroit. Home in Windsor, Ontario (welder in Detroit, 1937-1938 and in Windsor, 1939-1941; receiving clerk, 1941-1942); enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.2 EFTS; graduated 16 April 1943 and posted next day to No.12 SFTS; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943 when posted to No.3 PRC. To No.18 (Pilots) Advanced Flying Unit, 7 December 1943. Promoted Flying Officer, 6 February 1944. Attached to No.1513 Beam Approach Training Flight, 29 February to 13 March 1944. To No.24 OTU, 18 June 1944. To No.61 Base, 26 July 1944. Attached to Battle School, Dalton, 26-31 July

1944. Attached to No.1666 Conversion Unit, 31 July to 13 September 1944. To No.415 Squadron, 13 September 1944. To No.426 Squadron, 1 December 1944. Promoted Flight Lieutenant, 1 January 1945. To No.63 Base, 25 May 1945. To No.433 Squadron, 15 June 1945. To No.429 Squadron, 2 October 1945. Attached to No.1 ECDU Workshop (Engine Control Demonstration Unit), 28 October to 4 November 1945 for a Merlin Engine Handling Course. Repatriated 22 July 1946. To No.1 Composite Training School, 31 July 1946. Retired 16 September 1946. Died in Apopka., Florida, 30 January 1987. Photo PL-43740 shows F/L L.R. Deryckere (left) talking to F/L P.K. Deane (navigator, Prince Albert). Photo PL-43743 shows F/L L.R. Deryckere (pilot, left, of Windsor, Ontario) and Sergeant "Taff" Harrison (RAF flight engineer, Wrexham) on completion of tour; posed with "Panda", the crew mascot. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 1 April 1945 when he had flown 31 sorties (161 hours), 25 August 1944 to 24 March 1945.

Flight Lieutenant Deryckere has completed thirty-one sorties during his present tour of operations during which he has proven himself to be a skilful and determined captain of aircraft. He has attacked many important tactical targets in Germany, both by day and by night, and has at all times attacked his objectives with a high degree of success. Flight Lieutenant Deryckere has maintained a fine offensive spirit throughout his tour of operations that has been inspiring to new members of the squadron. For his devotion to duty and commendable fighting spirit I strongly recommend the award of a non-immediate Distinguished Flying Cross to this officer.

The sortie list was as follows:

25 August 1944 - Calais (4.05)
27 August 1944 - Bottrop (5.20)
28 August 1944 - Cap Gris Nez (4.20)
30 August 1944 - Sterkrade (5.00)
15 October 1944 - Wilhelmshaven (4.20)
23 October 1944 - Essen (6.00)
25 October 1944 - Homberg (5.05)
28 October 1944 - Cologne (6.10)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (6.10)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.40)
5 November 1944 - Gelsenkirchen (4.50)
16 November 1944 - Julich (5.25)

18 November 1944 - Munster (6.10)
 17 December 1944 - Duisburg (6.50)
 29 December 1944 - Trois Dorf (6.35)
 13 January 1945 - Saarbrücken (7.15)
 14 January 1945 - Gravensbroich (6.50)
 2 February 1945 - Wanne Eickel (5.30)
 7 February 1945 - Goch (6.20)
 21 February 1945 - Worms (6.25)
 24 February 1945 - Kamen (6.10)
 7 March 1945 - Hemmingstadt (6.30)
 11 March 1945 - Essen (6.20)
 13 March 1945 - Wuppertal (5.55)
 14 March 1945 - Zweibrücken (6.35)
 18 March 1945 - Witten (6.50)
 21 March 1945 - Rheine (5.35)
 22 March 1945 - Dorsten (4.40)
 24 March 1945 - Gladbach (5.50)

Notes: Accident on 18/19 June 1944 (Wellington MF593) at No.24 OTU, damaged Category B (for repair at contractor's works or RAF Depot). . "At 0155 I was taking off from 05 runway. Both engines appeared normal on the run-up and initial part of the take-off. I was just getting airborne at approximately five feet when both engines appeared to lose power. I throttled back to keep the aircraft straight. I applied brake but could not stop the aircraft before going through the aerodrome boundary." Fuel systems and engines checked and found okay. Suspected finger trouble with throttles. His crew at the time included F/O P.K. Deane (navigator, later DFC)

On repatriation form dated 17 July 1946 he stated he had flown 31 sorties (200 operational hours), the last on 12 March 1945 (but see above). Also flew 500 non-operational hours (troop transport). Types flown overseas were Oxford (90 hours), Wellington (85 hours), Halifax (260 hours) and Lancaster (265 hours).

Training: Course at No.12 SFTS was 19 April to 6 August 1943 on Crane aircraft (11.15 day dual to first day solo, 81.55 total day dual, 55.10 day solo, 2.15 night dual to first night solo, 10.30 total night dual, 9.45 night solo, 20.50 as passenger, 12.55 in formation, 32.50 on instruments, 22 hours in Link). Flying tests in General Flying (201/300), Instrument Flying (132/200), Navigation (102/150), Armament (111/150, Night Flying (68/100), Formation (34/50) and Link (33/50). Ground subjects were Airmanship (103/200), Armament (145/200), Navigation (117/200), Signals, practical (188/200), Signals, written (154/200), Aircraft Recognition (52/100) and Meteorology (56/100). Graded "definitely suited" for bombers, "moderately suited" for

general reconnaissance and flying boats, "not at all suitable" for fighter, army cooperation or instructor duty.

Course at No.24 OTU was 2 May to 19 July 1944 on Wellington aircraft (4.30 day dual to first day solo, 4.45 total day dual, 4.50 night dual to first night solo, 5.20 total night dual, 35.55 day captain, 25.55 night captain, 15.10 in Link. Did five day cross-countries, five night cross-countries, one Bullseye exercise, four day fighter affiliation exercises, one night fighter affiliation, 12 dinghy drills and eight parachute drills. "An ex-AFU pilot who is an average pilot. He experienced some difficulty concerting to Wellingtons but has continued to improve with experience. His standard of keenness on the course has been very good. He has provided good leadership for his crew." (W/C C.S.P. Russell, 20 July 1944).

At No.1666 Conversion Unit, 31 July to 13 September 1944, described as follows: "F/O Deryckere is a good, steady pilot and captain. He has organized a good average crew but his navigator needs further air experience. He has done night fighter drill and with operational experience should do well." (W.C R.T/ ton, Chief Instructor).

* * * * *

DES RIVIERES, Sergeant Rodolphe Wilfred Leopold (R53502) - **British Empire Medal** - No.12 Communications Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 June 1901. Home in Ottawa; enlisted there, 11 October 1939 as Aero Engine Mechanic. To St. Thomas, 11 December 1939. Promoted AC1, 1 June 1940. To Trenton, 20 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 November 1943. Retired 8 August 1946.

This non-commissioned officer has shown consistent diligence and energy in the discharge of his duties, which have set a fine example to junior airmen. His skill and efficiency, coupled with outstanding devotion to duty are very praiseworthy.

* * * * *

DESAULTELS, F/O Robert Victor (J26303) - **Mention in Despatches** - No.50 Squadron (AFRO gives only "Overseas" as a unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 19 November 1920 as per MI.9 report. Home in Montreal (book keeper); enlisted there 12 January 1940 as Equipment Assistant. To technical Training School, St. Thomas, 29 February 1940. Promoted AC1, 12 April 1940. To No.13 Technical Depot, 19 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 August 1941. Promoted Sergeant, 1 April 1942. Remustered to aircrew and posted to No.4 ITS, 4 August 1942; graduated 24 October 1942 and posted to No.5 EFTS that date. Ceased

training, 8 December 1942; to No.7 BGS, 8 January 1943; posted to No.1 AOS, 3 April 1943; graduated, commissioned and graded as Air Observer, 14 May 1943; to No.1 BGS, 29 May 1943; to "Y" Depot, date uncertain. To United Kingdom, 20 July 1943. Further trained overseas at No.16 OTU. Repatriated 16 October 1944. Released 18 January 1945. Public Record Office WO 208/3321 has report of his evasion. He was bomb aimer of a crew which consisted of F/O W.J. Long (pilot, RCAF), Sergeant R.E. Thomas (navigator, RAF), Sergeant M. Whiteley (WOP, RAF), Sergeant F.G. Maltais (mid-upper gunner, RCAF), Sergeant T.H. Lunnin (rear gunner, RCAF) and Sergeant W.H. Latham (flight engineer, RAF), all of whom were killed (Lancaster DV312).

We took off from Skellingthorpe in a Lancaster aircraft about 2300 hours on 18 July 1944 to bomb Revigny. Just before reaching the target we were attacked by a fighter and our two starboard engines were set on fire. We jettisoned our bombs and shortly afterwards we received the order to bale out. By this time the aircraft was out of control and had gone into a steep dive, so that I had the utmost difficulty in forcing my way out. The rest of the crew were killed when the aircraft crashed.

I lost consciousness on the way down and came to in a wood southwest of Wassy (France, 1:250,000, Sheet 17, Y 99). I hid my parachute and Mae West and set out at once in a westerly direction.

At daybreak I hid in a wood till noon and then continued on my way. A short while later I met a woman and declared myself to her. She brought me some food and told me to remain in hiding where I was.

About 2230 hours (19 July) the woman's husband came for me and took me to his farm where I spent the night.

I set out again the next day with the intention of making for Switzerland. I walked till 1400 hours when I approached an isolated farm near Sommevoire (Y 88). I was invited inside and given a meal. I was also told that I could contact a Resistance organisation 14 kilometres away.

I continued walking till 2200 hours when I reached a farmhouse. I was invited inside and given a meal. While I was here, several members of the Resistance movement called for food. They took me back with them to their camp somewhere in the Sauvage Magny area (Y 78), where I met F/L Stevens who was also evading.

On 21 July I was taken to a wood near Levigny (Y 77) where I met Sergeant

Crayden (S./P.G. (-) 2189), Sergeant Reid (S/P.G. (-) 2190), Sergeant Summers (S/P.G. (-) 2212) and F/O Broad (S/P.G.(-) 2122).

At the beginning of August the whole camp moved to a wood north of Vernonvilliers (Y 77). While I was here I got a job with a local farmer and posed as his nephew. I remained on the farm until 12 August when three members of the Resistance were taken prisoner by the French Milice. I returned to the camp immediately in order not to incriminate the farmer.

The next night the camp were attacked by the Milice. Crayden, Reid, Summers, Broad and myself were taken prisoner and sent to Troyes (France, 1:150,000, Sheet 16, Y 27).

We remained in prison in Troyes until 22 August when arrangements were made to evacuate us to Dijon. We were placed at the back of a crowd of women and children while a roll call was being taken, and seized the opportunity when no one was looking of jumping over a wall. Summers and I made straight for the Cathedral where we mingled with the people kneeling at prayer. I went over to a woman kneeling by herself and asked if she could help me. She gave us an address in the town where we could find shelter. We went to this address and remained there until the entry of American troops on 26 August.

Broad, Crayden and Reid escaped from the Milice at the same time as I did, and were sheltered at various addresses in the town until the entry of American troops.

* * * * *

DESBIENS, FS Joseph Roch Albert (Can 10069) - **British Empire Medal** - No.7 SFTS - Award effective 28 May 1943 as per **Canada Gazette** of that date and AFRO 1459/43 dated 30 July 1943. Born in Grand Mere, Quebec, 13 July 1917. Enlisted Montreal, 21 February 1938 and classified as Equipment Assistant, 1 October 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 1 June 1940. Promoted Sergeant, 1 October 1940. To No.2 SFTS, 4 October 1940. To No.7 SFTS, 9 December 1940. Promoted Flight Sergeant, 1 October 1941. To No.1 REMU, 17 November 1944. Reverted to Sergeant, 1 October 1946 as member of postwar RCAF. Promoted Flight Sergeant, 1 April 1951. Promoted WO2, 1 October 1954. Died in Arundel, Quebec, 1 August 2009 as per **Legion Magazine**, "Last Post" column, March-April 2010.

This NCO is one of the original staff assigned to open this unit in December 1940. Possessed of a radiant personality, Flight Sergeant Desbiens, by his devotion to

duty, loyalty and energy, has been an inspiration to his juniors and has in no small measure been responsible for the efficiency of the Equipment Section of this unit.

* * * * *

DESCHAIINE, WO (now P/O) Gordon Edward (R109929/J93784) - **Distinguished Flying Cross** - No.75 (New Zealand) Squadron - Award effective 10 May 1945 as per **London Gazette** dated 24 May 1945 and AFRO 1453/45 dated 14 September 1945. Note that the unit was incorrectly identified as "No.74 (NZ) Squadron" in the **London Gazette** and the error was carried on by other sources. Born 7 January 1922. Enlisted in Windsor, 4 August 1941 and posted to No.1 Manning Depot. Posted elsewhere, 20 August 1941. To No.5 ITS, 25 September 1941; promoted LAC, 22 November 1941; to No.9 AOS, 6 December 1941; to No.4 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942; posted that date to No.2 ANS; graduated 25 May 1942 but not posted until 9 June 1942 when sent to No.5 Manning Depot. To Eastern Air Command, 18 June 1942; to RAF overseas, 12 July 1942. To No.619 Squadron, May 1943. Posted from No.31 Base to No.75 (NZ) Squadron, 7 November 1944 in crew of F/O J.H. McDonald (whose operations covered the period 20 November 1944 to 29 January 1945; posted February 1945.) Commissioned 28 February 1945. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945 and posted that date to No.16 SFTS. To Release Centre, 15 August 1945. Released 20 August 1945, to settle in Windsor, Ontario. Rejoined RCAF, 12 February 1956 to 1 November 1965 (Auxiliary, No.2401 Aircraft Control and Warning Squadron).

This Warrant Officer has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

British National Archives, Kew (AIR 50/281/180) have the following Combat Report for 11/12 June 1943 from No.619 Squadron with mention of him:

F/O Jones - Pilot

Sergeant Brooks - Flight Engineer

Sergeant Lance - Navigator

Sergeant Deschaine - Bomb Aimer

Sergeant Faux - Wireless Operator

Sergeant Cook - Mid-Upper Gunner

P/O Cartwright - Rear Gunner

At 0050 hours on 12th June 1943, 5 Group Lancaster Mark III aircraft E of 619 Squadron was approximately 16 miles south of Rotterdam on route to Dusseldorf - course 100 and approximately true air speed 220 m.p.h. Visibility good, moon on starboard bow. No apparent searchlight pointers. No IFF in use. Mid-Upper Gunner saw unidentified single-engine aircraft on port beam down which came straight in. Pilot did a diving turn to port losing 1,200 feet and Mid-Upper Gunner fired a short burst when enemy aircraft was in to 200 yards. Enemy aircraft went away to port bow above and was not seen again. No hits claimed. Enemy aircraft did not open fire.

British National Archives, Kew (AIR 50/281/217) have the following "Report on Loss of Aircraft on Operations" covering incident in which he was in crew:

Aircraft: Lancaster EE106 - "E" of 619 Squadron.

Date of Loss: 16/17 September 1943

Cause of Loss: Lack of fuel followed by ditching; probable navigational error.

Target: Anthor Viaduct

Information from all members of the crew:

Pilot: F/L Jones, S.E.J., captain

Navigator: F/O Holding, A.D.

Wireless Operator: Flight Sergeant Faux, R.G.

Flight Engineer: Sergeant Brooks, H.E.

Bomb Aimer: Sergeant Descaine, E.

Air Gunner, Mid-Upper: Sergeant Cook, C.S.

Air Gunner, Rear: F/O Cartwright, A.W.E.P.

Briefed Route: Selsey Bill - Cabourg - 47.35N 00.45E - 45.12N 05.42E - Cap Ferrat
- Antheor Viaduct - St. Raphael - 46.30N 01.00E - 46.30N 02.30W - 46.15N
05.50W - Predannack.

Narrative:

1. GEE was unsatisfactory on the outward journey up to about 4 E when it came on and was serviceable as far as approximately 6 E when it again became unserviceable. GEE showed the aircraft to be about 30 miles north of the track and the course was corrected. The Met forecast gave winds of 30-40 m.p.h. on the outward journey and light and variable at the target, but it was estimated that the wind was backing from westerly to southerly and increasing to 70-80 m.p.h. The speed was kept at 155 I.A.S. as instructed for the outward journey and the compass was checked.

2. The aircraft crossed the coast at Cap Ferrat and circled the rendezvous island until the squadron had assembled. E/619 was due at the rendezvous at 00.30 hours and the E.T.A. was 00.40 hours. The aircraft was the last to bomb the target at 1.20 hours from 300 feet, the target being identified visually. A small amount of light flak was encountered but no damage was noticed at the time. Delayed action bombs were used and no results were observed.

3. Height was gained over the sea to 6,000 feet and the compass was checked (method not given). Course was set 288 to allow for an estimated 60 m.p.h. southerly wind. There is some possible confusion here, in the story as told as to whether courses were "True" or "Magnetic". The Navigator said "True" while the pilot at first said "Magnetic" but they finally agreed that "True" was correct. The aircraft climbed to 12,000 feet for the homeward journey and entered cloud at 8,000-12,000 feet, flying in cloud continually until the descent was made later at the estimated position of the French coast. GEE was unserviceable and the navigation was all by dead reckoning. As the winds to the north has been westerly and lighter on the outward journey, course was altered to 295 between Long. 2 and 3E. At the outward position by D.R. of 46.30N 01.08E course was altered to 270 at an estimated time of between 03.45 hours and 04.00 hours.

4. At the E.T.A. French coast (04.15 hours) they descended and broke cloud at 6,000 feet, expecting to cross the French coast. Instead they found themselves over a lighted town which they thought must be in Spain and it was realized for the first time they were off track. Course was altered to 330 for about 50 minutes and an M.F. fix was then asked for (approximately 05.05 hours). As

Plympton was unable to plot they they were given a Q.T.E. of 200 from Plympton (05.30 hours). At this time they were still inland. The coast was crossed at 05.50 hours and an S.O.S. fix was asked for. No reply was received except letter "K" reported. It is noted here that the last was heard of E/619 by the home base was a fix at 05.55 hours, position [mutilated word] 43.N 06.17E which E/619 did not receive.

5. The upper sky cleared and they were able to get an Astrofix 120 miles W.N.W. of Santander. (Black plotting from this would indicate that the course to the lighted town may have been about 50 off the briefed route).

6. The Flight Engineer checked the petrol and it was found to be only sufficient to reach approximately 48 N. Latitude, near the Brest peninsula. The captain decided that, rather than be forced down in enemy waters, it was preferable to proceed in the direction of Gibraltar, though he did not hope to reach it. As they had no map of Spain they followed round the coast about five miles off.

7. About 12 miles north of Operto (time approximately 07.00-07.15 hours), it was decided to land and, as there was a heavy ground haze over the land, it was considered preferable to come down on the sea. The electrical apparatus was destroyed (V.H.F., I.F.F., GEE and MONICA) and the aircraft was put down on the sea about 200 yards off shore. The crew took to the dinghy but were picked up and taken to shore by some Portuguese fishermen.

8. The aircraft was washed ashore and some light flak damage holes were found in the port mainplane, probably from the Viaduct defences as the crew did not think they were fired at over Spain. The crew were soon taken in charge by the authorities and removed, but as far as they are aware no attempt at salvage was made by the Portuguese authorities and they presume that the aircraft was allowed to lie and be broken up by the sea.

9. The following additional information was obtained from the crew. Prior to the operation the aircraft had been on a three-day inspection and compass check, and had not been flown since. The fuel load was 2,150 gallons. Three runs were made over the Target Area at high boost and high revs. No other use of high boost or hot air was made. There was no excessive climbing apart from that planned and only slight hoar frost on the windows was observed.

* * * * *

DESJARDINS, FS George (R50276) - **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 20 February 1916. Home in Edmundston, New Brunswick; enlisted in Moncton, 25 October 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 1 June 1940. To No.10 (BR) Squadron, 30 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. To No.11 (BR) Squadron, 30 July 1941. Promoted Sergeant, 1 October 1941. To "Y" Depot, 20 February 1942. To No.113 (BR) Squadron, 28 February 1942. To "Y" Depot, 6 April 1942. To No.162 (BR) Squadron, 15 May 1943. To Iceland, 31 December 1943. Promoted Flight Sergeant, 1 March 1944. To Moncton, 16 March 1945. To No.161 (BR) Squadron, 30 May 1945. To "Y" Depot, 1 June 1945. To No.10 Repair Depot, 6 July 1945.. Released 25 August 1945. Died in Edmundston, New Brunswick, 21 April 1985 as per **Legion Magazine** of September 1985. No citation. NOTE: a citation is given with the 1946 award, but there is uncertainty about whether it belongs with that date or with this one.

DESJARDINS, FS George (R50276) - **Mention in Despatches** - No.113 (BR) Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Previously MiD, 14 June 1945 with citation. NOTE: it is uncertain whether the following should be with this award or the 1945 one:

This non-commissioned officer, in addition to his normal duties, has by his own initiative and in his own time worked long hours in order to maintain the serviceability of aircraft which materially contributed to the success of the operations carried out by his unit. His efficiency and devotion to duty have set a splendid example to his subordinates.

* * * * *

DESLAURIERS, WO1 John James (Can 2445 or Can 2455) - **Member, Order of the British Empire** - No.425 Squadron (Station Tholthorpe in AFRO) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 4 September 1914, Ste.Marguerite, Quebec (RCAF press release announcing award). After high school he took a two-year course in aero engines. Home in Montreal; enlisted there 14 June 1938 as Aero Engine Mechanic. Promoted LAC, 1 July 1939. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 October 1940. Promoted Flight Sergeant, 1 July 1941. As of 4 March 1942 he was posted to No.9 BGS. To "Y" Depot, 1 September 1942. To RAF overseas 24 September 1942. Promoted WO1, 8 January 1944. Repatriated via Debert, 15 June 1945. Remained in postwar RCAF, reverting to Flight Sergeant on 1 October 1946. Promoted WO2, 1 October 1949; promoted WO1, 1 August 1951. Commissioned 1 September 1951 in Aero Engineer Branch. RCAF photo PL-33469 (ex UK-15967 dated 18 October 1944) shows him alone. RCAF photo PL-33973 (ex UK-16326 dated 9 November 1944) shows wedding of WO J.J. Deslauriers and Miss

Mary Cannon; her father, P. Cannon is present; also best man, F/L Claude Bourassa. Photo PL-33972 (ex UK-16325 shows Deslauriers and bride cutting cake in presence of her parents. PL-33971 (ex-UK-1634) shows the couple just after ceremony at Sutton Coldfield, near Birmingham. RCAF photo PL-44735 (ex UK-22144 dated 16 June 1945) shows F/O Laurent Lavallee (right, Montreal) and Warrant Officer J.J. Deslauriers (left, Montreal) admiring new artwork for squadron Lancasters. No citation in AFRO or biographical file. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 30 January 1945 when he was Warrant Officer in charge of No.425 Squadron Daily Servicing:

The above-mentioned is a Warrant Officer of high calibre. He has seen service in Canada, Africa and England. Since being overseas he has been attached to 425 Squadron.

His technical and organizing ability along with his tireless energy and devotion to duty has been an inspiration to all the men working with him. The success of 425 Squadron is, in no small way, due to the good work of the ground crew under the direction of Warrant Officer Deslauriers. He commands the respect of all who have come in contact with him.

Public Records Office Air 2/9056 has final recommended citation.

This warrant officer is employed in charge of daily servicing of No.425 Squadron. His ability and enthusiasm have made a commendable contribution to the squadron's operational effort. In addition to this warrant officer's work at RCAF Station Tholthorpe, he was called in to assist in the organization of No.415 Squadron when it formed at Eastmoor. Warrant Officer Deslaurier's outstanding work is worthy of high praise.

* * * * *

DESLOGES, W/C John Paul Joseph (C788) - Overseas (deceased) - **Chevalier, Legion of Honour (France)** - Awarded as per AFRO 1619/45 dated 19 October 1945. Born in Hull, Quebec, 25 April 1913; educated University of Ottawa schools, 1925-1933. RCMP, 1934 to 1937 (First Class Constable). Became a Provisional Pilot Officer, RCAF, 1 October 1937; confirmed in rank and promoted to Flying Officer, 1 October 1938, having trained at Camp Borden and Trenton and receiving pilot's flying badge on 28 November 1938. To No.1 (Fighter) Squadron, Dartmouth, 2 February 1939. Served with No.1 (C) Squadron in Battle of Britain; shot down in Hurricane N2530 and wounded, 31 August 1940; vision affected thereafter. Returned to Canada, 11 November 1940 to recruit in French Canada. Promoted Squadron Leader, 10 June 1941. To No.13 SFTS, St. Hubert as CFI, 1 September 1941. To AFHQ, 19 September 1942. Promoted

Wing Commander, 1 July 1943. In June 1943 appointed to co-ordinate air defences in Gaspé and lower St. Lawrence; Appointed air attache to General Georges Vanier, December 1943 and posted to RCAF Overseas Headquarters, 28 January 1944. Killed at Rabat, Morocco in flying accident, 8 May 1944 (Douglas A-24B). Buried in North Africa. RCAF photo PL-536 taken 15 June 1940 on departure of No.1 (Fighter) Squadron for overseas showing F/O Hartland de M. Molson (Montreal), F/O Paul B. Pitcher (Montreal), P/O A. Deane Nesbitt (Montreal) and F/O J.P.J. Desloges (Ottawa). Photographs PL-2486 to PL-2490 show him. Photo PL-3001 shows F/Os Patterson, Desloges, Pitcher and Molson, No. 1 (Canadian) Squadron, Photo PL-3002 shows him walking in front of shrubbery. Photo PL-3003 is closeup in cockpit.

Notes: Report on first period of Ab Initio Flying Training, 10 January 1938 to 14 April 1938. Flew in Fleet aircraft - 10.35 dual to first solo, followed by nine hours of advanced dual (total 19.35 dual) and only 40 minutes solo. Assessed on Taxiing and Handling of Aircraft (above average), Taking Off Into Wind (average), Landing and Judging Distance (average), Turns with Engine (above average), Gliding Turns (average), Spinning (below average) and Elementary Forced Landings (average). "Average pupil pilot. Progress has been slow and he must be shown how to do everything. Has had some difficulty with the English uage." Ground school included Theory of Flight (65 %), Drill (70 %) and Airmanship (81 %). Smart in appearance.

Instruction from 10 January 1938 to 24 November 1938 was on Fleet aircraft (10.35 dual to solo, 60.15 advanced dual, 51.30 solo) and Moths (1.50 advanced dual, 6.30 solo). He had one accident on aircraft 114 (landing at Camp Borden on cross-country flight, hit end of snow fence with wing). He was behind in course owing to a motor car accident. General flying deemed below average, but he was still desirable, having played on station hockey team in 1938. General courses were Air Pilotage (124/200), Meteorology (33/40), Airmanship (121/170), Engines, written (121/200), Engines, practical (195/300), Rigging, practical (186/300), Administration (64/100), Organization (35/50), Law (71/100), History (20/25), Theory of Flight (25/50), Armament, written (51/65), Armament, practical (108/200), Signals, practical (100/100) and Drill, practical (68/100).

Instrument Flying Course at Trenton, 30 May 1938 to 17 November 1938. Flew in Fleet aircraft (23.40 dual). "This officer's turns were good but turning onto course was poor. Level flight was average but accuracy test below average." (R.S. Grandy).

As of 1 March 1939 he listed his flying at School of Advanced Training as follows: Wapiti (2.15 dual, 11.25 solo, 5.00 as crew), Fairchild (6.25 solo, 1.15 as crew), Norseman (20 minutes dual, 2.55 solo, 4.15 as navigator, 50 minutes as crew), Fleet (4.40 solo). Flying ability deemed "below average."

Took a Link Trainer Instructor course at Station Vancouver, 19 June to 7 July 1939. Worked 18

hours with device. "The above mentioned officer has shown a keen interest in the course and his reaction to the Link Trainer instruments were satisfactory. It is considered necessary that actual instrument flying in the air be carried out as soon as possible." (F.J. Ewart, instructor). Assessed as "average" but suitable to be an instructor.

Loss of seniority in rank following an accident on 28 April 1939. On strength of No.1 Squadron Hurricane flight at Sea Island. Subsequently charged as follows:

Charged with an act in flying which was likely to cause loss of life or bodily injury to a person in that he at about 1155 hours on 28th April 1939, flew an aircraft, Fleet 203, around Lansdowne Racetrack at such a low altitude as to foul overhead wires (suspended across the track at approximately 30 to 40 feet above the ground), thereby causing danger of loss of life or bodily injury to his passenger, No.9506 LAC Neff, J.O.H.

An further charged with negligently damaging His Majesty's aircraft material in that at Vancouver, on 28th April 1939, flew aircraft Fleet 203 around Lansdowne Racetrack at such a low altitude to foul overhead wires (suspended across the racetrack at approximately 30 to 40 feet above the ground) causing damage to Fleet 203, the property of the Public, to the amount of \$ 12.50.

His own account of the accident to Fleet 203, which was actually on strength of No.111 (CAC) Squadron:

I wish to report a flying accident which happened at 11.55 hours this date.

I took off at 1150 hours in Fleet 203 with No.9506 LAC Neff, J.O.H. as passenger, permission for the flight having been granted by Flying Officer Gross, Adjutant of No.111 (CAC) Squadron.

I took off from Sea Island Airport in a S.E. direction and climbed straight ahead to a height of 1,200 feet at which time I was abreast the East end of the Lansdowne Race Park. I dove towards the N.E. turn of the race track at about 110 m.p.h., levelled off at 40 feet from the ground and started following the track on a left-hand circuit at approximately 100 m.p.h.

Just after passing the middle of the South side my left top mainplane struck and broke a double telephone wire which I had not seen and which extended from the Press Gallery on top of the Grand-Stand on the South side of the race track (height about 40 feet) across the race track to the Camera-eye stand to the

North (height of about 30 feet). I estimate that the aircraft was then flying at a height of 40 to 50 feet. The aircraft did not show any tendency to get out of control after striking the telephone wires.

I then turned back towards the airport and landed at 1205 hours. I reported the occurrence immediately to Flight Sergeant Laidlaw of No.111 (CAC) Squadron, also to Squadron Leader Fullerton.

* * * * *

DESMARAIS, F/O Joseph Raymond Jean Marie (J87112) - **Distinguished Flying Cross** - No.425 Squadron (deceased) - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 23 January 1921 in Sherbrooke, Quebec; home there where he had been a teacher, accountant and teletype operator; he had twelve older siblings (seven brothers, five sisters). Enlisted in Montreal, 10 June 1942. To No.5 Manning Depot, Lachine, 12 August 1942. To No.6 BGS, Mountain View (guard), 26 September 1942. To No.3 ITS, Victoriaville, 10 January 1943; graduated and promoted LAC, 19 March 1943; to No.11 EFTS, Cap de la Madeleine, 21 March 1943; to No.9 SFTS, Centralia, 16 May 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 18 September 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943. To No.14 (P) AFU, 30 November 1943. To No.22 OTU, 4 April 1944. Commissioned 5 June 1944. To No.61 Base, 26 June 1944. Attached to No.1659 Conversion Unit, 16-26 July 1944. To No.425 Squadron, 26 July 1944. Promoted Flying Officer, 5 December 1944 although he had an Acting Flying Officer since 26 July 1944. Killed on air operations, 18 December 1944 (Halifax MZ538). The aircraft took off with a full bomb load for a mission and was seen to climb 300 to 500 feet. It struck some tall trees and crashed 1.5 miles from the runway and exploded. At the time of the crash he was credited with 496 hours on all types and 251 hours on Halifaxes.. It was speculated that he had raised his flaps too soon after takeoff and at too low an airspeed, "but in view of the experience of the pilot this would appear to ne unlikely." Those killed were Desmarais, F/O J.W.L Bernier, DFC, P/O J.E.L. Dubois, P/O J.C. Labrecque, P/O B.C. Gauthier, Sergeant J.R. Lariviere, P/O J. Blackburn (RAF flight engineer) and Flight Sergeant J.M. Paradis. Buried in UK. RCAF photo PL-33561 (ex UK-16048, 23 October 1944) shows him shows him shaking hands with Cardinal Villeneuve during visit to RCAF bases.

One night in November 1944, Flying Officer Desmarais piloted an aircraft in an attack on Bochum. Whilst over the target the aircraft sustained much damage and one engine was set on fire. In spite of this, Flying Officer Desmarais pressed home a most determined attack. The fire in the burning engine was extinguished but the propeller could not be feathered. Nevertheless this resolute pilot succeeded in flying his damaged aircraft to base where he effected

a safe landing. This officer set a fine example of skill, coolness and determination in most difficult circumstances.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol.20607) has original recommendation by W/C Hugh Ledoux, drafted 8 November 1944 when he had flown 24 sorties (126 hours 40 minutes).

3 August 1944 - Foret de Nieppe (4.45)
4 August 1944 - Bois de Cassan (4.50)
18 August 1944 - Connantre (6.40)
27 August 1944 - Marquis Mimeyecques (3.55)
3 September 1944 - Volkel (3.40)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.35)
11 September 1944 - Castrop Rauxel (5.00)
12 September 1944 - Wanne Eickel (5.15)
25 September 1944 - Calais (3.55)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.45)
28 September 1944 - Cap Gris Nez (4.00)
30 September 1944 - Sterkrade (5.05)
4 October 1944 - Bergen (7.05)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.35)
23 October 1944 - Essen (6.05)
25 October 1944 - Homburg (5.15)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (6.20)

On the night of November 4th, 1944, Flying Officer Desmarais and his crew were detailed to attack Bochum in the Rhur Valley.

Despite heavy flak and persistent coning by searchlights, the run up to the target was made without incident. As the target was approached, the Mid-Upper Gunner reported an aircraft above. Flying Officer Desmarais, the pilot, weaved to starboard slightly. As he did so the aircraft was showered with some 33 incendiaries. One of these ripped the nose of the aircraft, at the same time

smashing the bomb aiming instruments. The starboard inner engine was set afire by one of these bombs. A thousand pound bomb grazed the rudder, tearing away part of the tail assembly. Other incendiaries buried themselves in the wings. Three of them burst through the fuselage and remained in the aircraft.

Displaying indomitable courage, Flying Officer Desmarais pressed home the attack with great success. The crew succeeded in extinguishing the fires. The pilot attempted to feather the starboard inner engine without success. With great determination, Flying Officer Desmarais set the course for home and flew on three engines. The crippled plane limped back to base where a landing was made without further damage.

The pilot's cool headedness and superb airmanship under such adverse conditions lent courage to the other members of his crew. His resourcefulness under the circumstances was largely responsible for the same return of the crew.

Such gallantry in the air is deserving of the highest praise and I recommend that this outstanding gallantry be recognized by the award of the Immediate Distinguished Flying Cross.

* * * * *

DESROCHES, F/O Joseph Omer Leopold (J15820) - **Distinguished Flying Cross** - No.425 Squadron (deceased) - Award effective 14 April 1943 as per **London Gazette** dated 1 June 1945 and AFRO 1219/45 dated 27 July 1945. Born 22 June 1919 in Montreal; home there. Served in Regiment de Chateauguay, 1 May 1937 to 10 March 1940 (private, medical corps). Accountant and electrical worker. Enlisted in Montreal, 22 June 1940 and posted to No.1 Manning Depot, Toronto. To No.2 ITS, Regina, 30 June 1940; graduated and promoted LAC, 1 September 1940 although he had been posted to No.2 AOS, Edmonton as of 31 August 1940. To No.2 BGS, Mossbank, 24 November 1940; graduated and promoted Sergeant, 4 January 1941. To No.1 ANS, Rivers, 5 January 1941; may have graduated 3 February 1941 but not struck off strength of Rivers until 11 March 1941. To Embarkation Pool, 12 March 1941. Embarked for overseas, 5 April 1941. Taken on strength of United Kingdom, 20 April 1941. To No.11 OTU, 26 April 1941. To No.142 Squadron, 1 September 1941. To No.23 OTU, 4 May 1942. Promoted Flight Sergeant, 1 July 1942. To No.425 Squadron, 17 August 1942. Commissioned 7 August 1942. Promoted Flying Officer, 17 February 1943. Killed in action 14/15 April 1943 (Wellington X3763).

This officer is an excellent navigator who possesses exceptional courage and coolness, which he has demonstrated in many emergencies. During a daylight attack on Wilhelmshaven the aircraft in which he was flying was attacked and damaged by enemy fighters. While on the way to the rear turret to assist the wounded gunner, Flying Officer Desroches fell through the escape hatch but

caught himself on his elbows. After he was assisted back into the aircraft he rendered first aid to the wounded, operated the wireless and navigated the aircraft to the target and back to base. He has performed his duties at all times in a thoroughly efficient manner and recently applied to be allowed to continue on operations until his present captain and crew completed their tour of duty. Flying Officer Desroches has set a splendid example to the squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 18 March 1943 when he had flown 32 ½ sorties (182 hours 35 minutes); the sea search on 23 January 1943 was counted as a half-sortie. The daylight raid on Wilhelmshaven mentioned in the text was on 6 November 1942. One peculiar entry is a sortie listed for 13 May 1942 (Cologne); this is more likely to read 30 May 1942 and was likely performed between regular tours. The document gives his name as Joseph Olivier Leopold Desroches.

16 September 1941 - Le Havre (5.40)
10 October 1941 - Ostend (5.30)
31 October 1941 - Dunkirk (3.20)
12 November 1941 - Hamburg (5.25)
8 December 1941 - Aachen (4.15)
28 December 1941 - Wilhelmshaven (4.55)
7 November 1941 - Boulogne (4.50)
6 January 1942 - Brest (3.10)
9 January 1942 - Brest (5.45)
10 January 1942 - Wilhelmshaven (6.25)
12 January 1942 - Hamburg (6.40)
17 January 1942 - Bremen (6.00)
21 January 1942 - Hanover (7.00)
13 May 1942 - Cologne (6.10)
6 October 1942 - Osnabruck (6.25)
13 October 1942 - Kiel (6.25)
6 November 1942 - Wilhelmshaven (5.15)
23 November 1942 - GARDENING (4.10)
25 November 1942 - GARDENING (7.10)
6 December 1942 - Mannheim (5.45)
7 December 1942 - GARDENING (5.00)
11 December 1942 - GARDENING (5.25)
2 January 1943 - GARDENING (4.00)
23 January 1943 - Sea search (3.45)
26 January 1943 - Lorient (7.00)
3 February 1943 - Hamburg (6.20)
7 February 1943 - Lorient (6.15)
11 February 1943 - GARDENING (4.45)
13 February 1943 - Lorient (6.40)
16 February 1943 - Lorient (6.30)

19 February 1943 - Wilhelmshaven (5.05)
24 February 1943 - Wilhelmshaven (5.55)
26 February 1943 - Cologne

Pilot Officer Desroches, Canadian, in the Royal Canadian Air Force, has proven himself to be an excellent navigator who possesses courage and exceptional coolness in emergency. This was demonstrated on a daylight attack against Wilhelmshaven when the aircraft he was navigating was attacked and damaged by enemy fighters. When he went back to the rear turret to assist the wounded rear gunner, Pilot Officer Desroches fell through the escape hatch but caught himself on his elbows. After he had been helped back into the aircraft, he rendered first aid to wounded crew members, operated the wireless and navigated the aircraft on to the target and then back to base.

On making application, Pilot Officer Desroches was given permission to continue flying on operations until his present captain and crew completed their normal tour of 30 sorties. Such a request exemplifies further the courage and keenness of this officer.

The Officer Commanding, Station Dishforth, added his comments on 20 March 1943:

Pilot Officer Desroches has taken part in raids against some of the most heavily defended targets in enemy territory including Osnabruck, Kiel and Hamburg. Always he has carried out his duties in a thoroughly efficient manner. He has a strong character which couples with his unquestioned courage makes him an asset to the crew and undoubtedly the right-hand man of his captain. I endorse the comments of the Squadron Commander and recommend that Pilot Officer Desroches be awarded the Distinguished Flying Cross.

Air Vice-Marshal G.E. Brookes, Air Officer Commanding, No.6 Group, endorsed the recommendation on 29 March 1943.

Training: Interviewed in Montreal, 18 April 1940 by F/O J.V. Sorsoleil who wrote, "Good type, wiry build, intelligent, polite, ambitious, alert and anxious to serve."

At No.2 ITS, course was 1-27 July 1940. Marks as follows: Mathematics (95/100), Armament (60/100), Drill (68/100), Law and Discipline (84/100). "Serious and conservative, but good type." Placed 247th in a class of 462.

At No.2 AOS, course was 2 September to 23 November 1940. Flew in Anson aircraft (10.55 as first navigator by day, 15.05 as second navigator by day, 2.30 as second navigator by night) and Lockheed aircraft (10.15 as first navigator by day, 8.20 as second navigator by day, 2.20 as first navigator by night, 2.10 as second navigator by night). Ground courses and marks as follows: D.R. Plotting (97/150), D.R. Written (100/150), Compasses and Instruments (111/150), DF/WT

(59/100), Signals (25/50), Drill (92/100), Maps and Charts (62/100), Meteorology (71/100), Photography (92/100), Reconnaissance (115/150) and a second Signals exam (50/50). "Is keen and tries hard, dependable, very young, should improve, good NCO material."

Course at No.2 BGS was 25 November 1940 to 4 January 1941. Flew in Battle aircraft (7.55 day bombing, 1.37 day gunnery, 48 minutes night gunnery). Average bombing error was 192 yards, best result was 145 yards. Tested in gunnery only in Beam Test (five percent hits). Courses and marks as follows: Bombing, Written (77/150), Bombing, Practical (94/150), Gunnery, Written (54/100), Gunnery, Practical (66/100). Considered an average bomb aimer - "tries very hard indeed and will improve" but below average as a gunner. Was 49th in a class of 49. School CO wrote, "Average - tried very hard, but being French-Canadian has difficulty with his English."

Course at No.1 ANS was 6 January to 3 February 1941. Flew 3.15 as first navigator (day), 9.10 as second navigator (day), six hours as first navigator (night) and 12.40 as second navigator (night). In Ground School marked on Astro Navigation Plotting (94/150) and Astro Navigation, Written (62/100). "Steady worker, took a keen interest." Placed 29th in a class of 48.

Note: Reprimanded for conduct on board troopship **Georgic** in that on 17 April 1941 he left a post (apparently a deck lookout post) before being relieved.

On 6 September 1942 in Wellington X3551, No.425 Squadron, doing circuits and landings as Dishforth. Crew were R69414 Sergeant T. Doucette (pilot), R56154 (Desrochers), 656175 Sergeant D. Vellans (bomb aimer), R54826 Sergeant B. Bruers (WOP), and R79441 Flight Sergeant P.P. Trudeau (rear gunner). None injured. Aircraft landed too far down the flare path on wet surface and skidded.

At 1130 hours, 29 December 1942, while engaged in a non-operational flight (air test) from Dishforth, Wellington 2160 was damaged, Category AC. Crew consisted of J15960 P/O J.A.T. Doucette (pilot, 360 hours on type), J15820 J.O.L. Desrochers (navigator), R.56244 Flight Sergeant A. Poloquin (WOP), R79441 Flight Sergeant P.P. Trudeau (rear gunner) and R.104704 Corporal P. Brouillette ("maker" - perhaps "tool maker"). Fabric of the starboard wing (leading edge) came off. Aircraft had not been put through any unusual manoeuvres. It was suspected that inferior doping had been applied at factory and that it had deteriorated while in storage at a Movements Unit.

Particulars of Death: Wellington III, L/425 (X3763) was airborne 2107 hours, 14 April 1943 to bomb Stuttgart. Apparently shot down by two German fighters. Crew consisted of the following: J15960 P/O T.A. Doucette, DFC (pilot, 23 ½ sorties, 139 operational hours), J15820 P/O J.O.L. Desrochers (navigator, 37 ½ sorties, 207 hours 30 minutes), J16270 P/O G.F.H. Ledoux (WOP/AG, 28 sorties, 173 hours ten minutes), 656175 Sergeant D. Vellans (bomb aimer, 22 ½ sorties, 132 hours 35 minutes), R79441 Flight Sergeant P.P. Trudeau (air gunner, 17 sorties, 98 hours 35 minutes) and 1234135 Sergeant L. Jones (a pilot on first sortie).

RCAF Press Release No.1106, written by F/O Marcel Beauregard, released 25 January 1943,

read as follows:

Pilot Officer Leopold Desroches, navigator, of Montreal, Quebec, wouldn't be alive today if Flight Sergeant Robert Bruyere, D.F.M., wireless Operator, also of Montreal, had not grabbed him in time as he was about to disappear through the emergency hatch over Germany.

That's right. But Flight Sergeant Robert Bruyere wouldn't be alive himself if his crew companions had not been so diligent at the first aid lectures given by Flight Lieutenant Hector Payette, of Montreal, medical officer of the French Canadian bomber squadron.

"Bruyere was so badly injured and was losing so much blood that he would have died during the trip back", said Flight Lieutenant Payette; "but Desroches and Trudeau surely saved his life when they put a tourniquet on his left leg and just at the right place".

Bruyere was hit four times by the enemy's fire, but he is now out of danger.

This happened when aircraft of the French Canadian bomber squadron were taking part in a daylight raid over N.W. Germany. The bomber, which was flown by Pilot Officer Theodore (Ted) Doucette, D.F.C., of Sudbury, Ontario, was very close to the target and just below the clouds, at about 300 feet from the ground, when three Me's 109F's came from behind and attacked the bomber at a distance of 500 yards.

Sergeant Pierre-Paul Trudeau, of Outremount, Quebec, who was the rear gunner, waited and then opened fire on the fighter in the centre. He got it very soon because that fighter immediately began pouring out smoke and crashed to the ground shortly afterward. At the same moment, the fighter at the right peeled off and attacked the bomber from the starboard side while the third passed over the left wing.

Flight Sergeant Bruyere, who was standing in the centre of the aircraft, looking through the astro-hatch, was hit four times and fell on the floor. P\O Desroches, who was beside the pilot, rushed to help him and was putting a tourniquet on his left leg when he fell against the emergency hatch, opened it and went through. Bruyere grabbed him by the lapels of his flying suit and helped him to climb back into the kite.

By that time the pilot had lost control and the bomber was in a spiral nose-dive. A few feet from the ground Doucette succeeded in regaining control and, in a very few minutes, brought the bomber into the clouds.

The aircraft by this time was over the target, and the bombs were dropped.

Sergeant Trudeau had left his turret and was taking care of Sergeant Bruyere, while Desroches had gone back to his navigator's seat and Sergeant Derrick Vollans, of Yorkshire, the bomb aimer, was acting as Wireless Operator. Desroches, Vollans and Trudeau were all three in battle dress, having taken off their Mae West to make a bed for their injured companion.

The bomber was badly damaged – the intercommunication system was unserviceable, the hydraulic system was out of order, one of the ailerons was nearly shot off, the other had been damaged, one of the fuel tanks was leaking gasoline and there were two holes in the wings. Despite all this, P/O Doucette succeeded in bringing the aircraft home and he even made a perfect landing.

The landing was so good that Sergeant Bruyere, from his bed at the hospital, said, "Ted, you have never made such a nice landing before. I didn't feel anything".

P/O Doucette learned that his Wireless Operator had been injured as he reached the target, but he didn't know that he was in such a serious condition.

"We didn't want to tell him right away", said Sergeant Trudeau, "because of the effect it might have on him and I just told him that Bob (Bruyere) had been slightly injured".

"It was only then", continued Trudeau, "that I saw the ailerons had been damaged. I told Doucette about it, but he didn't answer. He simply crossed his fingers and gave me a wink. He certainly did a good job".

"As a matter of fact", said Flight Lieutenant Payette, "it would be difficult to find a better example of the co-operation which must exist between the members of a crew. Everybody did his own part so well. It was a marvel of understanding, and that is why Bruyere is now alive.

* * * * *

DESSERT, WO (now P/O) Leon Albert (R54943/C46828) - **Mention in Despatches** - No.4 (BR) Squadron (deceased) - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 11 December 1919 in Redpath, Saskatchewan. Attended Montreal Technical School to learn auto mechanics. Working in Granby before the war. Enlisted in Montreal, 31 May 1940. To No.1 Manning Depot, Toronto, 1 June 1940. To Technical Training School, St. Thomas, 5 July 1940. Promoted AC1, 31 August 1940. To No.3 Repair Depot, Vancouver, 6 November 1940. Promoted LAC, 19 December 1940. To No.4 (BR) Squadron, Uclulet, 9 November 1941. To No.9 BGS, Mont Joli, 9 December 1942. To School of Aeronautical Engineering, Montreal, 31 January 1943. Scored 55 percent on written examination, 76 percent on oral examination, and placed ninth in a class of 15 ("Has an

average knowledge of engines" - S/L J.D. Syme). To No.3 Repair Depot, Vancouver, 14 February 1943. To No.4 (BR) Squadron, Uclulet, 22 February 1943. Promoted Sergeant, 25 February 1943. Promoted Flight Sergeant, 1 November 1943. Reclassified as Flight Engineer, 1 January 1944. Promoted WO2, 1 July 1944. Subsequently commissioned as per Air Force Routine Orders dated 7 August 1944, with effect from 7 April 1944. Home in New Westminster, British Columbia when award made. Died 27 July 1944.

This warrant officer displayed exceptional devotion to duty throughout his period of duty at this unit and throughout his lengthy period of operational flying. He was a skilful flight engineer, whose example and ability, both in the air and on the ground, were reflected in the high standard of maintenance of this unit. These outstanding qualities were an inspiration to other flight engineers.

Notes: Trained at No.9 BGS 14 December 1942 to 22 January 1943 before taking Flight Engineer course. He flew four hours five minutes (Fairey Battle) with one cine exercise and spent four hours 35 minutes on "turret manipulation". Ground courses were Guns, Pyrotechnics and Ammunition (230/250 in written test), Guns, Practical (75/100), Sighting (150/250 in written test), Turrets, Practical (164/200) and Aircraft Recognition (168/200). Placed 20th in a class of 30; "Cooperative and willing."

On 9 July 1943 he was flight engineer of Canso 9802 piloted by R118408 Flight Sergeant J.F. Drake. It was raining at Uclulet. Port wing tip dipped in the water, nose dropped under water. Pilot opened the throttle and nose came partly out of water as aircraft swung to port. Nevertheless, the nose compartment filled rapidly and Dessert was injured while escaping via navigator's hatch (abrasions to scalp, shock and exposure).

Application for Operational Wing: Although he may have started this about 8 July 1944, it was almost certainly completed by others. All missions were with No.4 (BR) Squadron in "Western Hemisphere".

19 November 1941 - Stranraer - Patrol - 50 minutes
8 December 1941 - Stranraer - Patrol - 2.45
9 December 1941 - Stranraer - Patrol - 8.45
10 December 1941 - Stranraer - Patrol - 5.40
15 December 1941 - Stranraer - Patrol - 7.00
16 December 1941 - Stranraer - Patrol - 6.40
17 December 1941 - Stranraer - Patrol - 3.05
20 December 1941 - Stranraer - Patrol - 4.10
22 December 1941 - Stranraer - Patrol - 2.35
24 December 1941 - Stranraer - Patrol - 5.05
25 December 1941 - Stranraer - Patrol - 5.35
26 December 1941 - Stranraer - Patrol - 6.00
28 December 1941 - Stranraer - Patrol - 4.40
29 December 1941 - Stranraer - Patrol - 1.30

30 December 1941 - Stranraer - Patrol - 3.35
11 October 1942 - Stranraer - Patrol - 4.35
12 October 1942 - Stranraer - Patrol - 2.10
14 October 1942 - Stranraer - Patrol - 2.20
15 October 1942 - Stranraer - Patrol - 2.20
17 October 1942 - Stranraer - Patrol - 3.35
25 October 1942 - Stranraer - Patrol - 4.35
28 October 1942 - Stranraer - Patrol - 5.20
1 November 1942 - Stranraer - Patrol - 2.55
1 November 1942 - Stranraer - Patrol - 4.40
4 November 1942 - Stranraer - Patrol - 2.45
7 November 1942 - Stranraer - Patrol - 3.00
8 November 1942 - Stranraer - Patrol - 4.20
11 November 1942 - Stranraer - Patrol - 4.00
17 November 1942 - Stranraer - Patrol - 3.15
23 November 1942 - Stranraer - Search - 1.10
26 November 1942 - Stranraer - Patrol - 3.10
1 December 1942 - Stranraer - Patrol - 2.35
4 December 1942 - Stranraer - Patrol - 5.45
31 December 1942 - Stranraer - Search - 5.20
29 March 1943 - Stranraer - Patrol - 5.45
10 April 1943 - Stranraer - Patrol - 2.55
1 May 1943 - Stranraer - Patrol - 6.50
4 May 1943 - Stranraer - Patrol - 5.15
7 May 1943 - Stranraer - Patrol - 6.10
8 May 1943 - Stranraer - Patrol - 4.50
11 May 1943 - Canso - Patrol - 5.50
13 May 1943 - Canso - Patrol - 5.40
24 May 1943 - Canso - Patrol - 4.55
26 May 1943 - Stranraer - Patrol - 5.40
27 May 1943 - Stranraer - Patrol - 5.40
1 June 1943 - Stranraer - Patrol - 5.10
6 June 1943 - Stranraer - Patrol - 5.25
7 June 1943 - Stranraer - Patrol - 5.20
8 June 1943 - Stranraer - Patrol - 1.05
14 June 1943 - Stranraer - Patrol - 1.00
17 June 1943 - Stranraer - Patrol - 6.10
20 June 1943 - Stranraer - Patrol - 4.15
21 June 1943 - Canso - Patrol - 9.20
26 June 1943 - Canso - Patrol - 6.15
28 June 1943 - Stranraer - Patrol - 6.05
13 July 1943 - Canso - Patrol - 6.00
14 July 1943 - Canso - Patrol - 11.10
18 July 1943 - Canso - Patrol - 1.40

25 July 1943 - Canso - Patrol - 7.35
26 July 1943 - Canso - Patrol - 8.10
2 August 1943 - Canso - Patrol - 6.45
10 August 1943 - Canso - Patrol - 10.15
23 August 1943 - Canso - Search - 3.15
24 August 1943 - Canso - Patrol - 7.10
27 August 1943 - Canso - Patrol - 30 minutes
28 August 1943 - Canso - Patrol - 55 minutes
28 August 1943 - Canso - Patrol - 35 minutes
4 September 1943 - Canso - Patrol - 7.00
6 September 1943 - Canso - Patrol - 7.50
15 September 1943 - Canso - Patrol - 6.45
23 September 1943 - Canso - Patrol - 8.00
26 September 1943 - Canso - Patrol - 45 minutes
29 September 1943 - Canso - Patrol - 55 minutes
5 October 1943 - Canso - Patrol - 4.40
31 October 1943 - Canso - Patrol - 1.25
3 November 1943 - Canso - Patrol - 2.10
4 November 1943 - Canso - Patrol - 1.00
4 November 1943 - Canso - Patrol - 3.10
4 November 1943 - Canso - Search - 1.35
6 November 1943 - Canso - Patrol - 9.05
30 November 1943 - Canso - Patrol - 8.50
5 December 1943 - Canso - Patrol - 50 minutes
12 December 1943 - Canso - Patrol - 8.25
30 December 1943 - Canso - Patrol - 10.00
3 January 1944 - Canso - Patrol - 8.30
8 January 1944 - Canso - Search - 3.05
21 January 1944 - Canso - Patrol - 4.30
24 January 1944 - Canso - Patrol - 10.00
26 January 1944 - Canso - Patrol - 6.20
27 January 1944 - Canso - Patrol - 10.45
30 January 1944 - Canso - Patrol - 8.50
1 February 1944 - Canso - Patrol - 8.15
4 February 1944 - Canso - Patrol - 2.50
5 February 1944 - Canso - Patrol - 8.20
10 February 1944 - Canso - Patrol - 4.00
14 February 1944 - Canso - Patrol - 10.25
17 February 1944 - Canso - Patrol - 3.00
20 February 1944 - Canso - Patrol - 7.45
22 February 1944 - Canso - Patrol - 11.15
24 February 1944 - Canso - Patrol - 7.45
6 March 1944 - Canso - Patrol - 10.00
12 March 1944 - Canso - Patrol - 9.40

12 March 1944 - Canso - Patrol - 1.00
17 March 1944 - Canso - Patrol - 10.15
19 March 1944 - Canso - Patrol - 10.15
24 March 1944 - Canso - Patrol - 12.30
27 March 1944 - Canso - Patrol - 11.35
29 March 1944 - Canso - Patrol - 10.40
1 April 1944 - Canso - Patrol - 12.30
4 April 1944 - Canso - Patrol - 8.05
8 April 1944 - Canso - Patrol - 11.10
18 April 1944 - Canso - Patrol - 8.35
20 April 1944 - Canso - Patrol - 9.50
21 April 1944 - Canso - Patrol - 5.55
26 April 1944 - Canso - Patrol - 11.35
28 April 1944 - Canso - Patrol - 10.55
30 April 1944 - Canso - Patrol - 11.35
8 May 1944 - Canso - Patrol - 13.00
12 May 1944 - Canso - Patrol - 8.50
18 May 1944 - Canso - Patrol - 10.00
22 May 1944 - Canso - Search - 5.15
25 May 1944 - Canso - Patrol - 5.10
29 May 1944 - Canso - Patrol - 6.40
30 May 1944 - Canso - Patrol - 8.55
1 June 1944 - Canso - Patrol - 11.45
20 June 1944 - Canso - Patrol - 6.00
28 June 1944 - Canso - Patrol - 11.10
2 July 1944 - Canso - Patrol - 8.50
4 July 1944 - Canso - Patrol - 12.45
6 July 1944 - Canso - Patrol - 10.10
8 July 1944 - Canso - Patrol - 10.30

Total: 131 sorties and 806 hours

Assessments: An undated form, composed when he had logged 300 hours as crew (recommendation for remuster to aircrew) stated, "Has a fair amount of air experience. Tried to be a pilot before the start of the war. Is very keen and should become an average pilot. Not susceptible to airsickness." However, on 15 September 1942, the Vancouver Recruiting Centre concluded, "Cannot recommend re-muster to No.4 Manning Depot. C.T. too low." It is not clear whether "C.T." was an educational, skills or health matter.

"A good tradesman and will make a fair NCO." (Commanding Officer, Station Uclulet, 30 November 1942)

"A very level headed engineer; knows his work and carried out his work in an excellent manner." (S/L R.H. Lowry, No.4 Squadron, 30 October 1943).

"This NCO is the senior Flight Engineer in the squadron. He is a definite asset to this squadron, being very efficient and above average in his trade."

"This NCO is the senior engineer in the squadron. He has been recommended for a commission, being well qualified for same." (S/L R.H. Lowry, 29 June 1944).

Circumstances of Death: He suffered a childhood injury from drinking lye which gave him much throat trouble for the rest of his life. He finally succumbed to infections.

* * * * *

DESTONIS, F/O Dene (J15901) - **Distinguished Flying Cross** - No.53 Squadron - Award effective 11 August 1944 as per **London Gazette** dated 22 August 1944 and AFRO 2231/44 dated 13 October 1944. Born 8 August 1916. Home in Ottawa or Montreal; enlisted in Montreal, 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.8 (BR) Squadron, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 20 May 1941 when posted again to No.1 Manning Depot; to No.6 AOS, 6 June 1941; graduated 30 August 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 13 October 1941; posted next day to No.1 ANS; may have graduated 7 November 1941 but not posted to "Y" Depot until 11 November 1941. To RAF overseas, 8 December 1941. Commissioned 2 October 1942. Promoted Flying Officer, 17 March 1943. Repatriated 22 May 1944. To No.9 AOS. 21 August 1944. Promoted Flight Lieutenant, 17 September 1944. To AFHQ, 1 February 1945. To No.2 Release Centre, 13 June 1946; retired 14 June 1946. Newsclipping says he flew at least 63 sorties in air/sea rescue work before joining a Coastal Command patrol squadron. Same clipping suggests he was in No.407 Squadron.

This officer has been navigator and bomb aimer on three occasions when his aircraft delivered attacks on enemy submarines. During an attack on a U-boat a second submarine was observed in the vicinity. Flying Officer Destonis by his quick appreciation of the situation and prompt action enabled an attack to be made on both submarines. His coolness and resolution during all these attacks and in the face of enemy fire have always been exemplary.

RCAF Press Release No.4720 dated 26 April 1944 from S/L Tilley, transcribed by Huguette Oates, reads:

An R.A.F. Coastal Command aircraft, equipped with Leigh Light, on convoy escort patrol over the Atlantic recently, sighted two Nazi U-Boats which were travelling and dove down from the clouds to drop depth charges on them both during the same run over the target. It was one of the rare occasions in this war that an Allied aircraft has made such a two-fold attack against the enemy and the success of the almost simultaneous bombing was largely due to a 27-year-old, F/O Dene Destonis, 6696 Christoph Colomb Street, Montreal, P.Q, who was

acting as navigator and bomb-aimer.

As the aircraft passed over the first U-Boat, flying low above its conning tower, Destonis released his depth charges which were seen to fall and enter the water on either side of the submarine. Four seconds later, and the aircraft was flying above the conning tower of the second U-boat. Destonis immediately released additional depth charges and at least one of these exploded just aft of the conning tower close to the port side of the U-boat's hull. "We'll never get another attack like that one," Destonis contended later. "It's most unlikely that a similar opportunity will ever occur again." A substantial quantity of wreckage was seen floating in the Atlantic immediately following the attacks. Part of it was identified as deck planking, believed to be yellow in color, which had been blown loose from one of the battered subs. Both U-boats disappeared following release of the depth charges and, except for the debris in the water no further trace of either was seen.

During these encounters, the enemy was not engaged without opposition, however, and the aircraft had to fly through an intense ack-ack barrage before getting into the proper position for Destonis to release his depth charges. The aircraft itself came out of the fight undamaged, none of its crew was injured, and it returned safely to its base. A third enemy U-boat had also been sighted by the crew during this same patrol but unfavorable conditions at the time made an attack against it impossible.

Dene Destonis, who won his wings at the RCAF Bombing and Gunnery School in MacDonald, Manitoba, was born in Ottawa, Ontario, and educated there at Lisgar Collegiate School. Enlisting in the R.C.A.F. in December 1940, he came overseas a year later and completed 63 trips with an R.A.F. air sea rescue squadron before being transferred to his present R.A.F. Leigh Light squadron which is solely engaged on convoy escort and anti-sub work.

Destonis was making his 13th anti-sub patrol over the North Atlantic when this fight with the enemy occurred. It was the first time that he'd ever seen a U-boat and he saw three of them during this same patrol. And a week later, when Dene Destonis and his crew went out on their next Atlantic patrol, they discovered three more German U-boats prowling near the Allied shipping lanes and again managed to score attacks on two of them. Thus, six enemy subs were sighted by this crew, on two patrols and, of this number, four were attacked.

* * * * *

DETENBECK, F/L Earl Vincent (C24754) - **Commended for Valuable Services** - No.1 Central Flying School - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 6 June 1915. Home in Ridgeway, Ontario; enlisted Hamilton 8

January 1941 as Flying Instructor. To Trenton, 31 March 1941. To No.9 EFTS, 4 May 1941. Promoted Sergeant, 5 May 1941. Promoted WO2, 14 January 1943. Subsequently commissioned with effect from 13 December 1942. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 September 1943. To No.1 Flying Instructor School, 14 January 1944. To No.4 Release Centre, 19 April 1945. Retired 21 April 1945. Died 9 October 2002 in Arlington, Texas.

This officer has over 2,000 instructional hours to his credit. At all times he has performed his duties in an outstanding and exemplary manner. For the past year as second in charge of a visiting flight inspecting all schools employing staff pilots, every station has been enthusiastic with the results of these visits. Flight Lieutenant Detenbeck has carried out his work with a vigour and persistence far above that of Service requirements.

* * * * *

DETWILLER, Sergeant (now P/O) Lloyd Fraser (R58720/C22652) - **Commended for Valuable Services** - No.2 EFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born 8 August 1917 in Maple Creek, Saskatchewan. Educated in Vancouver, 1925-1940 (BA, University of British Columbia while working for an ice delivery company; subsequently teaching economics there when he turned down a California scholarship to join RCAF). Enlisted in Vancouver, 12 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940; posted next day to No.2 EFTS; promoted Sergeant, 5 March 1941 and granted Leave Without Pay while instructing. Taken back on strength of RCAF as WO2, 1 June 1942, still at No.2 EFTS. To No.5 Manning Depot, 14 September 1942. To No.6 SFTS, 10 October 1942; graduated 30 December 1942; commissioned that date. To No.1 GRS, 22 January 1943. To "Y" Depot, 19 May 1943. To RAF overseas, 15 June 1943. Disembarked in Britain, 24 June 1943. Promoted Flight Lieutenant, 1 July 1943. To No.3 (P) AFU, 13 July 1943. To No.1532 Beam Approach Training Flight, 17-30 August 1943. To No.4 (Coastal) OTU, 14 September 1943. To No.422 Squadron, 5 November 1943. Repatriated 10 September 1945. Retired 25 October 1945. Lectured for a year at U.B.C. in economics; in 1946 he joined the provincial government as a research statistician. Served the government in a variety of capacities: Secretary of the School Tax Commission; Commissioner of Sales Tax (June 1948-1950); and Commissioner of B.C. Hospital Insurance Service (1950-1955). Left in 1955 to take formal training in hospital administration at the University of Minnesota, but he returned to B.C. in 1957 to the post of Assistant Deputy Minister of Hospital Insurance. In 1962, he left government service to become the administrator of the U.B.C. Health Sciences Centre, a position which he held until his retirement in December of 1982. Lectured extensively on medical economics in Canada and in the United States for a variety of universities and professional institutions. Through his speeches and publications he was very influential in the health care economics of countries other than Canada. After Detwiller's retirement in 1982, he continued to serve the UBC Health Sciences Centre Hospital as an unpaid but active consultant. He also served as secretary to the Board of Management of the Imaging Research Centre which he had helped establish. Detwiller

continued to write, lecture and attend conferences until his death in 1987. In commemoration of his two decades of service to the Health Sciences Centre, the psychiatric unit of the hospital was named the Lloyd F. Detwiller Pavilion. Retired 25 October 1945. See https://www.library.ubc.ca/archives/u_arch/detwiller.pdf for Detwiller Fonds. Died in Vancouver, 20 March 1987, aged 69. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation. Flying time mentioned was as of February 1943.

Over a period of 13 months Sergeant Detwiller's services as a Flying Instructor and later as a Flight Commander at this unit have been of inestimable value to the war effort. His enthusiasm and cheerfulness, often in the face of wearisome tasks, have been an inspiration to all. He has at all times displayed initiative of a very high order. His total flying time as instructor is 1,511 hours.

This award began as a recommendation for an AFM, 10 February 1943, by S/L D.W. Dawson, No.2 EFTS. It noted that his flying time as an instructor was 1,511 hours, monthly average of 65 hours 25 minutes, and highest month was 106 hours 15 minutes. The submission was very detailed:

Sergeant Detwiller first came to this unit as a student in Course No.13, November 17, 1940. He graduated a superlative pilot and owing to a shortage of instructors, was given another 100 hours flying experience and attached to the Unit as a flying instructor.

He was employed as instructor from March 15, 1941 until September 12, 1942. During this period his services were of inestimable value to the war effort. His enthusiasm and cheerfulness in the face of wearisome tasks were an inspiration to all; not once did his efficiency flag. Initiative of a high order was displayed at all times.

Being anxious to obtain his wings, he requested a recall to service in order to attend service school. This request was granted and on September 12, 1942 he left the unit.

This appears to have been approved at all levels up to and including the Chief of the Air Staff but was nevertheless reduced at the time to a Commendation.

DETWILLER, F/L Lloyd Fraser (C22652) - **Air Force Cross** - No.2 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. NOTE: The following citation is for the AFC, but it is accompanied by a note that as of February **1943** he had flown 1,511 hours as instructor.

This officer was employed as a flying instructor during which his services were of inestimable value. His enthusiasm and cheerfulness in the face of wearisome tasks were an inspiration to all; not once did his efficiency flag. He displayed

initiative of a high order at all times.

On 20 February 1944 he was second pilot of Sunderland "C", W6028, No.422 Squadron. The captain was J13056 F/O A. Tomlinson. Flying Officer Detwiller (as he then was) had 1,708 hours on all types but none on Sunderlands. The aircraft was engaged on a fighter affiliation exercise. The captain (Tomlinson) reported:

After completing about 40 minutes of fighter affiliation with a Beaufighter I considered the exercise terminated and broke off contact with the Beaufighter. I then flew down the East-West runway of St. Angelo aerodrome from west to east at about 500 feet. At the end of the runway I made a turn to starboard through 180 degrees and headed back down the runway in the opposite direction. About half way down the runway the second pilot said the Beaufighter was following us and I went into a turn to port. During this turn I recall applying top rudder and aileron and pulling back on the stick to attempt to gain height. The controls seemed stiff and I could not pull the aircraft out of the turn.

The aircraft struck the ground, killing Sergeant A.L. Heberton (RCAF) and injuring all others aboard. Although structural failure was considered, G/C N. Costello (Castle Archdale) considered that the affiliation exercise had been conducted well below accepted limits.

Notes: Application for Operational Wing dated 8 May 1945 stated he had flown 57 sorties (578 hours 50 minutes), 5 November 1943 to 5 May 1945.

Training: When interviewed by Recruiting Office, 16 August 1940, it was noted that he had built and engined his own speed boat, comparable to an 18-foot crash boat. "One of the most brilliant minds in British Columbia. He was recommended by this office as a Navigation instructor in spite of his age, and we see no reason to change this recommendation. However, as suggested, he has submitted his name for pilot course and is excellent material. He is very modest but has splendid appearance, a first-class teaching voice, is a real he-man. His mental qualifications are, according to all sources, quite outstanding. He is strongly recommended. Is willing to serve in any capacity whatsoever where he can serve his country. Recommended for Pilot but will make an excellent Navigation instructor."

Following service flying training, he went to No.1 GRS (25 January to 27 March 1943) where he graduated first in a class of 21. "Definitely above average. His air work and ground work in navigation were exceptional. He is above average in intelligence, very quick but dependable in making decisions. He willingly assisted other students at night and cooperated with all the instructors. He is an outstanding leader."

At No.1532 BAT Flight he logged ten hours on Oxfords. "Above average in the Link. Keen to learn. His I.F. was good with the exception of erratic heights at first. His reaction to the aural signals was somewhat slow at first. Shows promise of considerable improvement with a little further practice."

Course at No.3 (P) AFU was 20 July to 14 September 1943. Flew Oxfords (3.45 day dual to first day solo, 18.45 day dual total, 17.25 day solo, 2.50 night dual to first night solo, total 6.50 night dual, 16.10 night solo; six hours 15 minutes in Link. Assessed under General Flying (265/400), Applied Flying (135/200), Instrument Flying (160/250), Night Flying (75/100), and Link (30/50). "A good average pilot by day and by night. Was previously an Elementary Instructor. He is steady and reliable and should do well." (W/C D.S. Radford, 13 September 1943.)

* * * * *

DEUTSCHER, F/L Joseph Charles (J22538) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 1 November 1922 in Odessa, Saskatchewan; home there; enlisted Regina 2 May 1941 and posted to No.2A Manning Depot. To No.10 Repair Depot (guard), 7 June 1941. To No.2 ITS, 3 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.15 EFTS; ceased training, 29 September 1941 and posted to Trenton; to No.8 AOS, 4 November 1941; graduated 14 February 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 28 March 1942; posted to No.2 ANS; graduated and commissioned, 3 July 1942). To "Y" Depot, date uncertain; to RAF overseas, 6 August 1942. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Repatriated with No.431 Squadron, 6 June 1945. Retired 2 October 1945. Died in Regina. 24 March 2000. RCAF photo PL-42180 (ex UK-19040 dated 16 February 1945) is captioned as follows: "The British bombing leader of the RCAF Bomber Group's Iroquois squadron shakes hands with his Canadian successor. Now finished his first tour, F/L Charles Instrell of Bournemouth is one of the squadron's 'old originals'. He is the one on the left. The man taking over is F/L Joe Deutscher, Odessa, Saskatchewan, now on his second tour. Behind him, a groundcrew artist has painted an Indian brave making smoke signals on the side of the squadron buildings." Became a priest after the war; died in Regina, 24 March 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 23 May 1945 when he had flown 45 sorties (270 hours eight minutes). First tour was 27 sorties (139 hours 55 minutes), 4 April 1943 to 1 October 1943. Second tour was 18 sorties (130 hours 13 minutes), 4 February to 10 May 1945 including one "Exodus" trip.

This officer as air bomber has completed two tours of operations. Throughout his 44 sorties F/Lt. Deutscher has displayed an uncanny accuracy in his bombing despite fierce enemy opposition. Calm at all times this officer has shown unquestioned courage and outstanding zeal and energy in the performance of his duties. As Squadron Bombing Leader, F/Lt. Deutscher has displayed qualities of leadership, sound judgement and initiative. In recognition of this officer's complete devotion to duty I recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

4 April 1943 - Kiel (6.50)
20 April 1943 - Rostock (8.10)
27 April 1943 - Duisburg (4.00)
28 April 1943 - Gardening (5.10)
4 May 1943 - Dortmund (5.40)
9 May 1943 - Gardening, Deodars (8.00)
13 May 1943 - Duisburg (4.00)
14 May 1943 - Bochum (2.50)
23 May 1943 - Dortmund (4.30)
25 May 1943 - Dusseldorf (4.15)
11 June 1943 - Dusseldorf (1.30)
21 June 1943 - Le Creusot (6.45)
21 June 1943 - Krefeld (3.40)
24 June 1943 - Wuppertal (4.15)
25 June 1943 - Gelsenkirchen (4.05)
28 June 1943 - Cologne (4.00)
3 July 1943 - Cologne (5.40)
25 July 1943 - Hamburg (1.30)
25 July 1943 - Essen (4.40)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.20)
30 July 1943 - Remscheid (4.25)
2 August 1943 - Hamburg (5.00)
10 August 1943 - Nuremberg (7.40)
12 August 1943 - Turin (8.00)
16 August 1943 - Turin (8.35)
1 October 1943 - Air-Sea Rescue (6.00)

Second Tour

4 February 1945 - Bonn (7.12)
7 February 1945 - Goch (6.37)
13 February 1945 - Dresden (10.32)
14 February 1945 - Chemnitz (8.58)
20 February 1945 - Dortmund (7.45)
21 February 1945 - Duisburg (6.59)
27 February 1945 - Mainz (6.55)
2 March 1945 - Cologne (6.06)
14 March 1945 - Zweibrücken (7.38)
15 March 1945 - Hagen (7.29)
25 March 1945 - Hanover (6.36)
31 March 1945 - Hamburg (6.13)

4 April 1945 - Murseberg (9.31)
8 April 1945 - Hamburg (6.35)
10 April 1945 - Leipzig (8.08)
13 April 1945 - Kiel (5.59)
25 April 1945 - Wangerooge (4.27)
10 May 1945 - Exodus POW evacuation (6.33)

* * * * *

DEVERELL, Sergeant Guilford Ambrose (R84027) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Guelph, Ontario, 15 February 1911. Educated in Mount Forrest, Ontario and gave that as his home (jeweller, watch maker); enlisted Hamilton, 10 December 1940 as Instrument Maker and posted to No.1 Manning Depot. To Technical Training School, 10 January 1941. Promoted AC1, 21 June 1941. To No.8 SFTS, 25 June 1941. To No.16 SFTS, 12 August 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 March 1942. To "Y" Depot, 3 March 1943. To RAF overseas, 27 March 1943; disembarked in Britain 4 April 1943. To No.420 Squadron, 14 April 1943. Proceeded with the unit to North Africa, 15 May 1943 (arriving 27 May 1943) and returning to Britain 25 October 1943, arriving 6 November 1943. To No.9420 Servicing Echelon, 12 December 1943. To No.62 Base, 12 August 1944. Repatriated via Debert, 13 June 1945. Retired 8 September 1945. Died 1989. 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 by A/C J.L. Hurley forwarded 3 February 1945 when his trade was given as "Inst/Rep." (Instrument Repairs ?). Noted he had enlisted 10 December 1940; had served 27 months in Canada, 22 months overseas. RCAF photo PL-15987 (ex UK-3855 dated 21 May 1943) shows, kneeling, left to right, Sergeant J.G. Bradley (Smith Falls, Ontario), Sergeant W. McCullough (Sudbury) and standing, left to right, AC1 A.R. Meadows (Newcastle), LAC K.R. Paul (Carleton Place), Corporal M.E. Costello (Ottawa), LAC B. Pullen (St. Thomas), Corporal .G.A. Deverell (Mount Forrest, Ontario), LAC M.L. Mounk (Keewatin), Corporal R.J. McMillan (Listowel, Ontario), Corporal M.J. Jackson (Prescott), Corporal J.G. Edwards (Peterborough) and LAC J.C. Collins (London, Ontario). RCAF photo PL-15988 (ex UK-3856 dated 21 May 1943) shows (left to right) LAC W. Wollett (Cultus Lake, British Columbia), LAC W. Purser (New Westminster), Corporal W.G.A. Deverell (Mount Forrest, Ontario), LAC W.L. Pavelin (Toronto) and AC1 M.J. Fedoruk (Warwick, Alberta).

The above NCO is recommended for "Mention in Despatches" in recognition of loyal and conscientious service both in Africa and England. He has a high appreciation of his duty toward his men both as to their personal welfare and also their trade improvement. His loyalty and co-operation in carrying out instructions can be depended upon at any time and under trying conditions. The example he sets in character and leadership should not go unrecorded.

* * * * *

DEVERELL, FS William Albert (R52321) - **British Empire Medal** - Station Lachine - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 23 April 1901. Home in Hamilton; enlisted there 22 October 1939 as Cook. To St. Thomas, 11 November 1939. Promoted AC1, 23 April 1940. Promoted LAC, 23 July 1940. Promoted Corporal, 1 November 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 April 1942. To No.33 ANS, 6 April 1942. To No.4 WS, 4 June 1942. To No.1 SFTS, 2 December 1943. To Lachine, 13 February 1945. Retired 29 November 1945.

This non-commissioned officer has earned, through many months of whole-hearted devotion to duty, the sincere respect and admiration of his own staff and the officers under whom he has worked. He has accepted responsibility beyond the limits of his work and has consistently and voluntarily spent long hours above the regular duty hours. The results of his efforts have contributed to the general morale of the whole station and his able leadership had never faltered.

* * * * *

DEVINE, WO1 Charles Hugh (R6253) - **Mention in Despatches** - No.2 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Arnprior, Ontario, 4 May 1919. Prewar clerk and textile sponner. Enlisted in Renfrew, Ontario, 25 January 1940. Course at Equipment and Accounting Training School, No.1 TTS, St. Thomas, 4 March to 13 April 1940 ("Not possible to gauge ability of individuals owing to number of personnel under instruction and short duration of course" - F/O H.W. Hows). To No.5 Equipment Depot, Moncton, 18 April 1940. Promoted LAC, 25 July 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 1 July 1941. To No.1 Group Headquarters, St. John's, 19 July 1941. Promoted Flight Sergeant, 1 April 1942. To No.1 ANS, Pennfield Ridge, 21 April 1942. To No.2 SFTS, Uplands, 27 May 1942. To Station Calgary, 30 June 1942. To No.2 Equipment Depot, Vancouver, 1 August 1942. Promoted WO2, 1 February 1944. Promoted WO1, 1 April 1945. Reverted to Flight Sergeant, 1 October 1946. Remained in postwar RCAF (21488). To Air Materiel Command Headquarters, Ottawa, 21 April 1950. Commissioned 1 January 1951 in Supply Branch with rank of Flying Officer (retaining service number 21488). Promoted Flight Lieutenant, 1 January 1953. To No.11 Technical Supply Unit, Montreal, 29 August 1955. Promoted Squadron Leader, 1 July 1956. To Air Material Command Headquarters, Ottawa, 2 September 1958. To Station Downsview, 2 July 1963. Promoted Wing Commander, 12 February 1966. Retired 26 February 1968. Died in Vancouver, 9 November 1982, aged 63.

This airman has set a fine example of devotion to duty in bringing his storage groups to the high standard attained at present. His work at all times has been painstaking and thorough. His enthusiasm, conscientiousness and reliability have been an inspiration to all with whom he has served.

Selected Assessments: "Corporal Devine's work and deportment at this Unit has been of the

highest type. Energetic and resourceful, he has made himself proficient in his trade and his diligence in this connection has made a most useful and efficient Equipment Assistant." (W/C H.A.W. Dickson, No.3 Equipment Depot, Moncton, 28 June 1941)

"Has an excellent knowledge of electrical and land line communications equipment but only a fair knowledge of equipment generally." (No.1 Group Headquarters, St. John's, Newfoundland, 18 April 1942 - signature of Squadron Leader Equipment Officer illegible.)

"An enthusiastic, hard working, intelligent NCO. Has an excellent knowledge of Equipment regulations and procedure. Good supervisor." (G/C J.H. Ferguson, No.2 Equipment Depot, Vancouver, 15 April 1943).

"In his term at 11 Technical Service Unit as Senior Supply Officer, Squadron Leader Devine gave excellent service. He introduced supply procedures to fit the peculiarities of the Technical Service Unit, RCAF, RCN contractor complex, and many of these were adopted by other formations. He is a most conscientious and capable officer and possesses a detailed knowledge of supply procedure. This officer is an asset to the RCAF." (G/C W.J. Grant, 24 November 1958).

"He is an outstanding officer who possesses superior knowledge of up-to-date logistics methods. He does an outstanding job in all respects. He participates in a variety of sports and social activities on this Base." (W/C M.C. Fumerton, No.1 Supply Depot, Downsview, 12 January 1966).

* * * * *

DEVINE, P/O Francis Joseph (J96985) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 3 September 1922 in Thorold, Ontario; home there; enlisted Hamilton 7 January 1942 and posted to No.5 Manning Depot. To No.12 Equipment Depot, 28 February 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 28 August 1942; to No.7 EFTS, 26 September 1942; graduated 20 November 1942 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 5 April 1943. To "Y" Depot, 20 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 6 October 1943. Commissioned 24 May 1944. Promoted Flying Officer, 25 November 1944. Repatriated 22 January 1945. To No.16 SFTS, 6 March 1945. To No.1 Flying Instructor School, 24 April 1945. To No.5 OTU, 7 June 1945. To Patricia Bay, 21 October 1945. To No.1 Flying Instructor School again, 11 December 1945. To "CW", 21 January 1946. Retired 18 April 1946. Worked for Ontario Paper Company until 1983; Meals on Wheels Volunteer. Died in St. Catharines, Ontario, 9 January 2001. RCAF photo PL-32770 (ex UK-14589 dated 7 September 1944) is captioned as follows: "Flying Officer Ian C. Grant, Westmount, left, and Pilot Officer F.J. Devine, DFC, Thorold, Ontario, bomb aimer and skipper respectively, relax over a cup of hot coffee in the interrogation room of the RCAF Bomber Group's Porcupine squadron after a raid on enemy shipping in Brest harbour."

Pilot Officer Devine has completed very many sorties against heavily defended

targets in Germany. In July 1944 he was pilot of an aircraft detailed to attack Hamburg. En route an engine became unserviceable. Despite intense anti-aircraft fire and enemy fighter opposition this officer continued to the target and made a successful attack. Pilot Officer Devine has at all times displayed fearlessness, determination and devotion to duty.

DHH file 181..009 D.2611 (Library and Archives Canada RG.24 Vol.20627) has recommendation drafted by W/C A.J. Lewington, 6 August 1944, when he had flown 30 sorties (141 hours 50 minutes):

This officer has compiled a record of 30 operational sorties over enemy territory, including such heavily defended targets as Berlin, Essen and Hamburg.

On the 28th July 1944, this officer was detailed to attack Hamburg. When approximately at the enemy coast, the throttle linkage on the port outer engine came adrift, and the propellor could not be feathered. Pilot Officer Devine, however, by skilful and calculated handling of his aircraft, lost only 2,000 feet in height, and continued to press home his attack on three engines despite intensive flak and fighter opposition, thereby displaying the utmost courage and determination.

Pilot Officer Devine has at all times set his mind on the task in hand, fearlessly and with a fine offensive spirit, and has set a magnificent example not only to his crew, but to the squadron in general.

I consider that by his splendid record and quiet but dogged determination, this officer in every respect fully merits the immediate award of the Distinguished Flying Cross.

* * * * *

DEVINS, W/C Robert William (C2513) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 8 June 1944 as per **London Gazette** of that date. AFRO 1380/44 dated 30 June 1944. Born in New York; educated at Regal Road Public School, Oakwood Collegiate and McMaster University. Accountant and agent for W.A. Curtis and Company; enlisted in Toronto, 16 July 1940. With Western Air Command as of 22 May 1941. Squadron Leader as of 15 August 1941. Promoted Wing Commander, 30 September 1943. To No.3 Wing (as it appears on card), 31 May 1944. Resigned commission, 16 May 1945.

This officer has been largely responsible for the smooth and efficient operation of the accounting procedure throughout the Command. His knowledge and efficiency, combined with his ability to co-operate whole heartedly with every branch of the Service, have been a major factor in the excellent relations of the accounting branch.

* * * * *

DEVITT, F/O Robert (J19510) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 7 July 1914 in Toronto; home there; printer (six years), electrician (two years), printer again for another two years and then press operator for Massey Harris (two years). Enlisted in Toronto for General Duties, 13 January 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 4 February 1941. Promoted AC1, 13 April 1941. Reclassified as Clerk, 7 June 1941. Promoted LAC, 13 July 1941. Remustered to aircrew and posted to No.2 WS, 16 July 1942; to No.3 BGS, 29 December 1942. Graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 3 May 1943, disembarking on 11 May 1943. To No.19 OTU, 18 May 1943. To No.1663 Conversion Unit, 3 July 1943. To No.10 Squadron, 17 August 1943. Attached to No.1484 Flight, 20-28 August 1943. Promoted Flight Sergeant, 19 September 1943. Commissioned 18 December 1943. Promoted Flying Officer, 18 June 1944. To No.24 OTU, 26 June 1944. Repatriated 15 April 1945. To No.6 Repair Depot, 3 June 1945. Attached to No.1 Composite Training School for administrative course; was deemed self-confident, alert and articulate but failed to appear on parade on three occasions and was removed from the course on disciplinary grounds, July 1945. Application for postwar RCAF withdrawn. Retired 28 January 1946. RCAF photo PL-28649 (ex UK-9818 dated 17 April 1944) has the following caption: "This smiling young man is Pilot Officer R.G. 'Bob' Devitt (3071 Dundas Street, Toronto), who is an air gunner with a well-known RAF Halifax squadron in England. He is now qualified for the order of airmen who have survived 'shaky dos'. With their guns 'packed up', one wing on fire, their kite holed by cannon shells and no means of defence except evasive action, P/O Devitt and his crewmates survived six separate attacks by a Ju.88 over Frankfurt and then went on to bomb the target. The incredible part of their adventure was that the fighter - knowing their guns were unserviceable - came in as close as 50 yards to blaze away with his cannon. 'He was so close I could have hit him with a hammer if I had had one' P/O Devitt remarked. Devitt is a former printer who was working with a farm implement firm prior to joining the RCAF." Died in Pickering, Ontario, date not stated but reported on Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1988.

This officer has participated in many sorties as an air gunner since joining his squadron in August 1943. He quickly acquired a reputation for his keenness to operate and engage the enemy. On several occasions his aircraft has been attacked by enemy fighters, but due to his accurate fire and prompt skilful directions to his pilot, successful evasive action was taken and the enemy driven off. Flying Officer Devitt has displayed commendable skill and gallantry and his example of devotion to duty has been of a high order.

Public Record Office Air 50/180 has a combat report for action on 22 March 1944. Target was Frankfurt; Halifax O/10 (LV878); height 20,000 feet; IAS 172; heading 184 T; Position 50° 06' North 08° 41' East. Visibility 3/10 cloud below; clear above. Searchlight activity concentrated. Captain was Warrant Officer Charles Walter Aston (later DFC as Pilot Officer); rear gunner was

Sergeant Howelle.

Fighter aircraft was picked up on Fishpond at 1,000 yards, starboard quarter down. Gunners obtained visual at 600 yards and opened fire at 400 yards, attacking from starboard quarter up. Gunners opened fire but stoppages in all guns occurred.

Fighter again observed at 800 yards on Fishpond, starboard quarter down, and visual by gunners was obtained at 500 yards and identified as Ju.88. Fighter opened fire at 400 yards and broke away at 150 yards. Gunners were unable to open fire due to stoppages in all guns. Gunners again gave orders to pilot to turn and dive to starboard as soon as aircraft was identified.

Fighter was picked up on Fishpond at 1,000 yards, dead astern, slightly below, and visual was made at 500 yards, fighter identified as Ju.88. Fighter opened fire at 400 yards, but gunners had not cleared stoppages, so could not open fire. Rear gunner ordered pilot to corkscrew and fighter closed in, breaking away at 150 yards to port down.

Fighter observed on Fishpond at 1,000 yards, dead astern, and visual made at 600 yards, and fighter identified as Ju.88. Fighter opened fire 450 yards, and gunners still unable to fire due to stoppages. Fighter closed in and broke away at 150 yards. Corkscrew manoeuvre was carried out at 600 yards.

Fighter observed on Fishpond at 1,000 yards, port quarter down, visual was made at 500 yards and identified as Ju.88. Fighter attacked from port quarter and opened fire at 500 yards, closing in and breaking away at 200 yards. Gunners were still unable to fire due to stoppages. Diving turn to port manoeuvre was carried out at 500 yards.

Fighter observed by gunners, port quarter up 450 yards, again identified as Ju.88. Fishpond did not warn in this case. Fighter opened fire at 450 yards and broke away astern below. No return fire by gunners due to stoppages. Gunners ordered pilot to dive and turn port as soon as fighter was observed.

The six attacks believed to have been carried out by the same fighter, and no damage claimed to fighter....

Damage to bomber: hydraulics unserviceable, starboard wing, fuselage aft of door. No casualties to crew.

Notes: Training report from No.19 OTU dated 24 June 1943 state he had flown nine hours five minutes by day and 14 hours five minutes by night at the OTU. Took part in four air-to-air firing exercises during which he fired 2,000 rounds (3.4 percent hits). Also fired 350 rounds on 25-

yard range, 200 rounds on 400-yard range, and participated in two cine gun exercises (no fighter affiliation exercises). "An average air gunner whose air work is good but he must concentrate on his aircraft recognition and improve his discipline," (G/C F.R.D. Swain).

Assessment dated 16 December 1943 read: "This NCO has proved himself a great asset both to his Section and to the Squadron and has carried out his duties with great confidence." (F/O A. Frost).

Application for operational wing dated 16 June 1944 stated he had flown 34 sorties (223 hours 15 minutes), 15 September 1943 to 12 June 1944. However, application for Aircrew Europe Star states his first sortie was 2 October 1943 (Kassel).

Report from No.10 Squadron, 27 June 1944, stated, "This officer has at all times carried out his duties in a highly satisfactory manner." (W/C D.S. Radford).

Report from No.24 OTU dated 29 March 1945 described him as "A sound instructor who is capable of his job in Flights; experienced and reliable." (G/C G. Lane).

Repatriation form dated 31 March 1945 stated he had flown 37 sorties (235 hours 50 minutes) plus 140 hours 15 minutes non-operational overseas. Types listed as Halifax (334.50), Whitley (33.05), Wellington (6.10) and Martinet (2.10).

RCAF Press Release No.4442 dated 5 April 1944 from F/L Don MacMillan reads:

"I guess it just wasn't our time to go." This laconic comment summed up the reaction of Pilot Officer R.G. "Bob" Devitt, 3071 Dundas Street, Toronto, Ontario, to one of the most amazing "hairbreadth" escapes of this war.

With one wing on fire and their kite holed by cannon shells, P/O Devitt and his crewmates survived six separate attacks by a Ju88 over Frankfurt recently – and then went on to bomb the target. The incredible part of their escape was that the fighter came in as close as fifty yards to blaze away with his cannon. P/O Devitt is a mid-upper gunner and the only Canadian in the crew of an R.A.F. Halifax Bomber squadron in England.

"He attacked on our bombing run," P/O Devitt said. "He came in to meet us and attacked from our port quarter and down. He put a cannon shell through the fuselage and set our starboard wing afire. It was a Ju88. And, to make it worse, it was as light as day over the target. Both the rear-gunner and I fired," he continued, but the fighter broke off and attacked again, this time dead astern. He started at 400 yards and came straight in. Our skipper did evasive action all over the sky. After that, he just kept coming right in on us, firing away. Our skipper kept tossing the kite around, but I thought we'd had it for sure. We dropped from 21,000 to 14,000 feet. Anyway, the fighter kept coming right in on

us. On his sixth attack, he came right in close. Then, at about 50 yards, his guns stopped firing. He must have run out of ammunition. He kept right on coming anyway and took a good look at us and left. The guy must have been a sprog, or he would have gotten us for sure. Anyway, we bombed the target and got back."

On their return, they found their back landing wheel was punctured, bullets had scored the rear turret, a cannon shell had ripped through the emergency exit, and there was a piece out of the starboard wing that left a hole big enough to "crawl through". Fortunately, their evasive action had put out the fire in their wing. The pilot of the aircraft was W/O Charlie Aston of Birmingham, England.

P/O Devitt is a former printer who was working with a farm implement company prior to his enlisting in the RCAF.

* * * * *

DEWAN, F/L (now S/L) Dominic Joseph (J16777) - **Air Force Cross** - Overseas - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 12 January 1917. Home in Ottawa; enlisted there 16 August 1940. To No.11 Equipment Depot, 8 October 1940. To No.2 ITS, 3 November 1940; graduated and promoted LAC, 11 December 1940 when posted to No.15 EFTS; graduated 29 March 1941 when posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941; graduated and promoted Sergeant, 4 July 1941. Posted that date to Embarkation Depot. To RAF overseas, 30 July 1941. Commissioned 2 November 1942. Promoted Flying Officer, 2 May 1943. Promoted Flight Lieutenant, 2 November 1944. Promoted Squadron Leader, date uncertain. Spent much time as a staff pilot at an air armament school in UK; said to have "just bothered everybody to get away from instructing". Reported to be with an RCAF Spitfire squadron on train-busting duties and flying escort to B-17s (May-June 1943) and on 19 April 1945 destroyed one FW.190 (19 April 1945) while serving with No.412 Squadron). Repatriated 31 March 1946. Remained in postwar RCAF (24589), reverting to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader again, 1 January 1952. Died in Ottawa, 21 March 2002. RCAF photo PL-28264 (ex UK-8593 dated 21 March 1944) shows him with Spitfire in background. It is not clear if his AFC was for duties with No.412 Squadron or another unit after the war. No citation in Canadian sources. Public Records Centre Air 2/9670 has recommendation noting that he had flown 1,350 hours, 90 in past six months.

Squadron Leader Dewan joined his present squadron in April 1943, and assumed command in May 1945. Throughout two tours of operational duty and since the cessation of hostilities he has exhibited outstanding keenness for flying. In the concentrated air training programme laid down for the occupational air forces, this officer has led his squadron with marked efficiency and skill.

* * * * *

DEWAR, P/O (now F/O) John William (J8821) - **Mention in Despatches** - No.9 (BR) Squadron - Award effective 2 March 1943 as per **London Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born 12 November 1916. Home in Brantford, Ontario. Enlisted in Hamilton, 5 November 1940. To "H", 15 December 1940. To No.1 ITS, 19 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.10 EFTS; ceased training 13 April 1941 and posted to No.1 Manning Depot. To No.2 AOS, 6 June 1941; graduated 28 August 1941 and posted on 30 August 1941 to No.5 BGS. Graduated and promoted Sergeant, 13 October 1941; posted that date to No.1 CNS. Graduated and commissioned, 7 November 1941. To No.9 (BR) Squadron, 16 December 1941. Promoted Flying Officer, 1 October 1942. To No.160 (BR) Squadron, 4 May 1943. Promoted Flight Lieutenant, 1 June 1943. To Eastern Air Command, 13 November 1944. Promoted Squadron Leader, 1 April 1945. To Release Centre, 24 July 1946. Retired 26 July 1946. Teacher and Vice-Principal in Niagara Region; died in Grimsby, Ontario, 23 January 2007. Incident occurred on 3 January 1942 involving death of AC2 I.A. MacDonald. Governor General's Records (RG.7 Group 26 Volume 57, file 190-I, dossier 1) has a Minute of the Privy Council dated 20 August 1942 with a detailed recommendation for the Albert Medal. However, it was subsequently concluded on 1 October 1942 that the RCAF had its own range of honours and that the Albert Medal was not among them. As of 1 October 1942 the Deputy Minister of National Defence for Air was suggesting that Dewar be recommended for a George Medal. This clearly was not done.

One day, an aircraft tender with two crewmen aboard was upset by an aircraft which was being taxied in bay waters. One of the crewmen of the tender, being unable to swim, was unfortunately drowned. Pilot Officer J.W. Dewar, the observer of the aircraft, realizing that the other crewman of the tender was unable to save himself, dived fully clothed into the cold water and managed to hold the crewman up until both were rescued with extreme difficulty.

* * * * *

DEWIS, F/L Marshall Woodworth (J10719) - **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 2 April 1915. Home in Canmore, Alberta; enlisted Calgary 20 August 1941. To No.4 ITS, 7 August 1941; graduated and promoted LAC, 10 September 1941 when posted to No.2 WS; graduated 2 January 1942 and posted next day to No.8 BGS; graduated 14 February 1942 when posted to No.1 ANS; graduated and commissioned, 19 March 1942. To No.1 GRS, 10 April 1942. To Eastern Air Command, 1 June 1942. To No.119 (BR) Squadron, 11 June 1942. To RAF overseas, 22 June 1943. Repatriated 3 September 1943. To No.119 (BR) Squadron, 1 December 1943. To Summerside, 15 March 1944. To No.11 (BR) Squadron, 18 June 1944. Retired 1 September 1945

Throughout his tour of operations on anti-submarine patrols, Flight Lieutenant Dewis has shown outstanding devotion to duty. His exceptional skill and cheerfulness under all conditions have made him a valued crew member. Flight

Lieutenant Dewis has been a constant source of inspiration to all.

* * * * *

DIAMOND, W/C Gerald Gordon (C818) - **Air Force Cross** - RCAF Station Rockcliffe and No.12 Communications Squadron - 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 Gladstone, Manitoba, May 1915. Educated in Vancouver; enlisted in there, 28 October 1937 (Auxiliary) with No.111 (Coastal Artillery Cooperation) Squadron, attending training camps at Sea Island, May-June 1938 and May-June 1939. . Graded as Provisional Pilot Officer on joining. Promoted Flying Officer, 26 April 1939 having been awarded Pilots Flying Badge that date. Assigned to full time active duty, 3 September 1939 and posted to Station Vancouver for flying duties (including search and rescue) as well as Adjutant. Temporary duty in 1940 ferrying aircraft and on command to Patricia Bay. Promoted Flight Lieutenant, 1 November 1940. To No.122 (Composite) Squadron, Patricia Bay, February 1942 to command (target towing, radar checking, communications). Promoted Squadron Leader, 15 May 1942. To No.115 Squadron, Annette Island, 30 September 1942, assumed command of that base the same month. Promoted Wing Commander, 2 January 1943. He was constantly being detached to and sent back from Western Air Command Headquarters. To No.12 (Communications) Squadron, 5 October 1943. Many flights to various points including San Francisco (22-27 June 1945). To No.9 (Transport) Group, 29 July 1945 where his duties including assisting in the return of No.120 (Transport) Wing from overseas; also made several VIP flights. To No.12 (Communications) Squadron, 3 September 1946. Retained rank of Wing Commander as of 1 October 1946. To RCAF Staff College, Toronto, 21 March 1947. To AFHQ (DSM), September 1947. On exchange duties with USAF, 1 July 1948 to 31 May 1951 (duties in Personnel Planning Directorate, USAF Headquarters). To AMC Headquarters, 1 June 1951. Promoted Group Captain, 1 September 1951. To AFHQ (Director, Posting and Careers), 26 November 1951. . As Group Captain , awarded Queen's Coronation Medal, 4 November 1953. Named CO of Station Trenton, 2 April 1954. To No.4 ATAF, Europe, 2 August 1957 (Assistant Deputy Chief of Staff for Operations and Commanding Officer of RCAF Support Unit, for which he was on strength of No.3 (Fighter) Wing, 1 October 1958 to 27 July 1960. To AFHQ, 28 July 1960 as Air Member for Personnel (Chief of Personnel Services) and then Air Member for Personnel; promoted Air Commodore, 3 August 1960. To Imperial Defence College, 17 December 1964. To Air Transport Command Headquarters to command, 19 December 1965. Retired 17 March 1967. Photos PL-117284 and PL-24267 are good shots. Medals and logbook displayed at RCAF Memorial Museum, Trenton, Ontario. Died in Ottawa, 8 May 1987. As of recommendation (raised 20 July 1944 by Air Commodore G.S. O'Brian) he had flown 1,700 hours to date, 1,000 hours as transport and training pilot, 175 in previous six months (also credited with seven operational sorties,

This officer is a most reliable and successful communication pilot who has flown many types of aircraft in all parts of Canada. He has set a splendid example to the pilots and other members of the communication squadron and has displayed judicious and resourceful ability in command of this squadron. Throughout a long flying career he has always evinced co-operation, reliability and optimism and has made a valuable contribution to the successful expansion of the Royal Canadian Air Force.

Original recommendation read as follows:

Wing Commander Diamond is a most reliable and successful transport pilot who has flown all types of aircraft in all parts of Canada, including one thousand home operational hours. He has set a splendid example to the pilots and others in the squadron which he commands, and displays judicious and resourceful administrative ability. Throughout nearly seven years' duty as an officer he has always evinced co-operation, reliability and optimism and has made a valuable contribution to the successful expansion of the Royal Canadian Air Force.

This was supported by Air Vice-Marshal Adelard Raymond (20 July 1944) and by Air Commodore Hugh Campbell (date uncertain).

Further notes: In 1938, while training, he flew 17 hours five minutes dual and 78 hours 25 minutes solo as a pilot in Moths and Fleets (also flew about four and one-half hours as a passenger). In 1939 he flew 112 hours (Moths, Fleet, Avro 621 and 626).

As of 28 July 1954 he listed his flying times as follows:

Fleet, Tiger Moth, Avro 621 and 626, Atlas, Shark, Battle, Fairchild 71, Dove, Cubs: 302.20
Lysander: 502.30
Goose: 380.40
Norseman: 83.55
Delta: 22.40
Hudson: 3.45
Auster: 2.40
P-40: 31.45
Lockeed 10 and 12: 91.15
Bolingbroke: 8.05
Harvard: 7.05
Canso: 19.15
Ventura: 15.40
Hurricane: 2.20
Lodestar: 292.25
Dakota: 423.45
C-45: 253.15
Anson: 100
North Star: 73.45
Liberator: 113.40
B-25 Mitchell: 226.00
C-119: 1.10

Selected Assessments:

This officer assumed temporary command of No.122 (Composite) Squadron at the time of its inception and has carried out his duties as such in a very satisfactory manner since that time. Now with No.3 (CAC) Detachment, of which unit Flight Lieutenant Diamond was CO; is now a flight of No.122 (Composite) Squadron, it is requested that he be appointed CO of that squadron. (Air Officer Commanding, Western Air Command, 13 April 1942)

The Air Officer Commanding reports that Wing Commander Diamond's services as Commanding Officer Annette Island are satisfactory. What he lacks in command experience he makes up by getting along well with U.S. Forces and Commanders. (AOC Western Air Command, 2 September 1943).

No.12 (Communications) Squadron, though based at Rockcliffe, was reporting to AFHQ, and on 28 December 1943, W/C D.D. Findlay (CO, Station Rockcliffe) observed:

Hard to assess because of divided responsibility. I do not consider he has made the most of his chance to re-organize a poorly organised squadron. His allegiance lies with AFHQ rather than his Station Commander.

Findlay further recommended that Diamond "play ball with the Station Commander as well as AFHQ."

The following is a letter, E.H. Coleman (Under Secretary of State) to C.G. Power (Minister of National Defence for Air), 3 October 1944.

As Chairman of the Canadian Coordination Committee in connection with the Quebec Conference 1944, it is both my duty and my pleasure to express to you the warm thanks of the Committee for the invaluable assistance given in the arrangements by members of the Royal Canadian Air Force.

You will, I am sure, appreciate that I must mention first Group Captain Barclay McPherson, whose efficiency and tact contributed greatly to the smooth running of the machinery.

Wing Commander G.G. Diamond, who served as Air Transport Liaison Officer, and Flight Lieutenant L.A. Collins, who served as Air Traffic Officer at Ancienne Lorette (No.8 AOS) displayed great skill and energy in the performance of their difficult duties.

I should also like to bring to your attention the services of Flight Lieutenant E.A. Wilson (J7894), Flight Commander, Flying Officer G. Broadley (J10297), Flight Despatcher, Flight Sergeant M. Sheine (R53176), in charge of maintenance and service, and Flight Sergeant D.J. Reid (R137118), in charge of passengers and baggage handling at the airport.

In addition to the officers and non-commissioned officers whose names I have

mentioned, however, I feel I should assure you that I heard many expressions of admiration for the efficiency of all the members of the crews of the aircraft and for the services at the airport. The whole operation was carried through in a fashion which added to the lustre of the Royal Canadian Air Force.

May I take this opportunity of thanking you and all the officers of your Department for their courtesy and cooperation.

Assessment of 26 October 1945 by G/C Z.L. Leigh:

An efficient staff officer with a very pleasant personality.

To which Air Commodore J.L. Plant added:

An excellent officer. Handles men well and has demonstrated his ability to command a squadron. He has a sound knowledge of staff working which is increasing with experience.

As of 1 October 1949 he was described by Thomas B. Whitehouse, USAF, as follows:

As an exchange officer in the Personnel Planning Directorate, Headquarters, USAF, Wing Commander Diamond both officially and socially is a credit to the Royal Canadian Air Force. Both his versatility and adaptability as a staff officer and his pilot ability are outstanding. Placed in a position of responsibility, he has made his presence felt almost immediately without even the minimum orientation delay normally expected of officers in similar situations. He personally solved several particularly knotty personnel problems confront the USAF and has contributed his clear, objective thinking to the solution of many others.

Although in a position not requiring him to fly, Wing Commander Diamond was very active in maintaining his pilot proficiency - in most instances at considerable personal inconvenience. He successfully passed all requirements for and received the highest USAF instrument pilot rating.

Assessed 1 October 1952 by Air Commodore L.E. Wray (Air Member for Personnel):

Group Captain Diamond has been an excellent choice for the difficult and somewhat harassing position of Director of Postings and Careers. His ebullient good nature coupled with sound staff ability has permitted him to be very successful in the position. His thoroughness, open mindedness and fairness has created amongst officers of the RCAF a gratifying sense of confidence in his administration - a most essential characteristic for this key position in which every officer takes a personal interest. Group Captain Diamond, abetted by a charming wife contributes very commendably to the RCAF in social matters. He is enthusiastic in all he does. He maintains his flying proficiency, he is very service-minded. He is, in my estimation, a fine officer in all respects.

* * * * *

DIAMOND, F/O Robert Cahoon (J86836) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 16 May 1923 in Gladstone, Manitoba. Home in Vancouver; enlisted there 21 May 1942. To No.3 Manning Depot, Edmonton, 21 July 1942. To No.7 SFTS, Macleod, 12 September 1942 (guard). To No.4 ITS, Edmonton, 25 October 1942; graduated and promoted LAC, 30 December 1942; to No.5 EFTS, High River, 24 January 1943; to No.3 SFTS, Calgary, 4 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.15 (Pilots) AFU, 21 September 1943. Attached to Satellite Castle Coombs, 22-25 October 1943. Attached to Satellite Long Newton, 25 October to 20 November 1943. Attached to Satellite Castle Coombs, 14 December 1943 to 8 February 1944. Posted to No.22 OTU, 8 February 1944. Promoted Flight Sergeant, 23 April 1944. To No.61 Base, 8 May 1944. Detached to Battle School, 8-22 May 1944. Attached to No.1664 Conversion Unit, 20 May to 20 June 1944. Commissioned 25 May 1944. To No.432 Squadron, 20 June 1944. Promoted Flying Officer, 12 July 1944. Missing, POW, 9 October 1944 (Halifax NP801); article in Ottawa **Citizen**, 20 January 1997 stated that his 34th sortie had been on 9 October 1944 to Bochum and had just turned for home when aircraft hit by bomb from another aircraft. Rear gunner Michael Harrington (living in Florida) was effusive and descriptive of the sortie, declaring, "I was just cursing. I probably used every dirty word in the book. We were so close to being done. But Bob was pretty calm. He said, 'Boys, it's time to get out the silk'". He remained at the controls while the crew baled out, kicked out a panel and escaped himself just before the Halifax crashed. Promoted Flight Lieutenant, 25 January 1945. Held at Stalag Luft III, Balaria and Luckenwalde. Safe in UK, 10 May 1945. Repatriated 19 July 1945. To No.3 Repair Depot, 20 July 1945. Released 22 September 1945. Obtained a degree in Business Management at University of British Columbia. Rejoined RCAF in Vancouver, 17 July 1948 (12672). Granted leave without pay while attending university. To Auxiliary Support Unit, Sea Island, 14 October 1948. To Air Navigation School, Summerside, 22 January 1949. To Flying Training School, Centralia, 16 May 1949. To Flying Instructor School, Trenton, 21 January 1951. Promoted Flight Lieutenant, 1 January 1952. To Station Trenton (staff), 21 January 1952. To Canadian Joint Staff, London, 20 July 1954 on attachment as an instructor at Middleton St. George and Swinderby (see assessment below). To Transport Command Headquarters, Trenton, 27 April 1957. Promoted Squadron Leader, 1 January 1958. To No.14 Group Headquarters, 13 August 1959. To Training Command Headquarters, Winnipeg, 12 September 1959. To Station Centralia, 6 September 1960. The force put him through an MBA course at University of Western Ontario (1961). To AFHQ, 30 April 1962 (Management Engineering). To Air Defence Command Headquarters, St. Hubert, 7 September 1965. Promoted Wing Commander (Lieutenant-Colonel), 8 September 1965. To North Bay, 31 March 1969. To CFHQ, 1 September 1970. Retired 16 May 1974. Died in Ottawa, 15 January 1997. DHist Document 72/517 refers. 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 17 October 1944 when he had flown 33 sorties (148 hours 25 minutes), 23 June to 6 October 1944.

Flying Officer Diamond has completed a large number of operational sorties. At

all times he has proven himself an extremely capable pilot, displaying the utmost keenness and efficiency in his duties, which contributed much to the success attained by his crew. During his thirty-three sorties he has never failed to complete his mission.

For his fine record and offensive spirit, this officer is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

23 June 1944 - Bientques (3.35, second pilot)
24 June 1944 - Bemieres (3.45, second pilot)
27 June 1944 - Foret d'eawy (3.50, second pilot)
28 June 1944 - Metz (6.30, second pilot)
3 July 1944 - Biennais (3.45, day, second pilot)
5 July 1944 - Biennais (4.35, second pilot)
7 July 1944 - Caen (4.25, second pilot)
8 July 1944 - Mont Candon (3.40, second pilot)
15 July 1944 - Nucourt (4.30, second pilot)
17 July 1944 - Caen (4.05, second pilot)
18 July 1944 - Wesseling (5.00, second pilot)
3 August 1944 - Foret de Nieppe (4.10, day, second pilot)
4 August 1944 - Blois de Cassont (4.45, day, second pilot)
5 August 1944 - St.Leur d'Esserent (4.30, day, second pilot)
7 August 1944 - La Hogue (4.45, day, second pilot)
9 August 1944 - Foret de Nieppe (3.35, second pilot)
10 August 1944 - La Pallice (6.40, second pilot)
14 August 1944 - Bons Tassilly (4.10, day, second pilot)
15 August 1944 - Brussels (4.00, day, second pilot)
16 August 1944 - Kiel (6.00, second pilot)
18 August 1944 - Bremen (5.15, second pilot)
25 August 1944 - Brest (4.45, second pilot)
31 August 1944 - Ile-de-Cezembre (4.45, day, second pilot)
3 September 1944 - Volkel (3.35, day, second pilot)
6 September 1944 - Emden (4.00, day, second pilot)
9 September 1944 - Le Havre (3.35, day, second pilot)
10 September 1944 - Le Havre (4.15, day, second pilot)
25 September 1944 - Calais (4.10, day, captain)
26 September 1944 - Calais (3.45, day, captain)
27 September 1944 - Bottrop (4.55, day, captain)
28 September 1944 - Cap Gris Nez (3.55, day, captain)
30 September 1944 - Sterkrade (4.45, day, captain)
6 October 1944 - Dortmund (6.20, captain)

The website "Lost Bombers" provides the following information (although it does not confirm the reason for loss; neither does Diamond's own statement). Halifax NP801 (QO-N), target

Bochum, 9/10 October 1944. The aircraft had been delivered to the unit sometime between 9 September and 26 September 1944. Airborne at 1712 hours, 9 October 1944 from East Moor. This was a most experienced crew that had logged over thirty operational sorties. Crew consisted of F/O R.C.Diamond, RCAF (POW), Sergeant K.W.Hutchinson (POW), F/L W.Nicholson, RCAF (POW), F/O W.A.Stohlberg, RCAF (POW), WO2 G.W.Sharpe, RCAF (POW), WO2 H.J.Graham, RCAF (POW), Flight Sergeant M.A.Harrington, RCAF (POW). Diamond was interned in Camp L3, POW No.8229 with F/L Nicholson, POW No.8567 and F/O Stohlberg, POW No.8243. WO2 Graham was held in Camp L7, POW No.1023, with WO2 Sharpe, POW No. 1043, Flight Sergeant Harrington, POW No.1024, and Sergeant Hutchinson, POW No.1028.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 12 May 1945. He stated he had flown 34 sorties.

I took off from Eastmoor on the evening of 9 October 1944 with a TOT [Time on Target] of 2030 hours. The visibility was very poor up to the target area. Our tactics were to fly at 20,000 feet and even at that height we were in cloud the majority of the trip in. There were no enemy attacks and all the equipment was working satisfactorily. We arrived at the target area and made a good run up. Just as the Bomb Aimer [Stohlberg] said "Bombs gone" the Mid-Upper [Graham] called "Dive Starboard", which I immediately did. I just commenced to turn when there was a terrific crash and the aircraft went out of control and went into a spiral dive to starboard. We lost about 2,000 feet before I was able to straighten the aircraft. The engine controls were rendered useless and the only engine that had any power at all was the port inner. The two starboard engines had maximum r.p.m. but no boost. I feathered the starboard outer. When I had regained control again I found the DR compass was unserviceable, so I managed to turn to port and head in a westerly direction by getting a bearing from the target. We were now out of the stream and going across the Ruhr, where we were met by very heavy concentrated flak. We were losing height rapidly so I ordered the crew to bale out. When all the crew were out I baled out about 3,000 feet.

Selected Assessments: "Deputy Flight Commander. Flight Lieutenant Diamond has in all ways showed himself to be an exceptional Air Force officer. His willingness and co-operation are always an inspiration to others around him. As an organizer and leader he is exceptional and can be depended upon to carry out the most difficult duties. He is genuinely interested in the welfare of all personnel under his command and is well liked and highly respected for these traits. Flight Lieutenant Diamond is highly recommended for promotion at the earliest opportunity." (F/L H.T. Knight, Station Trenton, 1 September 1953). To this is added, "There is no doubt that Flight Lieutenant Diamond carried out the functions of a Deputy Flight Commander in a most commendable manner. This was the first opportunity which FIS had seen Flight Lieutenant Diamond operate in an executive capacity, and the results were extremely gratifying. It is hoped in time that he may become the Flight Commander for the jet flight." (W/C E.J. McLeod, Trenton).

"Flight Commander - A cheerful, willing officer who continues to fulfil his duties as a Flight

Commander in a highly competent manner. He has a pleasant personality and combines firmness with tact in his handling of men. He keeps fit but takes little part in unit sporting activities; he plays golf, tennis and badminton for recreation. He mixes well socially and is courteous in manner. He has a good sense of humour.” (W/C H.R. Edge, No.4 Flying Training School, Middleton, 1 November 1955). To this is added, “Diamond is a useful and productive officer who has quickly settle down to his responsibilities as flight commander. He is alert to the problems of jet instruction and only requires the minimum guidance and supervision. Both he and his wife play a full part in the social life of the station and are most popular.” (G/C H.S. Darley, Middleton).

“Squadron Leader Diamond is an able officer with a good understanding of air force operations and administrative procedures. Although he has not shown any special aptitude for management engineering work, he grasps the essentials of problems quickly and requires little direct supervision. He has a sound knowledge of management principles and practices. However, he has not had training in some of the specialized techniques applicable to his responsibilities. Nevertheless, it is expected that with further project experience he will become a valuable asset to the management engineering organization. Squadron Leader Diamond has a mature and pleasant personality and is suitable on his general abilities for promotion.” (W/C W.A. Boak, AFHQ/Directorate of Management Engineering, 1 March 1965).

* * * * *

DIBBLEE, F/L Frederick Allan (C4152) - **Mention in Despatches** - Mediterranean Air Command - Award effective 17 September 1943 as per **London Gazette** of that date 28 and AFRO 2198/43 dated 29 October 1943. Born in Woodstock, New Brunswick, 15 February 1913; home there. Educated in Woodstock, Rothsay, Royal Military College (1930-1935); took post-graduate studies in electrical engineering (University of New Brunswick) and National Radio Institute (Washington, 1937). Pursued a business career (Canadian Marconi, 1937-38 and Noranda Mines, 1939-41). Militia service with 89th Field Battery, RCA, 1930-1937 and 12th Field Battery, RCA, 1937 to enlistment in RCAF, Toronto, 10 February 1941; commissioned that date in rank of Flying Officer. To RAF overseas, 6 April 1941. To No.76 Wing (training), April 1941. To No.2 Radio School, May 1941. To No.72 Wing, July 1941 (Chain Home and CL radar operations). To No.77 Wing, 30 November 1941. Disembarked in Egypt, 27 January 1942. To No.501 AMES unit, Malta, 23 March 1942. Promoted Flight Lieutenant, 1 March 1943. To No.8012 AMES, 10 January 1944. To Headquarters, Mediterranean Air Command, 26 April 1944, although attached to No.8012 AMES again, 7-21 June 1944. Embarked from Mediterranean, 14 October 1944; arrived in UK, 23 October 1944. Repatriated 27 November 1944. To No.1 Technical Support Unit, 11 January 1945. To No.5 Radar School, 1 February 1945. To Moncton, 6 April 1945. To RAF overseas, 13 April 1945. Repatriated 8 July 1945. Retired 16 August 1945. See **The R.M.C. Vintage Class of 1934** by Thomas Leigh Brock (private printing, Victoria, 1983) which includes a brief autobiography and 26 pages under the title "With an R.A.F. Radar Station in the Battle of Malta". Died in Stewiacke, Nova Scotia, 20 June 1992 as per **Legion Magazine** of October 1992.

Notes: Interviewed in Ottawa, 2 January 1941. “Applicant is a very fine type of man of good appearance and pleasing personality, Well mannered, well spoken. Meets all the requirements

and has the necessary qualifications for a commission in the RCAF.”

Assessed 8 March 1942 - “This officer seriously lacked leadership and personality, no other outstanding qualities (S/L B. Blackmore, No.77 Wing).

Assessed 5 August 1943 - “In spite of an unimpressive appearance this officer is most competent and of some physical courage. He has shown ability in the technical and administrative running of his station. Is in all matters most reliable.” (Wing Commander, signature illegible, Chief Signals Officer, on performance with No.501 AMES).

Assessed 24 July 1944 - “A satisfactory officer who acquitted himself well during the siege of Malta. Before leaving the island he apparently had a fall and suffered delayed concussion. This is believed to be the reason why, after a few months in an active unit near the front in Italy, he lost a grip on his job. Showed symptoms of being ‘round the bend’. Obviously required repatriation and extensive leave on medical grounds.” (S/L T.R. Vickers, Headquarters, Mediterranean Coastal Air Force)

On repatriation form he noted, “Proceeded by LCT from Palermo, Sicily with 8012 and set up on Ponza Island NE of Naples and opposite Cape Corso, when over were back at Oasta for Allied landing.”

* * * * *

DICK, Sergeant Bartlett Glendon (R73130) - **Mention in Despatches** - No.76 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 26 September 1922 in Saint John, New Brunswick; home there (clerk and salesman); enlisted in Moncton 1 October 1940 as Airframe Mechanic. To Technical Training School, 15 November 1940. Promoted AC1, 22 March 1941. To No.4 SFTS, 26 March 1941. To No.12 SFTS, 16 May 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 November 1941. To “Y” Depot, 29 November 1941. To RAF overseas, 12 December 1941. To No.408 Squadron, 13 January 1942. Promoted Sergeant, 1 October 1942. Attached No.21 School of Technical Training, 1942 for brief hydraulic course. To No.1659 Conversion Unit, 7 July 1943. Took a course in Aircraft Finishing, November 1943. To No.61 Base, 29 November 1943. This was later redesignated No.76 Base. Attached to Rootes Securities for brief Halifax course, November 1944. Repatriated 21 December 1944. Retired 9 February 1945. Became a furniture salesman in Saint John. Rejoined at No.5 Supply Depot, Moncton as Airframe Technician, 10 November 1948 in rank of Leading Aircraftman. To St. Hubert, 7 January 1949. Sustained a severe gunshot wound while hunting, October 1949. Retired on medical grounds, 26 September 1950 to Saint John, New Brunswick. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation forwarded from No.61 Base to Headquarters, No.6 Group, 27 July 1944, confirming he had enlisted 1 October 1940, served 14 months in Canada, 25 months in Britain. Fitter IIA in Base Major Servicing Section. Died 5 August 1997 in Huntington Park, California as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of March/April 1998.

A Non-Commissioned Officer of outstanding qualities. An expert technician, highly skilled and competent in his trade. A good leader and capable of handling large groups of men. Always enthusiastic about his work and can always be relied

upon. He has always placed his work above any other consideration.

* * * * *

DICKEY, S/L Joseph Bryce (C8257) - **Mention in Despatches** - Station Tholthorpe - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 26 January 1908. Home in Dauphin, Manitoba; enlisted in Regina, 24 October 1941 in Aero Engineer trade and immediately commissioned in rank of Flying Officer. To No.3 SFTS, 18 April 1942. To Y" Depot, 4 January 1943. To RAF overseas, 2 February 1943. Promoted Flight Lieutenant, 21 June 1943. Promoted Squadron Leader, 13 March 1944. Repatriated 24 June 1945. Retired 17 October 1945. Career employee with Imperial Oil. Died in Edmonton, 12 March 2008. No citation, but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944, when he was Chief Technical Officer at Tholthorpe (AFRO gives unit only as No.62 Base), stating he had served in Canada 16 months, UK for 17 months.

Although Squadron Leader Dickey has been at this station only since 16 March 1944, the results of his efforts were felt shortly after his arrival. He has displayed excellent organizing ability and a faculty for obtaining the maximum effort from his men. He has a pleasing personality which is reflected in the morale of his officers and men. Squadron Leader Dickey has spent many hours at interrogations, checking and investigating engineering snags as they are reported. In addition to his own work, Squadron Leader Dickey has taken a keen interest in station activities and has assisted immeasurably in improving the station.

DICKEY, S/L Joseph Bryce (C8257) - **Member, Order of the British Empire** - Station Leeming (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO or biographical file. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an OBE forwarded 4 May 1945 from Station Leeming to HQ, No.63 Base, when he was Chief Technical Officer.

This officer arrived overseas in February 1943. After a period of three weeks double banking he was given the task of organizing the Repair and Inspection Section which was at that time in its infancy. Through his excellent organizing ability and his untiring efforts this newly formed Section developed in a most satisfactory manner. In June 1943, Squadron Leader Dickey was posted to another station, returning in October 1944 as Chief Technical Officer. Since assuming charge of the Station Servicing Wing he has organized a section that commands the confidence and respect of all. He possesses a splendid Service spirit and has devoted himself whole-heartedly to the interests of the Air Force. Working long and irregular hours with complete disregard for his personal welfare, he has set a splendid example to all his men through his devotion to duty in this unit. By his outstanding ability and enthusiasm, Squadron Leader Dickey has achieved an enviable record worthy of the highest praise. He has cheerfully and voluntarily devoted himself to other Station activities in addition to his

regular duties. He is a real asset to the unit and a credit to the Service.

* * * * *

DICKINSON, Flight Sergeant (now P/O) John Crabtree (R128363/J85975) - **Mention in Despatches** - No.85 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 June 1920 in Prince Albert, Saskatchewan; home there (store keeper); enlisted in Saskatoon, 26 September 1941. To No.3 Repair Depot, 10 November 1941. To No.10 SFTS, 16 January 1942. To No.7 ITS, dated uncertain; graduated and promoted LAC, 24 April 1942; to No.6 EFTS, 6 June 1942; graduated 31 July 1942 and posted next day to No.10 SFTS; ceased training 21 August 1942 and posted elsewhere; to No.9 BGS, 26 September 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 25 January 1943. Promoted to Warrant Officer, 3 March 1944 with effect from 18 December 1943. Commissioned 20 April 1944. Repatriated 3 May 1945. Retired 17 July, 1945. Worked 25 years as a park warden in Prince Albert National Park. Home in Christopher Lake, Saskatchewan; died in Vancouver, 4 May 2001; see **Legion Magazine** of November 2001.

DICKINSON, WO (now P/O) John Crabtree (R128363/J85975) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. 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." Public Records Office Air 2/8780 has recommendation for a DFM (he was then a Flight Sergeant) dated 14 March 1944 when he had flown 27 sorties (188 hours 25 minutes).

24 July 1943 - Hamburg (5.15)
25 July 1943 - Essen (5.00)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.00)
2 August 1943 - Hamburg (2.30, DNCO)
7 August 1943 - Milan (8.35)
9 August 1943 - Mannheim (6.30)
22 August 1943 - Leverkusen (5.00)
27 August 1943 - Nuremburg (8.00)
31 August 1943 - Berlin (8.15)
5 September 1943 - Mannheim (6.35)
22 September 1943 - Hanover (5.30)
23 September 1943 - Mannheim (6.30)
29 September 1943 - GARDENING, Spinach (9.15)
2 October 1943 - Munich (8.10)
4 October 1943 - Frankfurt (6.25)
18 October 1943 - Hanover (5.10)
20 October 1943 - Leipzig (7.00)
10 November 1943 - Modane (8.20)
18 November 1943 - Berlin (8.20)

23 November 1943 - Berlin (6.45)
20 December 1943 - Frankfurt (6.00)
23 December 1943 - Berlin (8.00)
29 December 1943 - Berlin (7.05)
5 January 1944 - Stettin (8.50)
14 January 1944 - Brunswick (5.30)
28 January 1944 - Berlin (8.00)
20 February 1944 - Stuttgart (7.30)

On one of his numerous trips to Berlin, this rear gunner was wounded in the arm by a flak burst. This experience affected neither his efficiency during the sortie nor his eagerness to operate again. He has now completed 27 sorties; throughout he has shown that conscientious and untiring concentration which is the operational gunner's first requisite.

* * * * *

DICKS, Sergeant John Bartlett (R65466) - **Mention in Despatches** - No.99 Squadron (AFRO gives unit only as "Overseas, attached to RAF") - Award effective 5 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1653/42 dated 16 October 1942. Born in Newfoundland, 9 August 1920. Enlisted in Halifax, 24 September 1940. Confusing listing of units makes it hard to determine trade. Posted to No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940; posted that date to No.1 EFTS; ceased training and posted to No.1 Manning Depot, 30 December 1940; to No.4 BGS, 14 March 1941; graduated and promoted Sergeant, 14 April 1941; to Embarkation Depot, 14 April 1941; to RAF overseas, 15 May 1941. Promoted Flight Sergeant, 1 December 1941. Repatriated 31 May 1942. To No.5 ITS, 1 August 1942; to No.10 EFTS, 24 October 1942; to No.1 SFTS, 9 January 1943. To "Y" Depot, 29 May 1943; to RAF overseas, date uncertain. Commissioned 14 May 1944 (J45912). Repatriated 31 March 1945. Released 16 April 1945. Postwar he attended Dalhousie University and Nova Scotia Technical College. Graduating in 1950, he worked for Nova Scotia Light and Power. Died in Halifax, 17 October 2006. No citation in AFRO. Public Records Office Air 2/5684 has recommendation which also identifies unit.

This airman was member of a crew of an aircraft which was shot down by fighters when on its way to attack Frankfurt. He baled out and landed in Northern Belgium and, evading capture, subsequently made his way through France and across the Pyrenees into Spain.

Public Record Office WO 208/3308 has a copy of his MI.9 report (S/P.G.-6966). Profession given as "Engineer", home address as Harbour Buffett, Placentia Bay, Newfoundland. Departed Gibraltar on 4 March 1942; arrived at Gourock on 10 March 1942; interviewed 13 March 1942.

At 1905 hours on 28 September 1941 our aircraft left to bomb Frankfurt. At 2200 hours we were caught by searchlights and shot down by fighters. The aircraft was destroyed. The rest of the crew were Sergeant Colman, Captain (believed prisoner), Sergeant Trask, Navigator (believed killed), Flight Sergeant Lewis,

wireless operator (believed prisoner), Sergeant Dyer (S/P.G.-692) and Sergeant Birk (S/P.G.-695).

I landed near Givet where I hid my parachute. I went to a nearby farmhouse where I was given civilian clothes and food. The people at the house took me over the French frontier and handed me over to a bus conductor who took me to Charleville. There I met a man who recognized me as British. He bought me a ticket to Besancon and gave me some money. On the train I met a boy of 14 who spoke to me and seeing that I was English took me on the train to Poligny. There we went to a café where we met two men who said they were crossing the line of demarcation that night and offered to take me. A party of twenty of us slipped across the frontier without any difficulty. They were all French.

With the money which the man at Charleville had given me, I bought a ticket to Lyons and arrived there on 2 October. I was in Lyons for about five weeks and went to Perpignan on 5 November. From there I made my way to the mountains where I crossed the frontier. On reaching the road to Figueras I jumped on a truck which took me to Figueras. I was arrested at a small place nearby which I think was called St. Lorenzo di Corda. I was in prison there for three days and was then sent to Barcelona for three weeks and arrived at Miranda on 18 November. I was detained eight weeks there and then sent to Madrid. I left Madrid on 26 February 1942 for Gibraltar.

* * * * *

DICKS, W/C Walter Allan (1116) - **Medal of Merit, 1st Class (Czechoslovakia)** - Issued by authority of **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born 6 December 1909. Enlisted 1 April 1931 (Administration). As of 1 August 1939 he had attained the rank of Flight Sergeant. Commissioned 14 September 1939. Promoted Squadron Leader, 1 March 1941. To AFHQ, 17 September 1941. Promoted Wing Commander, 1 June 1942. To Eastern Air Command, 30 November 1942. Promoted Group Captain, 1 January 1944. To AFHQ again, 30 November 1944. To Eastern Air Command, date uncertain. Reverted to Wing Commander, 1 October 1946. On strength of Material Command Headquarters, 16 December 1947. At AFHQ, 15 March 1951. Retired 1 October 1961, settling in Ottawa. Died in Ottawa, 1967; buried in Beechwood Cemetery.

* * * * *

DICKSON, F/O Cecil Alexander (J10870) - **Air Force Cross** - No.168 Squadron (Canada) - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 17 December 1920 in Edmonton (RAF Ferry Command records). Home in Edmonton; enlisted there 26 May 1941. To No.2A Manning Depot, 8 June 1941. To No.3 SFTS, 2 August 1941. To No.2 WS, 15 September 1941. Promoted LAC, 14 October 1941. To No.8 BGS, 28 February 1942; graduated and commissioned, 30 March 1942. To No.31 OTU, 10 April 1942. Reported to Ferry Command, Montreal, 22 April 1942. First flight with that formation was a "Special Flight", departing Dorval 4 June 1942 (AE661) to Pennfield Ridge (returned to

Montreal by train). Departed Dorval, 12 July 1942 in Hudson FK410, proceeding via Goose Bay to England (arrived 15 July 1941). Returned to Canada on **Acquitania**. Departed Montreal, 9 March 1943 in Boston BZ395, going by Goose Bay, Greenland, and Reykjavik to Britain (arrived 11 March 1943). Returned to Canada by boat. In April 1943 he ferried Baltimore FA464 from Nassau to Accra. Returned by Clipper flying boat. Engaged in ferrying Baltimore FA311, Nassau to Accra, early May 1943. Ferrying Baltimore FA588, Nassau to Accra, 16-24 May 1943. Engaged in ferrying Baltimore FA613, Nassau to Accra, 31 May 1943. Engaged in movements of Centuras, August 1943. To Station Ottawa about 10 September 1943. See also F/O H.B. Hillcoat, P/O E.M. Rosenbaum, Corporal A. de Marco and F/O F.B. Labrish. Incident was 23 January 1944. Presented by Governor General at Government House, 4 July 1944. Dickson subsequently missing with No.168 Squadron, 15 December 1944; name on Ottawa Memorial.

This officer was the wireless air gunner of a Fortress which, while on a routine flight recently from Great Britain to Gibraltar, had a violent collision with an unidentified aircraft. In spite of the fact that the airdrops and loop were missing, he successfully maintained contact with shore installations, and his co-operation with the navigator under extremely trying conditions contributed to a great extent in the safe return of the aircraft to base.

* * * * *

DICKSON, F/O David Le Baron Walter (J8816) - **Mention in Despatches** - No.6 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 2 September 1920. Home in Chatham, New Brunswick; enlisted in Moncton, 10 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To No.8 (BR) Squadron (non-flying duty), 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 20 May 1941; posted to No.1 Manning Depot that date; To No.6 AOS, 6 June 1941; graduated 30 August 1941 and posted to No.3 BGS; graduated and promoted Sergeant, 13 October 1941; posted on 14 October 1941 to No.1 ANS; graduated 7 November 1941 when commissioned; to No.10 AOS, 5 December 1941. Promoted Flying Officer, 1 November 1942. To No.1 Radio School, 2 September 1943; to Western Air Command, 30 October 1943; to No.6 (BR) Squadron, 1 November 1943. Promoted Flight Lieutenant, 4 August 1944. To Moncton, 15 April 1945. To Halifax, 30 April 1945. To Eastern Air Command Headquarters, 15 January 1946. To RCAF Air Navigation School, 29 January 1946. To Eastern Air Command Headquarters again, 16 February 1946. Promoted Acting Squadron Leader, 1 March 1946. Reverted to Flight Lieutenant, 18 March 1947.

Throughout this officer's career he has produced outstanding results. Now as squadron navigation officer he has maintained a very high standard of navigation and his untiring and constant devotion to duty has been reflected throughout the entire squadron.

* * * * *

DICKSON, G/C Harold Archibald Wilfred (C79) - **Officer, Order of the British Empire** -

No.5 Equipment Depot - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Halifax, Nova Scotia, 17 December 1896 as per RCAF Press Release reporting award. Educated there including course in submarine cables. Storekeeper with Canadian Air Board before enlistment in Dartmouth, 1 January 1926. At No.5 Equipment Depot, 6 March 1940. As of 1 October 1940 he was promoted Wing Commander. To Eastern Air Command, 5 August 1942. To No.5 Equipment Depot, 4 October 1943. Promoted Group Captain, 1 November 1943. To No.10 Release Centre, 15 December 1945. Retired 25 April 1946. Presented by A/V/M Morfee, January 1946. Died in Halifax, July 1950.

Since 1940 this officer has carried out his duties in Eastern Air Command in an exemplary manner. As senior equipment officer at Command Headquarters and as Commanding Officer of No.5 Equipment Depot his work has been outstanding. His excellent direction with regard to equipment has been an invaluable contribution to the success of training and air operations on the Eastern Canadian coast. His efficiency and leadership have been a source of inspiration to all who have been associated with him. Throughout a very long period of service he has by his exceptional qualities provided a splendid example of devotion to duty.

* * * * *

DICKSON, FS (now P/O) James Donald (R73246/J15678) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born 29 October 1920, Hammond River, New Brunswick. Home in Rothesay, New Brunswick; enlisted in Moncton, 23 October 1940. At No.2 Manning Depot, 23 October to 20 November 1940; at No.10 Repair Depot, 20 November 1940 to 4 January 1941. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941; posted out 9 February 1941 to No.14 EFTS; may have graduated 19 April 1941 but not posted out until 21 April 1941 when sent to No.33 SFTS; graduated and promoted Sergeant, 4 July 1941, posted out same day; while there he was assessed as "rather slow to learn but fairly retentive mind" and "inclined to treat ground school too lightly"). Arrived in United Kingdom, 16 August 1941. On strength of No.23 Operational Training Unit, 23 August to 6 November 1941; on strength of No.57 Squadron, 6 November 1941 to 12 July 1942. Promoted to Flight Sergeant, 1 February 1942; promoted to Warrant Officer, 2nd Class, 1 August 1942; commissioned as Pilot Officer with effect from 25 June 1942 (WO2 appointment cancelled); promoted to Flying Officer, 11 May 1943; promoted to Flight Lieutenant 4 August 1944. Following No.57 Squadron he was on strength of No.57 OTU and No.1659 Conversion Unit (dates uncertain). Came near to being court-martialled following an accident on 8 October 1942 when piloting Wellington X3719 (hit a power line near North Luffenham carrying 11,000 volts; heavy damage to nose, both propellers and starboard mainplane. With No.419 Squadron, 14 February to 14 June 1943; ran off runway in Halifax JB859 on returning from operations, 13 May 1943; no blame attached. Subsequently stated that in two tours he had flown a total of 53 sorties (323 operational hours). On staff of No.1659 Heavy Conversion Unit, 14 June to 29 November 1943. Dangerously injured 14 October 1943 in crash of Halifax JB419 at Thirsk, Yorkshire (test flight, two engines failed, aircraft spun; he suffered lacerations, burns and concussion). Chorley (Bomber Command losses books) identifies the aircraft as JD419 and states that he had taken off from Topcliffe on an oil consumption test but swung violently to port

and hit an obstruction. Despite serious damage he managed to drag the aircraft into the air, but while struggling to gain height he clipped the roof of a house. With the aircraft barely under control, he force-landed in a ploughed field. Repatriated to Canada, 3 December 1943. To Mountain View, 24 February 1944. To Boundary Bay, March 1944; to No.5 OTU, 31 March 1944. On 31 December 1944 W/C H. Malkin wrote of him, "A highly capable instructor whose long experience, both operational and instructional, on four-engined aircraft is used to good advantage". To No.164 Squadron, 3 March 1945 (although he may have been present on attachment as early as January 1945); with that until November 1945. Had been interviewed by TCA, 22 June 1944 and assessed as suitable but chose to remain in postwar RCAF including MUSKOX. Served in No.435 Squadron, 1 August 1946 to 27 March 1947; No.426 Squadron, 28 March 1947 to 1 May 1951 (promoted to Squadron Leader, 1 June 1950); on 3 March 1949 S/L H.A. Morrison assessed him thusly: "Flight Lieutenant Dickson, employed as a transport captain and squadron check pilot, is outstanding in the performance of his duties. He is a thoroughly reliable person who can be detailed with equal facility to VIP trips or extended duty in the far north. He possesses to a high degree that indeterminate 'something' which makes him stand out as a potential leader. Although, due to his extended period of active flying, his administrative experience has been limited, it is considered that this officer who has pronounced ability to observe and think clearly would soon achieve the administrative standing required by a higher rank." On 15 October 1949 his Commanding Officer, W/C C.H. Mussells, wrote, "Here is a man. Flight Lieutenant Dickson has performed his duties as a captain and as an officer in a quiet, intrepid manner. I rely on this officer to carry out the most difficult tasks"; on strength of Station Lachine, 2 May 1951 to 2 June 1952; awarded Air Force Cross for services on Korean Air Lift, 5 June 1952 (see postwar awards data base); on strength of No.426 Squadron, 2 June to 14 September 1952; on strength of No.412 Squadron, 14 September to 10 October 1952; attached to Canadian Joint Staff (London), 10 October to 5 December 1952 (learning to fly Comet jet transport - among the first Canadians to do so). Rejoined No.412 Squadron, 8 December 1952. His last assessment (by A/C R.C. Ripley, 24 April 1953) considered him shaky on administration - "Good operationally, inexperienced administratively". Died from natural causes (polio), United Kingdom, 26 July 1953. DFM presented at Buckingham Palace, 30 March 1943; DFC presented 2 November 1946.

Flight Sergeant Dickson has acted as captain of aircraft on numerous occasions. Throughout his tour of duty he has executed his tasks with the utmost vigour and determination. Undeterred by bad weather he makes every effort to locate his target and to bomb it accurately. He has participated in attacks on Brest, Hamburg, Lubeck, Rostock, Essen, Emden, and many equally important targets.

Public Records Office Air 2/9598 has recommendation dated 22 July 1942 when he had flown 33 sorties (195 hours 20 minutes). This is a curious document, because it gives his Christian names as "John David", but the service number matches.

26 November 1941 - Emden (5.00)
30 November 1941 - Hamburg (7.30)
15 December 1941 - Brest (6.20)
17 December 1941 - Brest (6.30)
23 December 1941 - Brest (6.05)

27 December 1941 - Brest (6.20)
 2 January 1942 - Brest (6.10)
 23 March 1942 - St.Nazaire (6.35)
 26 March 1942 - Le Havre (4.05)
 28 March 1942 - Lubeck (4.05)
 6 April 1942 - Essen (2.45, sortie abandoned)
 8 April 1942 - Hamburg (6.15)
 10 April 1942 - Essen (5.00)
 12 April 1942 - Essen (5.25)
 15 April 1942 - Dortmund (3.10)
 17 April 1942 - Hamburg (7.10)
 22 April 1942 - Cologne (6.00)
 23 April 1942 - Rostock (7.30)
 25 April 1942 - Rostock (7.20)
 27 April 1942 - Cologne (6.00)
 29 April 1942 - Paris (5.20)
 2 May 1942 - GARDENING (8.00)
 4 May 1942 - Stuttgart (6.45)
 6 May 1942 - Stuttgart (7.00)
 7 May 1942 - GARDENING (7.15)
 9 May 1942 - GARDENING (7.30)
 13 May 1942 - Essen (3.40, day)
 15 May 1942 - GARDENING (6.50)
 30 May 1942 - Cologne (4.20)
 1 June 1942 - Essen (4.15)
 2 June 1942 - Essen (4.00)
 5 June 1942 - Essen (4.15)
 6 June 1942 - Emden (4.40)
 8 June 1942 - Essen (4.00)

This Non-Commissioned Officer of the Royal Canadian Air Force has carried out 33 sorties involving 195 hours 20 minutes flying on operations. He operated 26 times as captain of his crew.

On every occasion he carried out his operations with the utmost vigour, determination and enthusiasm. Under adverse weather conditions he made every effort to find his target and to bomb it accurately. On one occasion he descended to 3,000 feet over Stuttgart because he was unable to identify his target from a greater height. That night his was one of the few crews who found the target. He is a most reliable, skilful and courageous pilot who is strongly recommended for an award.

DICKSON, P/O James Donald, DFM (J15678) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943.

This officer has taken part in a large number of flying operations. He has penetrated the defences of the Ruhr on eighteen occasions, in addition to participating in attacks on Berlin, Hamburg and Rostock. In March 1943, in the Bremen area, his aircraft was attacked by a Messerschmitt 110. The enemy fighter was destroyed by the front gunner. Shortly after, another attack was made by a Junkers 88. During the combat which ensued, Pilot Officer Dickson again displayed outstanding airmanship and again furnished his gunners with opportunities for retaliation. His skill undoubtedly made a safe return possible. Pilot Officer Dickson's sustained gallantry over a very long period has been most meritorious.

* * * * *

DICKSON, F/O Terrence Richard (J21461) - **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 6 March 1913. Home in Winnipeg; enlisted there 6 September 1941 after service with Winnipeg Rifles. Granted Leave Without Pay until 19 November 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 31 January 1942. To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; posted on 6 June 1942 to No.14 EFTS; to No.15 EFTS, 20 June 1942. Ceased training and posted elsewhere, 7 August 1942; to No.7 BGS, 15 August 1942; to No.5 AOS, 10 October 1942; graduated and commissioned, 20 November 1942. To Mountain View, 25 November 1942. To No.5 BGS, 14 December 1942; promoted Flying Officer, 20 May 1943; to "Y" Depot, 21 July 1943; taken on strength of No.3 PRC, 25 August 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 15 January 1945. Retired 22 March 1945. Presented 22 February 1947. Became Alberta Deputy Minister of Manpower. Died in Edmonton, 6 March 2004.

Throughout his tour of operational duty this officer has proved himself to be a skilful and determined air bomber. He has always pressed home his attacks with the utmost determination in the face of all enemy opposition. In August 1944 his aircraft was detailed to attack a heavy defended target at Bremen. Despite illumination by searchlights and intense anti-aircraft fire Flying Officer Dickson coolly gave his pilot excellent directions and a perfect bombing run was accomplished. On another occasion in August 1944, during a daylight attack against St. Leu Desserent, his cool courage won the admiration of all his crew. Although anti-aircraft fire was very heavy he had accomplished an excellent bombing run when the two port engines were hit and rendered unserviceable. Flying Officer Dickson despite this obtained some excellent photographs. His fine fighting spirit, tenacity and devotion to duty have always been most praiseworthy.

The original recommendation is found in DHist file 181.009 D.3260 (RG.24 Vol.20637), drafted by W/C D.C. Hagerman, 23 September 1944 when he had flown 24 sorties (122 hours 25 minutes), 27 May to 17 September 1944.

27 May 1944 - Bourg Leopold (4.25)

31 May 1944 - Mount Couple (3.50)
 5 June 1944 - Merville (5.15)
 6 June 1944 - Coutances (4.50)
 16 June 1944 - Sterkrade (4.40)
 21 June 1944 - St, Martin L'Hortier (4.35, day)
 23 June 1944 - Bientiques (4.15)
 24 June 1944 - Bamieres (4.05)
 27 June 1944 - Foret d' Eawy (4.40)
 12 July 1944 - Thiverny (4.50)
 15 July 1944 - Bois des Jardins (4.10)
 25 July 1944 - Stuttgart (9.30)
 28 July 1944 - Hamburg (6.05)
 1 August 1944 - Acquet (4.05, day)
 3 August 1944 - Bois de Cassons (4.50, day)
 4 August 1944 - Bois de Casson (5.55, day)
 5 August 1944 - St. Leu d'Esserent (5.45, day)
 8 August 1944 - Chantilly (5.00)
 10 August 1944 - La Pallice (6.45)
 12 August 1944 - Brunswick (6.05)
 14 August 1944 - Falaise (4.30, day)
 15 August 1944 - Soesterburg (3.35, day)
 18 August 1944 - Bremen (6.30)
 17 September 1944 - Boulogne (3.55)

This officer has completed 24 operational sorties and has proved himself to be a crew member of exceptional qualities.

During an attack on Bremen on 18 August 1944, the target was heavily defended, searchlights were endeavouring to cone the aircraft and flak was intense and predicted. A perfect bombing run was made, Flying Officer Dickson giving Pilot directions in a calm and cool manner, which did much to steady the rest of the crew. In spite of all opposition he has invariably carried on to the target and dropped his bombs only when the aiming point was in the bombsight.

On 5 August 1944, during a daylight attack on St.Leu d'Esserent, his coolness won the admiration of all his crew. In spite of predicted flak on the run-up, he had carried out an excellent bombing run when the two port engines were hit by flak and had to be feathered. Flying Officer Dickson still insisted on keeping a steady run until the camera had operated and he secured his photographs.

Throughout he has worked well in connection with his Navigator and has become himself an experienced Navigator and has been greatly instrumental in keeping his aircraft on time and on track.

I consider Flying Officer Dickson's exceptional achievements, his calmness and undoubted devotion to duty fully merit the non-immediate non-award of the Distinguished Flying Cross.

* * * * *

DICKSON, Sergeant Thomas Mac (R75442) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 19 March 1917. Home in Turtleford, Saskatchewan; enlisted in Saskatoon, 13 December 1940 for General Duties. Posted that date to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.7 SFTS, 20 January 1941. Promoted AC1, 13 March 1941. To No.12 SFTS, 16 May 1941. Promoted LAC, 13 June 1941. Promoted Corporal, 1 July 1941. To "Y" Depot, 5 February 1942. To RAF overseas, 26 February 1942. Promoted Sergeant, 1 July 1942. Repatriated 5 September 1945. Released 19 October 1945. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation composed about April 1945; enlisted 13 December 1940; had served 14 months in Canada, five months in Africa, 38 months in UK.

Corporal Dickson was assigned to the Bomb Dump as an ACH/GD and soon showed his ability to handle men and alertness in learning his work to such a degree that he was promoted to Corporal. Always he has been the key man amongst Armament Assistants and ACH/GDs employed in the Bomb Dump. His conscientious work and general reliability when conditions were most trying have made him almost invaluable.

* * * * *

DICKSON, P/O William Larcombe (J41921) - **Mention in Despatches** - No.160 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 18 January 1923. Home in Winnipeg; enlisted there 12 May 1941 and posted to No.2 Manning Depot. To No.1 ITS, 2 July 1941. Next posting unclear. To No.2 WS, 15 September 1941; graduated 1 February 1942 when posted to No.2 BGS; graduated and promoted Sergeant, 5 March 1942). To Western Air Command, 9 March 1942. To No.124 Squadron, date uncertain. Record incomplete. As of 6 October 1944 he was posted from No.160 Squadron to No.10 AOS. To No.164 (Transport) Squadron, 14 February 1945. To Pennfield Ridge, 17 March 1945. To Moncton, 26 May 1945. To Release Centre, 22 December 1945. Retired 29 December 1945.

The keen enthusiasm and skill with which this officer has carried out his duties on operations have been an inspiration to all who have served with him.

* * * * *

DICKSON, Corporal William Rodger (R87940) - **Mention in Despatches** - No.9432 Servicing Echelon (No.62 Base in AFRO) - deceased - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Fitter IIE. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944. Born in Leith, Scotland, 19 June 1906. Junior and high school education in British Columbia plus two years at School of Electricity. Home in Lang, British Columbia. Enlisted in Vancouver, 1 February 1941 as Aero Engine Mechanic. To No.1 Manning Depot, Toronto, 5 February 1941. Promoted AC1, 27 April 1941. To No.2 SFTS, Uplands, 29 April 1941. To School of Technical Training, St. Thomas, 24 May 1941. To "Y" Depot, Halifax, 17 October 1941. To RAF Trainee Pool, 22 October 1941. Embarked from Canada, 23 October 1941. Disembarked in Britain and taken on strength of No.3 PRC, Bournemouth, 4 November 1941. To No.404 Squadron, 13 November 1941. Promoted LAC, 27 December 1941. Promoted Corporal, 1 April 1943. Attached to Bristol Air Services (or Bristol Air School), 26 April to 11 May 1943. Attached to Station Tain, October 1943. Posted from No.404 Squadron to No.432 Squadron, 28 October 1943. To No.9432 Servicing Echelon, 6 December 1943. Attached to De Havilland Company, 28 February to 12 March 1944. Attached to Station Manston, 27 April to 5 May 1944. Posted from No.9432 Servicing Echelon to No.62 Base, 12 August 1944. Killed in a flying accident (Halifax MZ633) on 21 August 1944; buried in UK. He was passenger in this aircraft proceeding from Exeter to Eastmoor; it was in formation with Halifax NA609 and there was a mid-air collision.

Corporal Dickson's untiring efforts and high standard of work have added greatly to the proficiency of his station. The zealous manner in which he has carried out his duties has at all times been of great encouragement to those working under him.

* * * * *

DIERKES, F/L William John (J15123) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. American in the RCAF. Born 31 July 1911 in Cincinnati, Ohio; home there. Enlisted in Windsor, Ontario, 28 October 1940. Posted To No.2 ITS, 26 January 1941. Promoted LAC, 16 March 1941 and posted that date to No.5 EFTS; to No.7 SFTS, 4 May 1941. Promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To RAF overseas, 8 August 1941. Commissioned 30 December 1941. Transferred to American forces, 25 May 1943. Died 13 October 1994. Award presented at Buckingham Palace, 11 October 1943. Public Record Office Air 2/8955 indicates this was drafted when he had flown 37 sorties (213 operational hours).

An outstanding pilot, this officer's keenness and determination throughout his tour have been exemplary. He has flown on a large number of operations, attacking

such heavily defended targets as Berlin, Hamburg, Essen, Cologne and Nuremburg. He has also attacked Italian targets at Milan and Spezia, obtaining some excellent photographs. On many occasions this officer's aircraft has been damaged by anti-aircraft fire but each time he has skilfully flown it back to base. Flight Lieutenant Dierkes, by his fine fighting spirit and great devotion to duty, has set a splendid example to all.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 37 sorties (30 successful totalling 213 hours ten minutes. Sortie list and submission as follows; asterisk (*) denotes unsuccessful mission:

*22 October 1942 - Genoa (4.15, second pilot, guns unserviceable)
*27 November 1942 - Stettin (1.40, second pilot, group recall)
28 November 1942 - Turin (9.10, second pilot, bombed from 5,500 feet)
6 December 1942 - Mannheim (6.15, second pilot, bombed from 10,000 feet)
8 December 1942 - Turin (8.15, captain thereafter, bombed from 6,500 feet)
9 December 1942 - Turin (8.00, bombed from 6,500 feet)
*14 December 1942 - GARDENING (2.25, group recall)
20 December 1942 - Duisburg (5.10, bombed from 10,500 feet; photo of fires)
*21 December 1942 - Munich (3.14, intercom and R/T failures)
*9 January 1943 - Essen (2.30, navigation equipment unserviceable)
*11 January 1943 - Essen (3.10, oxygen failure)
16 January 1943 - Berlin (8.30)
17 January 1943 - Berlin (9.05, photos 9 ½ miles south of aiming point)
30 January 1943 - Hamburg (6.45, forced to jettison case of incendiaries to gain height).
2 February 1943 - Cologne (5.00, saw bombs burst near markers)
* 3 February 1943 - Hamburg (2.10, oxygen failure)
11 February 1943 - Wilhelmshaven (5.00, bombed from 13,000 feet)
13 February 1943 - Lorient (5.25, bombed from 13,000 feet visually)
14 February 1943 - Milan (9.00, photo one mile from aiming point)
16 February 1943 - Lorient (6.10, photo one miles from aiming point)
18 February 1943 - Wilhelmshaven (4.40, bombed from 12,000 feet)
25 February 1943 - Nuremburg (7.20, bombed from 14,500 feet, photo, fires)
26 February 1943 - Cologne (4.50, photo of fires)
28 February 1943 - St. Nazaire (6.45, photo of fires)
1 March 1943 - Berlin (6.50, bombed from 15,000 feet, photo 5,000 yards from aiming point)
3 March 1943 - Hamburg (5.45, photo of fires)
5 March 1943 - Essen (8.45, aircraft sustained considerable damage from flak, starboard inner engine on fire over target; photo of fires)
8 March 1943 - Nuremburg (7.35, photo of aiming point)
22 March 1943 - St. Nazaire (6.40, photo of fires)
26 March 1943 - Duisburg (5.05, hydraulics unserviceable. Dropped 4,000-pound bomb through bomb doors.

27 March 1943 - Berlin (6.55, bombed from 17,000 feet; fires)
29 March 1943 - Berlin (7.10, coned by searchlights, hit by flak; photo of fires)
3 April 1943 - Essen (4.55, photo of fires)
4 April 1943 - Kiel (5.15)
8 April 1943 - Duisburg (5.40)
9 April 1943 - Duisburg (4.15, port inner propellor and port wing hit by flak)
13 April 1943 - Spezia (9.15, photo of aiming point "A")

This officer who has now completed 30 successful operational sorties has proved to be one of the outstanding pilots in the squadron.

His keenness and determination throughout his tour has been exemplary. Between 9th January and 13th April he flew on 28 operations, attacking such heavily defended targets as Berlin, Hamburg, Essen, Cologne and Nuremburg. He has also attacked Italian targets at Milan and Spezia. On many occasions he has returned with a photograph of the target area, having bombed from an average height of under 14,000 feet.

On three occasions his aircraft has been damaged by flak when over the target. Over Essen his starboard engine was set on fire but he continued his bombing run and returned with a photo of fires. Over Berlin he was held in searchlights and heavily attacked, while over Duisburg one propellor and his port wing were damaged by flak. On a further occasion over Duisburg his hydraulics were unserviceable and the 4,000-pound bomb was dropped through the bomb doors. In all cases his damaged aircraft has been carefully nursed and brought safely back to base.

For his determination, splendid fighting spirit and devotion to duty he is most strongly recommended for the award of the Distinguished Flying Cross.

* * * * *

DIGOUT, Sergeant Ernest Andrew (R65077) - **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 4 February 1912. Home in French Cove, Nova Scotia; enlisted in Halifax 7 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 16 November 1940. To No.4 BGS, 20 November 1940. Promoted LAC, 18 February 1941. To "Y" Depot, 27 October 1941. To RAF overseas, 2 November 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 November 1943. Repatriated 15 January 1945. Released 14 March 1945. Died 28 July 2000 in Brantford, Ontario.

* * * * *

DILL, F/O Raymond (J18859) - **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 21 January 1922 in Halifax; home in Saint John or Hampton Station, New Brunswick (student); enlisted in Moncton, 5 March 1941. To No.1 Manning Depot, 18 April 1941. To No.31 OTU, 31 May 1941 (non-flying duty). To No.1 ITS, 2 July 1941; promoted LAC, 25 August 1941 but had been posted elsewhere as of 6 August 1941. To No.6 BGS, 30 August 1941; graduated and promoted Sergeant on 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 22 October 1941. Commissioned 2 July 1943. Repatriated 8 April 1945. Retired 25 June 1945. Died 12 June 2000 in Sussex, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. 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 51 sorties 316 hours), 13 July to 23 November 1942 and 5 October 1944 to 1 March 1945.

First tour

13 July 1942 - Tobruk (7.10)
20 July 1942 - Tobruk (7.15)
28 July 1942 - Tobruk (8.00)
3 August 1942 - Tobruk (7.20)
7 August 1942 - Tobruk (7.20)
11 August 1942 - Tobruk (6.25)
17 August 1942 - Tobruk (7.30)
21 August 1942 - Tobruk (6.40)
23 August 1942 - Tobruk (7.10)
25 August 1942 - Tobruk (8.00)
3 September 1942 - Tobruk (7.30)
10 September 1942 - Tobruk (6.45)
15 September 1942 - Tobruk (7.20)
17 September 1942 - Tobruk (7.05)
19 September 1942 - Tobruk (7.00)
22 September 1942 - Tobruk (4.45)
25 September 1942 - Tobruk (7.00)
27 September 1942 - Crete (7.00)
31 October 1942 - Crete (7.50)
2 November 1942 - Crete (8.15)
4 November 1942 - Crete (8.05)
23 November 1942 - Haraklion (7.10)

Second tour

5 October 1944 - Saarbrücken (4.45)

6 October 1944 - Dortmund (4.45)
 15 October 1944 - Wilhelmshaven (4.10)
 19 October 1944 - Stuttgart (5.15)
 30 October 1944 - Cologne (4.25)
 2 November 1944 - Dusseldorf (3.55)
 11 November 1944 - Dortmund (4.10)
 18 November 1944 - Munster (3.45)
 20 November 1944 - Koblenz (4.15)
 21 November 1944 - Aschaffenburg (5.00)
 22 December 1944 - Bingen (5.40)
 28 December 1944 - Bonn (4.20)
 29 December 1944 - Gelsenkirchen (4.50)
 2 January 1945 - Nuremburg
 4 January 1945 - Royan (5.15)
 5 January 1945 - Hanover (4.40)
 7 January 1945 - Munich (7.00)
 14 January 1945 - Merseburg (7.55), home on three engines
 16 January 1945 - Zeitz (6.45)
 1 February 1945 - Mannheim (5.10)
 7 February 1945 - Cleve (4.00)
 8 February 1945 - Politz (7.50)
 13 February 1945 - Bohlen (7.00)
 14 February 1945 - Chemnitz (6.55)
 20 February 1945 - Dortmund (4.45)
 21 February 1945 - Duisburg (4.20)
 1 March 1945 - Mannheim (5.00)

Flying Officer Dill is an Air Gunner of unquestioned ability. He has completed many sorties against a large number of German targets; amongst these are Cologne, Munich and Mannheim. At all times Flying Officer Dill has performed his often arduous duties in an exemplary manner. Throughout many long sorties and in the worst types of weather his alertness and constant vigilance have been unfailing and he has contributed greatly to his crew's successes. Flying Officer Dill's devotion to duty, his courage and skill have been always of the highest order.

* * * * *

DILLON, P/O (now F/O) Robert Clifford (J37364) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 21 December 1917. Home in Brandon, Manitoba; enlisted in Winnipeg, 15 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS, 16 May 1941 (non-flying duty). To No.2 WS, 19 July 1941. Promoted LAC, 18 August 1941. To

No.3 BGS, 3 January 1942. Graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, 3 February 1942. To No.113 Squadron, 2 March 1942. Commissioned 6 September 1943. To No.145 (BR) Squadron, 10 August 1944. To No.1 Composite Detachment, 4 December 1944. To Release Centre, 14 July 1945. Released 17 July 1945.

As wireless operator air gunner this officer has displayed efficiency and devotion to duty.

* * * * *

DILWORTH, F/L Leslie Claremont (J10896) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born 24 September 1914 in Kelowna, British Columbia; home there; enlisted in Vancouver, 14 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 7 August 1941. To No.2 ITS, 31 August 1941; graduated and promoted LAC, 11 October 1941 when posted to No.3 AOS; to No.3 BGS, 17 January 1942; graduated and promoted Sergeant, 28 February 1942; posted that date to No.1 ANS; graduated and commissioned, 4 April 1942. To "Y" Depot, 5 April 1942. To RAF overseas, 30 April 1942. Promoted Flying Officer, 4 October 1942. Promoted Flight Lieutenant, 5 March 1943. Promoted Squadron Leader, 3 January 1944. Repatriated 14 May 1945. Retained rank of Squadron Leader as of 1 October 1946 (20516). Promoted Wing Commander, 19 June 1951. Photo PL-22445 shows the following after investiture, S/L Harry Forbes of Tatamagouche, F/L Leslie Dilworth of Kelowna; centre holding ruler is F/L F.D. Smith of Vancouver. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 8 August 1943 when he had flown 28 sorties (196 hours), 13 September 1942 to 11 June 1943. Postwar RCAF; awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander in Training Command.

Flight Lieutenant Dilworth has displayed outstanding leadership and a high degree of skill and courage on many sorties against the enemy. He has navigated his aircraft with coolness and accuracy to and from objectives which have included Berlin, Cologne and Dusseldorf. His keenness and efficiency as squadron navigator have done much to raise the standard of navigation amongst the aircraft crew.

* * * * *

DIMMA, FS Thomas William (R96009) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 17 November 1943 as per **London Gazette** dated 23 November 1943 and AFRO 410/44 dated 25 February 1944. Born 16 October 1922 in Ottawa, Ontario. Home in Ottawa where he attended Technical School and was a sheet metal worker for Ottawa Car (making aircraft). Served in Cameron Highlanders, 15 August 1940 to 24 January 1941. Enlisted in RCAF, Ottawa, 24 April 1941. To No.1 Manning Depot, Toronto, 9 August 1941. To No.1 SFTS, Camp Borden, 22 August 1941 (non-flying duties). To No.4 WS, Guelph, 23 November 1941. Promoted LAC, 22 December 1941. Posted from No.4 WS to Composite

Training School, Trenton, 1 March 1942. Absent without leave, 6-22 April 1942. To No.2 BGS, Mossbank, 5 July 1942. Graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, Halifax, 16 August 1942. Embarked for overseas, 26 October 1942. Disembarked in Britain, 5 November 1942. To No.1659 Conversion Unit, 20 December 1942. To No.408 Squadron, 28 January 1943. Commissioned 4 October 1943 (J18929). To No.23 OTU, 31 October 1943. To No.22 OTU, 15 March 1944. Killed in flying accident, 23 March 1944 (Wellington HF732, No.22 OTU). Aircraft took off at 1555 hours from Sywell but veered out of control and ran at high speed into another aircraft. All crew killed at once except LAC Brook, who died of injuries three days later. This crew consisted of F/L G.B. Leddy, DFC (RCAF), F/O W.M. Rawbone (RCAF), P/O T.W. Dimma, DFM (RCAF), LAC C.W.H. Brook (RAF), LAC O.J. McGowan (RAF) and AC2 S.J. Brandon (RAF). All buried in UK. Presented to next of kin 12 December 1944. RCAF photo PL-34565 taken at Government House, Ottawa following presentation of DFC - Guardsman F. Gimson, Mrs. I.L. Scratcherd (sister, Ottawa) and Mrs. Rita Prevost. Logbook in service documents (copied).

As rear gunner, Flight Sergeant Dimma has participated in a large number of sorties involving attacks on a wide variety of targets. He has displayed commendable courage and devotion to duty and has proved himself to be a most dependable member of aircraft crew. On several occasions his timely warnings and skilled evading directions have enabled his pilot to outmanoeuvre enemy fighters.

NOTE: Public Record Office Air 2/5020 has recommendation by W/C W.D.S. Ferris, drafted 25 October 1943 when he had flown 30 sorties (188 hours 55 minutes). He was identified as being rear gunner in the aircraft piloted by S/L B.E. Harriss, DFC.

Flight Sergeant Dimma has carried out 30 sorties over enemy territory. These operations have been carried out against the following heavily defended targets: Lorient; Wilhelmshaven; St.Nazaire; Berlin; Hamburg; Essen; Niremburg; Munich; Stuttgart; Frankfurt; Pilsen; Stettin; Duesburg; Dortmund; Bochum; Disseldorf; Le Creusot; Krefeld; Cologne; Hanover; Leipzig; Kassel.

This Non-Commissioned Officer has at all times shown commendable courage and devotion to duty. On several occasions owing to his presence of mind, he has averted combat with enemy night fighters. On the night of the 13th May 1943, while approaching the target at Bochum, Flight Sergeant Dimma's aircraft was attacked by an enemy night fighter. Damage to his aircraft was averted through timely evasive action and the enemy aircraft was shot down.

At all times this Non-Commissioned Officer has set a fine example to his crew and I strongly recommend that he be granted the immediate award of the Distinguished Flying Medal.

The Combat Report for the night of 13/14 May 1943 is worth quoting. He was second gunner; a Sergeant Willis was rear gunner.

While on operations to Bochum on the 13th May 1943, Halifax aircraft "D", serial number JB969 of 408 Squadron was attacked by an enemy aircraft, identified by rear gunner as an Me.110 at position 51° 30' N, 04° 05' E at 0150 hours. The Halifax was flying on a course of 143° M at 15,000 feet, T.A.A. 200 m.p.h., visibility good, half moon on starboard quarter and some ground haze.

The E.A. [enemy aircraft] was first sighted by the second gunner from the under blister at a range of 200 yards, below and slightly to port. Evasive action turn port was taken, and simultaneously E.A. and rear gunner opened fire, E.A.'s fire passing to port below of bomber. The rear gunner continued to fire and E.A. in attempting to follow the Halifax in the turn, appeared to be hit consistently in the fore part of the fuselage and starboard motor, and finally rolled over on its back and dived steeply with smoke and flame coming from its starboard motor, until it was lost in the ground haze. Approximately 40 seconds after E.A. commenced its dive, an explosion was seen on the ground and a small fire started.

There was no searchlight affiliation or any indication of imminent attack, nor were lights carried by the fighter. The gunners report the Me.110 was silver in colouring. The rear gunner fired 1,000 rounds in all without stoppages, and together with the other members of the crew who were able to see the combat and its termination, claim that the E.A. was destroyed.

* * * * *

DINGLE, F/O Charles Edward (J3598) - **Distinguished Flying Cross** - No.144 Squadron (later No.111 OTU) - Award effective 22 January 1942 as per **London Gazette** dated 30 January 1942 and AFRO 358/44 dated 18 February 1944. Born 29 January 1915 in Winnipeg; home there; enlisted in Montreal, 22 June 1940. To No.2 ITS, 20 June 1940; graduated and promoted LAC, 15 August 1940; to No.1 AOS, 17 August 1940; to No.1 BGS, 10 November 1940; promoted Sergeant and posted to No.1 ANS, 21 December 1940; graduated and commissioned 19 January 1941. To RAF, 7 March 1941. Promoted Flying Officer, 21 January 1942. Repatriated via No.31 Personnel Depot, Moncton, 11 April 1942. To No.31 GRS, date uncertain. Promoted Flight Lieutenant, 21 January 1943. To No.19 EFTS for pilot training, 17 March 1943. To No.10 SFTS, 15 May 1943. To No.31 GRS, 14 September 1943. To Halifax, 11 December 1943. To No.111 OTU, 24 December 1943. To No.31 Personnel Depot, Moncton, 12 April 1944. To United Kingdom, 29 April 1944. Repatriated 22 July 1945. Retired 14 September 1945. Died at Kanata, Ontario, 16 February 2013. Decoration sent by registered mail, 30 September 1948. RCAF photo PL-2230 shows LAC C.E. Dingle (Winnipeg), F/O M.McKillop (Toronto) and LAC F. Essex (Torold, Ontario) at navigational instrument instruction. RCAF photo PL-36832 has the following caption: "All from Winnipeg district, these seven Manitoba fliers, decorated

for gallantry overseas, returned to Canada recently on the same troopship, HMT **Stratheden**. Front row, left to right, F/O C.N. Matheson, DFC (123 Garfield Street), F/L C.E. Dingle, DFC (182 Furby Street) and F/L D.W. Rathwell, DFC (48 Cunningham Avenue, St. Vital). Back row left to right, F/O S.W. Posner, DFC (455 Alfred Street), S/L N. Thorp, DFC (18 Linwood Court, Deer Lodge), F/L H.N. Scott, DFC (998 Dorchester Avenue) and F/L D.M. Peden (140 Arnold Avenue.) F/L Peden brought a Flying Fortress back from Gelsenkirchen after being shot up by fighters." Photo PL-44966 shows F/O J.H. Smith (left) standing by aircraft with F/L C.E. Dingle; caption stated that Dingle, as navigator, had been on Hampdens on first tour and as pilot on RCAF Liberators on second tour. Twice he had made double attacks on enemy shipping in a single night. Smith was credited with eight attacks as pilot of a Coastal Command Wellington.

This officer has engaged in a large number of sorties under adverse weather conditions and his skill as a navigator has been instrumental in the safe return of his aircraft to base. His courage and personality have had a most inspiring effect upon all those who have served with him. He has taken part in attacks on enemy warships at Brest and in raids on many industrial targets in Germany.

NOTE: Public Record Office Air 2/9578 has a slightly longer text:

This officer has engaged in a great number of sorties under adverse weather conditions and his skill as a navigator has been instrumental in the safe return of his aircraft to base. His courage and personality have had a most inspiring effect upon all those who have served with him. He has taken part in attacks in mine laying operations, in enemy warships at Brest and in raids on many industrial targets in Germany.

This in turn was based on the original recommendation dated 26 November 1941, drafted when he had flown 27 sorties (177 operational hours) and which went into considerable detail.

11 June 1941 - GARDENING - Task successful.
12 June 1941 - Soest - Task successful
15 June 1941 - Cologne - Task successful; 10/10 cloud over whole area.
17 June 1941 - Cologne - Task successful. Aircraft crashed on return to base.
20 June 1941 - Nuisance Raid, Cologne - Bombs dropped singly in Ruhr area
23 June 1941 - Dusseldorf - Task successful; poor weather over target area.
3 July 1941 - Bremen - Task successful; fierce anti-aircraft opposition.
5 July 1941 - Osnabruck - Bombed from 10,000 feet starting large fire.
6 July 1941 - **Brest - Scharnhorst, Gneisenau** at Brest; task successful; smoke screen covering whole target area.
9 July 1941 - Aachen, Nazi G.H.Q. - Aachen town attacked; intense searchlight activity.
14 July 1941 - Osnabruck - Bad Oeynhausen attacked from 5,000 feet.
19 July 1941 - GARDENING - Task successful.
22 July 1941 - Frankfurt - Task successful; weather conditions moderate.

30 July 1941 - Cologne - Task unsuccessful; poor weather conditions.
 11 August 1941 - Krefeld - Cologne attacked owing to weather conditions.
 12 August 1941 - Hanover - Task successful; fires started.
 14 August 1941 - Brunswick - Task successful; fires started.
 16 August 1941 - Dusseldorf - Task unsuccessful. Operation abandoned owing to inter-com becoming unserviceable.
 1 September 1941 - Cologne Rail Station - Alternative target Dusseldorf attacked; moderate weather conditions.
 7 September 1941 - Berlin - Unable to reach Berlin; Lubeck town bombed.
 13 September 1941 - Warships at Brest - Task successful; moderate weather conditions.
 17 September 1941 - GARDENING - Task unsuccessful; very poor weather conditions.
 29 September 1941 - Hamburg - Blohm and Voss Factory; task successful; bombs dropped causing fire; heavy anti-aircraft opposition.
 1 October 1941 - Karlsruhe - Recall signal received; bombs dropped on Ostend docks.
 21 October 1941 - Bremen - Emden attacked; unable to locate primary target (ship building yards) owing to poor visibility.
 24 October 1941 - Frankfurt - Marshalling yards; aerodrome near Frankfurt attacked; 10/10 cloud around target area.
 1 November 1941 - Kiel - Alternative target Sylt attacked; very poor weather conditions.

For continuous gallantry and devotion to duty during raids into enemy territory. This officer has always set himself a very high standard of navigation efficiency. A great number of his sorties have been carried out under adverse weather conditions, and there is no doubt that his skill as a navigator has been instrumental in the safe return of his aircraft to base. His courage, skill and personality has been a grand inspiration to all who have served with him.

* * * * *

DINGLE, Sergeant Ruth Marion (W301250) - **Mention in Despatches** - Western 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 Calgary, 5 December 1908. Home in Westmount, Quebec; enlisted in Montreal, 2 March 1942 for General Duties. To No.6 Manning Depot, 27 March 1942. To No.8 SFTS, 27 April 1942. Promoted AW1, 2 June 1942. To No.1 Group Headquarters, 9 July 1942. Promoted LAW, 28 September 1942. To Eastern Air Command Headquarters, 23 October 1942. Promoted Corporal, 1 July 1943. Reclassified as Entertainer, 20 July 1943. Promoted Sergeant, 1 April 1944. To Western Air Command Headquarters, 11 August 1944. Date of retirement uncertain. Certificate and emblems sent to Western Air Command Headquarters, 29 June 1945. Married Peter Hugh Douet and was a painter of some note. Died 1980.

The professional qualifications of this airwoman have been fully utilized in furthering and expanding handicraft activities in the service. This non-

commissioned officer has been unstinting in placing her abilities at the complete disposal of the service and her work has proven an outstanding contribution in building up morale and improving the welfare of personnel at many units in this Command. Her outstanding ability to organize and direct hobby groups, coupled with her technical knowledge and originality of ideas, has proven of inestimable worth and an inspiration to all those with whom she has associated. On many occasions Sergeant Dingle has been attached to isolated bases where she carried on under most difficult circumstances. The results of her efforts at such bases in many instances overcame a deteriorated condition of morale. Her splendid devotion to duty to the exclusion of personal interest has been of the highest order throughout her service career.

* * * * *

DINGLEY, P/O Wilfred (J19107) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 16 October 1919 in Calgary; home there; enlisted in Winnipeg 1 August 1941 and posted to No.2 A Manning Depot. To No.8 BGS as guard, 20 August 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.5 EFTS' graduated 14 March 1942 when posted to No.3 Manning Depot; to No.4 SFTS, 28 March 1942; graduated and promoted Sergeant, 17 July 1942; to Trenton, 22 July 1942; to No.4 SFTS, 28 August 1942; to "Y" Depot, 28 October 1942; date of posting overseas uncertain. Commissioned 18 September 1943. Promoted Flying Officer, 17 March 1944. Repatriated 22 January 1945. To No.2 Air Command, 2 February 1945. Retired 3 April 1945. Presented 1 December 1948. Photo PL-35141 is a portrait. Died in Ottawa, 2002,

As captain of a bomber aircraft this officer has completed a large number of successful operations in the Sicilian and Italian campaigns, consistently displaying the highest degree of skill and courage. His capable leadership has inspired his crew with confidence and he has set a fine example by his determination to attack with absolute precision. On two occasions Pilot Officer Dingley has made a safe return to base in an aircraft dangerously riddled by enemy fire.

* * * * *

DINGWALL, P/O Malcolm McLeod (J89033) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Juniata, Saskatchewan, 22 October 1914. Home in Shellbrook, Saskatchewan (trucker for Co-Op Creamery); enlisted in Saskatoon, 1 June 1942. To No.2 Manning Depot, Brandon, 22 July 1942. To No.10 SFTS, Dauphin (guard), 10 September 1942. To No.7 ITS, Saskatoon, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.2 BGS, Mossbank until 23 January 1943; may have

graduated 8 April 1943 but not posted to No.7 AOS, Portage la Prairie until 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 18 June 1943. Embarked from Canada, 16 July 1943. Disembarked in Britain, 22 July 1943. To No.6 (Observer) AFU, 10 August 1943 (Anson aircraft, 31 hours 15 minutes). To No.22 OTU, 7 September 1943 (Wellingtons, 94.30). To No.61 Base, 4 December 1943. Attached to No.1664 Conversion Unit, 3 January to 6 February 1944 (Halifax aircraft, 39 hours 35 minutes). To No.420 Squadron, 6 February 1944 (128 hours 50 minutes on Halifax aircraft). Promoted Flight Sergeant, 28 February 1944. To No.405 Squadron, 3 May 1944. Attached to Night Training Unit, 3-15 May 1944 (Lancasters, ten hours 40 minutes). Commissioned 21 August 1944. Set operator with No.405 Squadron, flew 229 hours 15 minutes. Repatriated 18 December 1944. To No.6 Release Centre, Regina, 29 January 1945. Retired 2 February 1945. Died in Comox, British Columbia, 14 June 1998 as per **Legion Magazine** of March 1999. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 20 September 1944 when he had flown 45 sorties (207 hours 38 minutes), 18 November 1943 to 15 September 1944.

* denotes counted as 1/3 sortie

18 November 1943 - NICKLING, Nantes (4.05)

8 March 1944 - Le Mans (5.20)*

13 March 1944 - Le Mans (5.35)*

15 March 1944 - Stuttgart (9.30)

19 March 1944 - Frankfurt (5.20)

22 March 1944 - Frankfurt (6.20)

24 March 1944 - Berlin (8.20)

26 March 1944 - Essen (5.05)

30 March 1944 - Nuremburg (8.10)

18 April 1944 - Noisy-le Sec (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 - Mont Couple (2.02)

21 May 1944 - Duisburg (3.41)

22 May 1944 - Dortmund (3.43)

24 May 1944 - Aachen (3.28)

27 May 1944 - Rennes airfield (3.54)

28 May 1944 - Mardick (2.00)

11 June 1944 - Tours (5.03)

15 June 1944 - Lens (2.36)

16 June 1944 - Renescoure (1.51)

23 June 1944 - Coubron (1.48)

24 June 1944 - Middle Straete (1.38)
 27 June 1944 - Oisemont-au-Bois (2.14)
 28 June 1944 - Metz (5.09)
 30 June 1944 - Villers Bocage (2.28)
 2 July 1944 - Oisemont-au-Bois (2.00)
 5 July 1944 - Wizernes (1.45)
 6 July 1944 - Coquereaux (2.34)
 7 July 1944 - Caen (2.26)
 9 July 1944 - L'Hey (1.41)
 10 July 1944 - Nucourt (2.52)
 12 July 1944 - Paris/Vaires (3.08)
 15 July 1944 - Nucourt (3.17)
 19 July 1944 - Rollez (2.57)
 3 August 1944 - L'Isle Adam (2.51)
 4 August 1944 - St.Maximum (2.59)
 5 August 1944 - Chausse (3.00)
 7 August 1944 - TOTALIZE 5 (2.30)
 8 August 1944 - Lucheux (2.55)
 12 August 1944 - Russelsheim (4.29)
 16 August 1944 - Stettin (5.02)
 18 August 1944 - Bremen (4.50)
 25 August 1944 - Russelsheim (7.13)
 26 August 1944 - Kiel (5.27)
 29 August 1944 - Stettin (8.32)
 15 September 1944 - Kiel (5.00)

Warrant Officer Dingwall is a very keen and capable Bomb Aimer, now on his second tour of operations. Amongst his many missions are included such highly important and dangerous enemy targets as Berlin, Essen and Stuttgart. He is of a quiet disposition, but imbued with a fighting spirit, and a keenness for operational duty which has had a great effect on all members of his crew. On many occasions his aircraft has been badly damaged by hostile fighters or flak while over the enemy target area, but he has not been swayed from accomplishing his missions successfully. Undoubtedly, the fine personal example set by this Warrant Officer has been an example to all Bomb Aimers in the squadron.

Note: In crew of F/O J.R. Coffey. Application for Operational Wing dated 10 August 1944 claimed 42 sorties (162 hours 15 minutes) - 14 sorties with No.420 Squadron.

Training: Attended No.7 ITS, 12 October to 18 December 1942. Courses in Mathematics (135/150), Armament (37/50), Signals (127/150), Navigation (101/150), Visual Link (Pass), Airmanship, Theory of Flight, Engines (85/100), Drill (73/100). Law and Discipline (7/100), Meteorology (44/50), Aircraft Recognition (86/100) and Anti-Gas (45/50). Placed 99th in a class

of 124. "Good worker, could be more forceful."

Attended No.2 BGS, 24 January to 8 April 1943. Anson aircraft on bombing (33.25 day, 12.30 night) and Bolingbroke for gunnery (10.30 by day). High level bombing dropped 42 bombs by day and 48 by night; low level bombing dropped 17 bombs. In gunnery fired 400 round in Beam Test (6.5 percent hits), 1,000 rounds Beam Relative Speed Test (6.5 percent hits) and 800 rounds Under Tail Test (5.7 percent hits). Also spent eight hours 30 minutes in Turret Manipulation. Examined in Bombing, written (177/250), Bombing, oral (214/250), Gunnery, written (69/100), Gunnery, oral (70/100), Aircraft Recognition (30/50 and Signals (22/50). Placed 14th in a class of 15. "Keen - reliable - mature and steady worker."

Attended No.7 AOS, 19 April to 28 May 1943. Anson aircraft - 20.50 day, 9.35 night. Graded in Navigation air work (63/100), Bombing air work (73/100), Photography air work (78/100), Elements of Navigation (26/50), Signals, practical (71/75), Photography (36/50), Reconnaissance (34/50) and Aircraft Recognition (60/75 on supplemental). Placed 19th in a class of 20.

Attended No.6 (Observer) AFU, 10 August to 6 September 1943. Flew 2.45 day on bombing, 7.05 day on combined exercises, 10.10 day on other flying. 1.15 night bombing, ten hours night combined exercises. Air Work assessed as follows - Day Bombing (175/200), Night Bombing (160/200), Map Reading, day (170/200), Map Reading, night (105/150). Ground courses in Bombing Theory (132/150), Bombing, Practical (180/200), Air Sighting (42/50), Gunnery, Practical (69/100), Map Reading (170/200), Signals (42/50) and Aircraft Recognition (100/100). "A very steady Air Bomber."

Attended No.22 OTU, 8 September to 4 December 1943. Wellington III and X aircraft. Day flying was Local Bombing (5.45), Local Gunnery (3.25), Cross Country Exercises (35.50) and Other (3.00). Night flying was Local Bombing (5.45), Local Gunnery (30 minutes), Cross Country Exercises (37.45) and Other (2.30). By day he flew one high level exercise (six bombs), two medium level exercises (14 bombs), one low level exercise (six bombs), eight stick exercises (16 bombs) and eight photography simulations. By night flew two high level exercises (14 bombs), one medium level exercise (six bombs), four stick exercises (eight bombs) and eight infra-red simulations. Fired 1,200 rounds air-to-air, 600 rounds air-to-sea. Six day and six night operational cross-country exercises. "Bombing and map reading quite good." Air Work assessed as follows - Day Bombing (117/150), Night Bombing (97/150), Map Reading, day (140/200), Map Reading, night (120/200), Photography, day (60/100), Photography, night (50/100) and Gunnery (55/100). Ground work assessed as follows: Bombing Theory (30/50), Bombing Drill and Panel Manipulation (174/200), Map Reading in AMBT (170/200), Photography (34/50), Operational Bomb Loads (34/50), Ship Recognition (31/50), Air Sighting (50/100), Gunnery, practical (85/150), Aircraft Recognition (25/50) and Emergency Crew Drills (45/50).

At No.1664 Conversion Unit (4 January to 5 February 1944). Took three night photos; dropped nine practice bombs by night. Spent five hours working on GEE. Took 72 astro shots on

ground, 20 in air. Logged five hours in Link, four hours 45 minutes in AMBT (bombing simulator). "Hard worker, both on ground and in air. Highly recommendable. Above average." (F/O A.J. Skinner, Bombing Leader).

* * * * *

DINSDALE, F/L Walter Gilbert (J21124) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. See **Canadian Who's Who**, 1968 and various issues of **Canadian Parliamentary Guide**. Born 3 April 1916 in Brandon, Manitoba; home there. Educated in Brandon public schools, Brandon College, Salvation Army Training College (Toronto, 1937). Messenger boy for Crawford's Jewellery in Brandon, 1927-1934 and for CP Express, Brandon 1935-1939. Salvation Army Officer, 1939-1941, working with prison and police authorities in Montreal and Toronto. Enlisted in Toronto, 21 November 1941. To No.1 Manning Depot, 8 December 1941. To No.1 SFTS, Camp Borden (guard duty), 22 December 1941. To No.5 ITS, Belleville, 15 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.13 EFTS, St. Eugene until 7 June 1942; graduated 31 July 1942; to No.2 SFTS, Upland, 2 August 1942; graduated and commissioned, 20 November 1942. To "Y" Depot, 5 December 1942. To RAF Trainee Pool, 13 December 1942. Disembarked in Britain, 29 December 1942; to No.3 PRC, 30 December 1942. To No.12 (P) AFU, 4 March 1943. To No.54 OTU, 18 May 1943. Promoted Flying Officer, 20 May 1943. To No.410 Squadron, 17 August 1943. Attached to No.1486 Flight, 31 August to 8 September 1943. Attached to Station Wittering for course, 12-17 September 1943. Attached to Station Llanbech (?), 2 September 1943. Promoted Flight Lieutenant, 11 May 1944. Emplaned from Northwest Europe to United Kingdom, 17 February 1945. To No.1 Ferry Unit, 9 March 1945. Attached to No.1 Overseas Aircraft Delivery Unit, 20-23 June 1945. Repatriated to Canada, 2 August 1945. Retired 25 September 1945. Re-engaged in RCAF Auxiliary, Winnipeg, 31 August 1951 (number 131697) for Fighter Controller training and duty. Reclassified as Personnel Administration, 23 October 1959. To Primary Reserve, 31 March 1960. Cited with F/O John E. Dunn (RCAF). Invested with award, 13 September 1947. Victories as follows: **3/4 February 1944**: one Ju.88 damaged (navigator, Flight Sergeant J.E. Dunn); **16 June 1944**: one Ju.88/Bf.109 composite aircraft destroyed (Pilot Officer Dunne navigator); **3/4 August 1944**: one Bf.110 destroyed (Dunne navigator); **27/28 December 1944**: one Ju.88 destroyed (Dunne as navigator). See **Air Force**, Vol.V, No.4 (December 1981). Photo PL-28989 refers. Attended University of Toronto (MA, 1951) Elected a Member of Parliament in a by-election, June 1951 and frequent re-election thereafter; member of Diefenbaker cabinet as Minister of Northern Affairs and Natural Resources. Died in Ottawa, 20 or 22 November 1982.

Flight Lieutenant Dinsdale as pilot and Flying Officer Dunn as navigator have taken part in a large number of operational sorties during which they have destroyed three enemy aircraft and damaged another. At all times they have displayed exceptional keenness for operational flying and a high degree of skill, courage and devotion to duty.

Public Record Office Air 2/9078 has recommendation drafted 19 February 1945 (or shortly before) when he had flown 100 sorties (223 hours 55 minutes):

On the night of 2/3 February 1944 this officer was scrambled for a raid on London. Getting in behind a Ju.88 for identification, the aircraft peeled off almost to the extent of 180 degrees and the tail hit Flight Lieutenant Dinsdale's propeller. This aircraft was claimed as damaged. Again on the night of June 14th, 1944 Flight Lieutenant Dinsdale with Pilot Officer Dunn while patrolling over the beachhead, obtained a contact and closed for a visual on a Ju.88B with glider bomb attached to the top of the fuselage. This aircraft was destroyed on hitting the ground after a short burst. On the night of 3/4 August, again while patrolling over the beachhead, Flight Lieutenant Dinsdale obtained a contact and closed to identify an Me.110. The first burst was not successful and the aircraft commenced violent evasive action. The aircraft was followed to 800 feet in a steep dive and the starboard engine set on fire with further bursts. This aircraft was claimed as Probably Destroyed but it was later stepped up to destroyed. Further to the above, on the night of 27/28 December, Flight Lieutenant Dinsdale while patrolling in the Settard area under Greengrocer control, obtained a contact and a visual on a Ju.88 night fighter. After a short burst the port engine burst into flames and the aircraft was ultimately seen to strike the ground, exploding on contact. Flight Lieutenant Dinsdale, having obtained debris in his radiator, returned to base on one engine and made a successful landing.

On 19 February 1945 the Commanding Officer of No.410 Squadron endorsed this:

This officer has been with the squadron for 18 months and has 223 hours and 55 minutes operational flying time. He has three enemy aircraft destroyed and one damaged. This officer's keenness for flying, skill, courage, devotion to duty in every way have been an example to the squadron. I have no hesitation in recommending the above award.

Endorsed on 22 February 1945 by the Air Officer Commanding, No.85 Group. Further endorsed on 4 May 1945 by Air Marshal Alan Coningham, Air Officer Commanding in Chief, Second Tactical Air Force.

Training: Interviewed on 22 January 1941 in Montreal by F/O P.E. Henault who wrote, "Very fine type of boy, keen, bright, clear voice, nice appearance. Seems to be very clean living lad. Very well recommended for Pilot or Observer.

At No.13 EFTS flew Fleet Finch II (36 hours five minutes day dual, 35 hours 15 minutes day solo, four hours night dual. Of these totals, 8.15 flown on instruments. Also logged ten hours 30 minutes in Link. Flew 12 hours 55 minutes dual to first solo.

At No.2 SFTS flew Harvards - 71.25 day dual, 107.45 day solo (6.45 dual to first solo), six hours night dual, 11.55 night solo. Of these, 9.50 was in formation, 29.55 on instruments. Also logged 25.30 in Link. Navigation exercises involved 6.10 dual, 21.25 solo.

It seems he flew Blenheims at the AFU but there is no course report on file.

Course at No.54 OTU, 18 May to 10 August 1943. Flew Beauforts (3.40 dual to first solo, 8.10 dual, 40.30 solo) and Beaufighters (22.30 solo, no dual); also logged 25 hours in Link. Exposed 214 feet of gun camera film (assessed "Average") and carried out six Air Firing Exercises (also "average"). Ground courses were in Airmanship, Armament, Meteorology, Navigation and Signals - noted that he attended all lectures but no marks shown. Flying Tests were as follows: General Flying (256/400), Applied Flying (128/200), Instrument Flying (160/250), Night Flying (64/100), and Link (32/50). No comments by either the CFI (S/L Gordon Montague. Merrifield, later awarded AFC) or the CO (W/C J.G. Topham). It is interesting to note (in light of future events) that at No.54 OTU he was given a test in the Night Recognition of Aircraft. The list of types was very long, but he was tested only on 30 - Do.217, FW.200, He.111, He.177, Ju.88B, Me.110, Me.210, Albermarle, Anson, Beaufighter, Blenheim, Boston/Havoc, Fortress II and II, Halifax, Hampden, Hudson, Hurricane, Lancaster, Liberator, Manchester, Mosquito, Oxford, Stirling, Typhoon, Whitley, Wellington, Do.18, Ju.52, Dakota, and Mitchell. He scored 95 percent on the test. Significantly, two types that he might not have studied (and certainly was not tested upon) were the Lysander and HS.126.

Course at No.1530 Beam Approach Training Flight, 12-17 September 1943. Flew ten hours. Described as follows: "His instrument flying and knowledge of Beam Approach procedure was very good throughout the course. The only fault was that he was slow in reaction to signal, but further practice on the Link will overcome this difficulty." (S/L M.C. Kinder, 19 September 1943).

Assessments: "A very reliable and conscientious officer and pilot. Extremely well liked by all members of the squadron. Three enemy aircraft destroyed and one damaged. Most willing to fly in all sorts of weather. A definite loss to the unit." (F/L C.E. Edinger, 28 January 1945, endorsed by W/C G.A. Hutz, 28 January 1945, on posting).

NOTE: Upon repatriation he signed a form, 23 July 1945, stating he had flown 35 hours on Blenheim I, IV and V, 185 hours on Beaufighter I, II and X, 25 hours on Oxfords, 650 hours on Mosquitos, 35 hours on Spitfires. Stated he had flown 100 sorties (223 operational hours plus 617 non-operational hours)

At 2150 hours on the night of 4 August 1944, Flight Lieutenant Walter G. Dinsdale (pilot) and Flying Officer John E. Dunne (navigator/radar operator) took off from Colerne in their Mosquito of No.410 Squadron. They were an experienced crew, having already destroyed two enemy aircraft (three if one counted a Junkers 88/Bf.109 composite aircraft as two machines).

A forward radar controller directed the Mosquito to a target, cancelled the vector, then renewed the order to look for a contact. Dinsdale and Dunne spotted an aircraft and pursued it. Dinsdale's combat report described the action.

I closed in very rapidly expecting normal chase and overshot immediately. A flashing visual obtained on observation type aircraft clearly outlined by the moon. I orbited and regained contact at 6,000 feet range to starboard. I approached this time very cautiously and flaps down, Air Speed Indicator 130 mph. I had great difficulty in identifying aircraft, which was carrying a long-range tank between undercarriage. I followed aircraft for approximately 25 miles on a vector of 140 degrees. Finally identified as HS.126. No national markings could be seen. Opened fire at 400 feet with two short bursts, strikes seen on fuselage, and aircraft exploded and went down in flames and seen to hit the ground still burning. Position approximately south of Tours. I claim one HS.126 destroyed.

The action took place at 0030 hours and Dinsdale fired 60 rounds of 20-mm ammunition. The Henschel 126 was a high-wing monoplane with a radial engine, long obsolete in its designed role of army cooperation work but still used by the Germans for communications work.. Unhappily, there was another high-wing, radial-engined monoplane still in service - the Westland Lysander. It, too, had been rendered obsolete as an army cooperation airplane, but it had found new roles as a trainer, target-tug, search aircraft - and furtive transport, flying secret agents in and out of Occupied Europe under cover of darkness. Dinsdale and Dunn had destroyed a Lysander belonging to No.161 Squadron, killing the RAF pilot (Flight Lieutenant John P. Alcock) and his agent-passenger, Lucien Germereau. Night fighter crews could not have been well briefed on SOE spy flights, for otherwise the "long range tank between undercarriage" would have rung alarm bells.

RCAF Press Release No.6022 dated 3 August 1944 from F/O S.P. Cromie, transcribed by Huguette Oates, reads:

WITH A CANADIAN NIGHT-FIGHTER SQUADRON: -- The first pilot to shoot down a German "pick-a-back" bomb-in-corporating an Me109 fighter mounted on top of an explosive-landen Ju88 was a pilot of a RCAF night fighter squadron, Flight Lieutenant Walter Dinsdale of Brandon, Manitoba (461 Eleventh Street). Dinsdale attacked the weird contraption, the details of which were released in London today, while on a routine night patrol over the Normandy beach-head in a "Cougar" squadron Mosquito night fighter a short time ago.

The former Salvation Army social worker described the kill as "retribution for Jerry for thinking up such things," since it landed with a terrific explosion behind German lines after he shot it down. "It was a very awkward thing and lumbered along like an old hippo, at about 150 miles an hour," he said. "I recognized it as a

Ju88, but couldn't figure out what the thing on top was. I thought it was one of their glider bombs mounted in a new way. It was on top, mounted between the rudder and the main wing."

"My first short burst hit in the starboard wing and cockpit of the Ju," he added. "I thought I had killed the pilot, but of course there was no pilot there as the whole thing is controlled from the fighter on top. Carrying on for a few minutes, circling to port with the fire increasing, he then dropped away and crashed behind the German lines. The explosion lit up the countryside for miles around."

Dinsdale said that he was unable to see whether the Me109 had been able to break free, as the composite plane dived below the horizon. "From a night fighter viewpoint it's case of the more the merrier," the 28-year-old pilot added. "They are a cinch to shoot down." The navigator with Dinsdale was Pilot Officer Jack Dunn of Winnipeg.

* * * * *

DIONNE, F/O Charles Arthur Joseph (J88127) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 6 August 1917 in Paris, France. Home in Montreal (salesman); enlisted in Quebec, 18 May 1942. To No.5 Manning Depot, 27 July 1942. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.13 EFTS until 23 January 1943; may have graduated 26 March 1943 but not posted to No.5 SFTS until 17 April 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1942. To United Kingdom, 12 September 1943. Commissioned 7 July 1944. Promoted Flying Officer, 7 January 1945. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. Retired 17 April 1945. Photo PL-35286 shows him.

This officer has displayed high qualities of skill and courage in operations against the enemy. He has completed very many sorties, including attacks on such heavily defended targets as Kiel, Cologne, Dusseldorf and Essen. In October 1944 he piloted an aircraft in an attack on Duisburg. Whilst over the target the aircraft was hit by shrapnel. Although severe damage was sustained to the controls, Flying Officer Dionne pressed home a successful attack and afterwards flew safely to base. His devotion to duty has set a fine example.

NOTE: NOTE: DHH file 181.009 D.1730 (Volume 3), found in National Archives RG.24 Volume 20607 has the original recommendation, 18 November 1944 by W/C H.C. Ledoux when he had flown 25 sorties (147 hours 50 minutes). Sortie list and submission as follows:

30 July 1944 - Amaye-sur-Seulles (5.05)

3 August 1944 - Foret de Nieppe (4.35)

10 August 1944 - La Pallice (6.35)
 14 August 1944 - Bons Tassily (4.30)
 15 August 1944 - Brussels (3.30, duty not carried out)
 18 August 1944 - Connantre (5.50)
 27 August 1944 - Marquise Mimoyecques (3.55)
 28 August 1944 - Ile de Cezembre (4.25)
 9 September 1944 - Le Havre (4.10)
 11 September 1944 - Castrop-Rauxel (5.00)
 12 September 1944 - Wanne Eickel (5.00)
 15 September 1944 - Kiel (6.20)
 17 September 1944 - Boulogne (3.50)
 4 October 1944 - Bergen (6.50)
 6 October 1944 - Dortmund (5.45)
 9 October 1944 - Bochum (6.55)
 12 October 1944 - Wanne Eickel (5.40)
 14 October 1944 - Duisburg (5.10)
 14/15 October 1944 - Duisburg (6.00)
 23 October 1944 - Essen (5.50)
 25 October 1944 - Hamburg (5.25)
 28 October 1944 - Cologne (6.00)
 30 October 1944 - Cologne (6.25)
 1 November 1944 - Oberhausen (5.35)
 2 November 1944 - Dusseldorf (6.20)
 6 November 1944 - Gelsenkirchen (4.25, duty not carried out).

On October 14th, 1944, the crew of which Flying Officer Dionne is pilot was detailed to bomb a factory in Duisburg, Germany. On the run in to the target, they encountered predicted flak and the aircraft was riddled. The fin and rudder were severely damaged and No.1 fuel tank could not be brought into use as the fuel cock on the starboard side had also been blasted.

Displaying great courage and determination, Flying Officer Dionne did not veer from the bomb run and succeeded in driving home a very successful attack.

This unselfish devotion to duty has been displayed by this intrepid pilot on numerous occasions. His devotion, courage and outstanding skill as a pilot have been the source of courage and inspiration to the other members of his crew. This officer has completed 25 sorties over such heavily defended targets as Kiel, Cologne, Dusseldorf and Essen.

Flying Officer Dionne's superb airmanship, gallantry and exceptional leadership are worthy of high praise. I therefore strongly recommend that this outstanding service be recognized by the immediate award of the Distinguished Flying Cross.

* * * * *

DISHER, F/L William James Hamilton (C12378) - **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 9 May 1914. Home in Toronto; enlisted there 26 June 1942 in Aero Engineer Branch and posted to No.5 Manning Depot; commissioned on enlistment. To Aero Engineer School, 17 July 1942. To No.14 SFTS, 22 December 1942. Promoted Flying Officer, 26 December 1942. To No.8 Repair Depot, 13 February 1943. To "Y" Depot, 8 August 1943. To United Kingdom, 2 September 1943. Promoted Flight Lieutenant, 4 February 1944. Repatriated 23 October 1945. Retired 30 November 1945.

* * * * *

DIVEL, LAC Robert Mark (R109132) - **Mention in Despatches** - No.433 Squadron (unit identified in AFRO as "Overseas" and in McEwen papers (CWM) as Skipton-on-Swale) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 15 March 1919. Home in Olds, Alberta. Enlisted in Calgary, 30 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.14 SFTS, 14 July 1941. To Technical Training School, 22 August 1941. Promoted AC1, 27 December 1941. To No.3 SFTS, 1 January 1942. To "Y" Depot, 11 March 1942. Promoted LAC, 27 March 1942. To RAF overseas, 30 April 1942. Repatriated 13 June 1945 and assigned to Tiger Force. To No.7 Release Centre, 28 August 1945. Retired 2 September 1945. Died in Bowden, Alberta, 9 November 1982 as per **Legion Magazine** of April 1983. DHist file 181.009 D.2619 RG.24 Vol.20628) has recommendation from squadron dated 30 August 1944; apparently not forwarded by No.6 Group HQ until early 1945.

This airman has proven himself to be a very keen and conscientious worker at all times. His knowledge of his trade is far above average and this knowledge coupled with his energy and drive have set a very high example. He is one in whom those over him have complete confidence, knowing that the quality of his workmanship will be of the highest standard.

* * * * *

DIX, F/O Wilbur Frederick (J25776) - **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 15 April 1917 in Wadena, Saskatchewan; home in Scarborough, Ontario (student, University of Toronto); enlisted in Toronto 22 June 1942 and posted to No.1 Manning Depot. To No.1 ITS, 1 September 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.9 EFTS; may have graduated 18 December 1942 but not posted to No.6 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To No.1 GRS, 7 May 1943. To "Y" Depot, 24 July 1943. To RAF overseas, 1 August 1943. Further trained at No.22 OTU

and No.1664 Conversion Unit. Promoted Flying Officer, 30 November 1943. Posted to No. 419 Squadron, 2 May 1944. To No.405 Squadron, 14 August 1944. Promoted Flight Lieutenant, 28 February 1945. Repatriated 8 June 1945. To No.1 WS, 24 July 1945. Retired 29 August 1945. Died in 1988 (information via e-mail from his son, James Dix, 26 April 2006). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 40 sorties (193 hours 35 minutes), 9 May 1944 to 14 February 1945.

9 May 1944 - St.Valery (3.45)
10 May 1944 - Ghent (4.20)
27 May 1944 - Bourg Leopold (5.05)
31 May 1944 - Mont Couple (3.50)
10 June 1944 - Versailles (5.55)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (4.55)
16 June 1944 - Sterkrade (5.15)
23 June 1944 - Bientaques (4.55)
24 June 1944 - Bamieres (4.25)
27 June 1944 - Foret d'Eawy (4.35)
18 July 1944 - Triverny (4.50)
23 July 1944 - Kiel (6.00)
24 July 1944 - Stuttgart (8.50)
1 August 1944 - Acquet (4.50)
3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (4.55)
7 August 1944 - Caen (5.50)
8 August 1944 - Foret de Chantilly (5.50)
9 August 1944 - Acquet (4.20)
10 August 1944 - La Pallice (6.55)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Nordstern (3.25)
26 September 1944 - Cap Gris Nez (2.25)
27 September 1944 - Bottrop North (3.15)
23 October 1944 - Essen (4.25)
25 October 1944 - Homberg (3.20)
28 October 1944 - Cologne (4.00)
9 November 1944 - Wanne Eickel (3.30)
15 November 1944 - Munster (3.50)
21 November 1944 - Aschaffenberg (5.15)
2 December 1944 - Hagen (5.50)
6 December 1944 - Merseberg (6.35)

27 November 1944 - Neuss (3.55)
5 January 1945 - Hannover (5.05)
14 January 1945 - Saarbrücken (4.40)
28 January 1945 - Stuttgart (5.35)
1 February 1945 - Mannheim (5.15)
14 February 1945 - Chemnitz (6.45)

This captain of aircraft has successfully completed many sorties over Germany and occupied territory. Unfailingly, he has at all times pressed home his attacks with outstanding courage and determination. His record is worthy of the highest praise.

Notes: The following is from website of No.419 Squadron (www.419squadron.com/Dix.html). His crew consisted of Navigator F/O C.L. Lindsay, Bomb Aimer F/O E.R. Jackson (later DFC), WAG Sergeant G.N. Smith, Flight Engineer Sergeant A.J.A. Page, Mid-Upper Gunner Sergeant K. Turner and Rear Gunner Sergeant J.D. Jarvis. Raid on Sterkrade was memorable:

While on the homeward bound section of the operation, at about 0141 in the morning while flying at 16,000 feet with a cloud clear section between 13,000 and their height the rear gunner spotted an aircraft. F/S Jarvis noticed the aircraft 600 yds out in the light section of the sky. He identified the enemy aircraft as an ME109 out on the starboard quarter above their bomber.

The attacker brought his aircraft around to attack Ruhr Express from directly behind. The Me109 opened fire at about 500 yards then disappeared from sight. Dix took a combat manoeuvre, corkscrewing to port and into the clouds below. Neither Jarvis of the Mid-Upper gunner F/S Turner had the chance to open fire. No damage to crew or KB700 came as a result of the attack.

F/O Dix brought the Lancaster back out of the clouds only to be attacked again by enemy aircraft. Taking the same steps dove back into the clouds to loose the attacker. Flying through the clouds as cover and feeling they had lost the ME109 they again broke through to the clear skies only to be attacked yet again.

This was the second of what turned out to be five incidents of the same nature until finally the enemy fighter was not seen again. Throughout all of his Jarvis and Turner never had the chance to return fire. KB700 returned to base with no damage and the crew had a weird tale to tell F/L Willson the Gunnery Leader during the de-briefing.

* * * * *

DIXIE, F/O John Proctor (J27305) - **Distinguished Flying Cross** - No.170 Squadron - Award

effective 16 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 25 November 1923 in New Westminster, British Columbia; home there (student); enlisted Vancouver, 16 June 1942. To No.3 Manning Depot, 13 July 1942. To No.7 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.19 EFTS until 27 December 1942; graduated 19 February 1943 and posted next day to No.39 SFTS; graduated and commissioned, 11 June 1943. To No.31 GRS, 25 June 1943. To "Y" Depot, 18 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 11 December 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 5 August 1945. Reverted to rank of Flying Officer as of 1 October 1946 (20325). Promoted Flight Lieutenant, 1 January 1950. Promoted Squadron Leader, 1 July 1954. Date of retirement uncertain. Died in Ottawa, 20 January 2014. RCAF photo PL-44744 (ex UK-22183 dated 14 June 1945) shows him on right; at left is his wireless operator, P/O J. Long (Ottawa).

One night in February 1945, Flying Officer Dixie was pilot of an aircraft detailed to attack Ludwigshaven. On the return flight his aircraft sustained severe damage to the entire tail assembly. The port rudder, half of the port fin and most of the rear part of the fuselage were also damaged. The aircraft dived steeply but Flying Officer Dixie regained control and by skilful airmanship flew it to base where he landed safely without incurring further damage. Flying Officer Dixie set a fine example of courage and coolness in difficult circumstances.

Note: The DFC incident is described in the website "Lost Bombers". The date was 1-2 February 1945, target Ludwigshaven. He collided with Lancaster RA502 (BQ-Z) of No.550 Squadron. His own aircraft was NG202 (TC-T).

DIXIE, F/L John Proctor, DFC (J27305) - **Bar to Distinguished Flying Cross** - No.170 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946.

Since the award of the Distinguished Flying Cross Flight Lieutenant Dixie has completed numerous sorties against heavily defended targets such as Gelsenkirchen, Dresden, Duisburg and Dortmund. In March 1945 he was detailed to take part in a night attack against Misburg. After leaving the English coast the starboard outer engine of his aircraft failed and he could not gain height or speed. Undeterred this officer pressed on and successfully completed his mission. This was not the only occasion he has completed his mission with only three engines functioning. As assistant flight commander his cheerful confidence and courage have inspired confidence in his crew.

NOTE: Public Records Office Air 2/9112 has recommendation dated 6 June 1945 when he had flown 29 sorties (189 hours 45 minutes) including 17 sorties (108 hours 45 minutes) since previous award. The sortie sheet and unedited text give more details than the published citation:

18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
6 December 1944 - Merseburg
12 December 1944 - Essen
17 December 1944 - Ulm
22 December 1944 - Koblenz
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
14 January 1945 - Merseberg
16 January 1945 - Zeitz
21 January 1945 - Duisburg
1 February 1945 - Ludwigshafen
8 February 1945 - Politz
13 February 1945 - Dresden
21 February 1945 - Duisburg
7 March 1945 - Dessau
8 March 1945 - Kassel
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
16 March 1945 - Nuremburg
21 March 1945 - Bremen
25 March 1945 - Hanover
27 March 1945 - Paderborn
10 April 1945 - Plauen
30 April 1945 - MANNA, The Hague
1 May 1945 - MANNA, Rotterdam
3 May 1945 - MANNA, Rotterdam

Flight Lieutenant Dixie of the Royal Canadian Air Force has successfully completed 29 sorties and 189 operational flying hours.

Since the immediate award of the Distinguished Flying Cross in January 1945, Flight Lieutenant Dixie has completed 17 sorties and 108 operations; flying hours against the enemy, many of which were against Germany's most heavily defended targets such as Gelsenkirchen, Dresden, Duisburg and Dortmund. On the night of 15th March 1945, he was detailed to take part in an attack on Misburg. Just after leaving the English coast he lost the use of his starboard outer engine and could not gain height or speed. Not deterred by this, he carried on to the target alone. This was not the only occasion that this gallant captain pressed home an attack using only three engines.

Flight Lieutenant Dixie has shown outstanding qualities of leadership and coolness in the face of the fiercest opposition and heavy odds. As Assistant Flight Commander his cheerful confidence and splendid record inspired a very high standard of morale in the squadron. He contributed in no small measure to a successful start when the unit was formed and has done much to engrave in its members his own fine offensive spirit.

It is therefore recommended that his meritorious service, courage and devotion to duty be recognized by the award of a Bar to the Distinguished Flying Cross.

The following appeared in the **Stittsville News**, 27 February 2014

Decorated veteran, photographer John Dixie passes away

Longtime Richmond resident and decorated World War Two veteran John Dixie has died. He was 90 years old. He passed away on Monday, Jan. 20, 2014 with his family by his side.

Mr. Dixie had moved to Richmond in 1968 and was a charter member of the Richmond Branch 625 of the Royal Canadian Legion when it was formed in 1973.

Born in New Westminster, B.C. in 1923, he had joined the Vancouver Air Cadet Squadron while in high school and enlisted in the Royal Canadian Air Force after his graduation in June, 1942.

He received his R.C.A.F. commission and wings in June, 1943 after training in Swift Current, Sask. Then, after further training in England, he was assigned to RAF 170 Squadron at Hemswell.

He went on to receive both the Distinguished Flying Cross and the Bar to the distinguished Flying Cross. The Distinguished Flying Cross was awarded to him in March, 1945 in recognition of his courage and coolness one night in Feb., 1945. Flying Officer Dixie was pilot of an aircraft detailed to attack Ludwigshafen. On the return flight, the aircraft sustained severe damage to its entire tail assembly. The port rudder, half of the port fin and most of the rear part of the fuselage were also damaged.

The damage caused the aircraft to dive steeply but Flying Officer Dixie was able to regain control and his skilful airmanship flew the plane to its base where he landed it safely without incurring any further damage.

In October, 1945, then Flight Lieutenant Dixie received the Bar to the Distinguished Flying Cross, given to recognize his meritorious service, courage and

devotion to duty. Since the Feb. incident that resulted in receiving the Distinguished Flying Cross, he had flown numerous sorties against heavily defended German targets such as Gelsenkirchen, Dresden, Duisburg and Dortmund. In March, 1945, he was detailed to take part in a night attack against Misburg. After leaving the English coast, the starboard outer engine of the aircraft failed and the aircraft could not gain height or speed.

Undeterred, Flight Lieutenant Dixie pressed on and successfully completed the mission with only three engines functioning. And this apparently was not the only occasion in which he had completed his mission with only three functioning engines.

He went on to be an Assistant Flight Commander, noted for his cheerful confidence and his inspiring, morale-building record.

But the tragedy and horror of war was part of his experience as well. He lost many friends in the war, including his rear gunner and childhood friend Virgil Fernquist.

Following the war, Mr. Dixie remained with the R.C.A.F. and was involved in missile development. He worked at the Canadian Armament Research and Development Establishment in Valcartier, Quebec in the early 1950's and subsequently was posted to Trenton, El Paso, Clinton and Toronto before ending his career at National Defense Headquarters in Ottawa. He retired from the Air Force after 23 years of service. In 1966, he opened John P. Dixie Photography in Nepean as he had had a fascination with cameras and photography since making a "pin hole" cameras as a youth. He became an award winning portrait photographer and was the photographer for The Jester, the South Carleton High School yearbook, in the 1970's. Mr. Dixie retired in 1979 to devote more time to his lifelong hobby of building and flying remote control model aircraft. He mentored many beginning modelers and flyers and was one of the founders of the Rideau R/C (Remote Control) Flyers Club of Ottawa. The Club honoured Mr. Dixie in 2013 by dedicating the hanger at its flying field as "The John Dixie Hanger."

Mr. Dixie chronicled his war experiences with detailed cartoons and caricatures in his journals. He continued to "doodle" in this way all of his life, especially delighting his grandsons with his renditions of Mickey Mouse.

Mr. Dixie is survived by his daughters Julie Creighton and Deb Dixie Smith and his cherished grandsons Christopher and Jamie Creighton and Josh and Thomas Smith. He is fondly remembered by Paul Smith and Kara Coville and he was always a dashing, darling uncle to Mary, Chris, Kathie and their families. He was predeceased by his wife Paulie in 2010. They had been married for 64 years.

Considered a gentleman of character and dignity, Mr. Dixie's keen mind, generous nature and razor wit won the respect and affection of friends and family alike.

* * * * *

DIXON, FS John Dallas (R252961) - **Distinguished Flying Medal** - 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 Vancouver, 27 March 1918. Travelling from youth. Served in 61st Battery, Royal Australian Artillery, 1935-1938. Painter, self-employed in England, 1938-1941; London Air Raid Warden, 1939-1942, In 79th Light Anti-Aircraft Battery, Vancouver, 1942-1943. Enlisted in RCAF in Vancouver, 24 April 1943 and posted to No.3 Manning Depot, Edmonton. To No.2 BGS, Mossbank, 5 June 1943. To No.4 Pre-Aircrew Education Detachment, Vancouver, 25 October 1943. To No.3 BGS, Macdonald, 11 December 1943; promoted LAC, 28 January 1944; graduated and promoted Sergeant, 23 March 1944; to No.4 Aircrew Ground Training School (Battle School), Valleyfield, 26 March 1944. To "Y" Depot, 22 April 1944. Embarked from Halifax, 3 May 1944; disembarked in Britain, 10 May 1944. To No.82 OTU, 20 June 1944. To No.61 Base, 6 September 1944. Attached ACS, Dalton, 6-14 September 1944. Attached to No.1659 Conversion Unit, 14 September to 31 October 1944. To No.427 Squadron, 31 October 1944. Promoted Flight Sergeant, 12 December 1944. Promoted WO2, 12 June 1945. Repatriated 18 June 1945 via Debert. To strength of Station Debert, 19 June 1945. To No.1 ANS, 20 November 1945. To Eastern Air Command, 1 August 1946 for service at Dartmouth. Reverted to LAC, 2 August 1946. To Air Armament School, Mountain View, 13 September 1946. To Trenton, 18 March 1947. Released 11 June 1947, apparently planning to join the RAF in England. Died 6 October 1987 in Weymouth, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1988. 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.1720 (PAC RG.24 Vol.20607) has recommendation dated 19 April 1945 when he had flown 29 sorties (188 hours 55 minutes) as rear gunner.

This gunner has completed twenty-nine heavy operational bombing attacks against the enemy; his work at all times has been of an extremely high calibre. He possesses coolness and displays exceptional fearlessness in the face of danger and his cheerful confidence, loyalty and devotion to duty have inspired a high standard of morale not only in his crew, but to all who come in contact with him.

The sortie list was as follows:

18 November 1944 - Munster (6.05)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (6.50)

6 December 1944 - Osnabruck (5.45)
18 December 1944 - Duisburg (6.40)
26 December 1944 - St. Vith (6.45)
28 December 1944 - Opladen (5.55)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (7.35)
6 January 1945 - Hanau (6.30)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (7.00)
2 February 1945 - Wanne Eickel (6.20)
4 February 1945 - Osterfeld (6.05)
7 February 1945 - Goch (6.25)
17 February 1945 - Wesel (5.50)
12 March 1945 - Dortmund (5.50)
14 March 1945 - Zweibrucken (6.35)
21 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Heldesheim (6.00)
23 March 1945 - Bottrop (5.50)
25 March 1945 - Hanover (5.55)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Meisburg (9.15)
8 April 1945 - Hamburg (5.45)
10 April 1945 - Leipzig (7.55)
13 April 1945 - Kiel (6.05)

Training: At No.4 Pre-Aircrew Education Detachment, 25 October to 3 December 1943. Courses in English (39/100), Mathematics (68/100), Aircraft Recognition (50/100), Signals (100/100). "Promoted in Trial".

Course at No.3 BGS was 13 December 1943 to 12 March 1944. Battle and Bolingbroke aircraft (17 hours 30 minutes in air). Completed five cine exercises. Fired 300 rounds air-to-ground and 3,170 rounds air-to-air (1.9 percent hits). Tested in Guns, Ammunition and Pyrotechnics (216/300), Sighting (192/250), Turrets (161/200), Aircraft Recognition (123/150) and Signals (90/100). "Above average student; keen and industrious; proficient in his trade. Good crew member material."

Course at No.82 OTU was 20 June to 27 August 1944. Flew in Wellington III and X aircraft (37 hours 55 minutes by day, 37 hours 30 minutes by night). Carried out nine day and one night cine gun exercises (graded 58 percent); three day and three night air-to-sea firing exercises, one daylight air-to-air firing exercise (1.3 percent hits by day). Ground courses in Aircraft Recognition (184/200), Guns (168/200), Reporting and Fighting Control (150/200), Sighting including practices on GTST simulator (122/200) and Turrets, drill and components (146/200). All guns were .303 Brownings; Frazer-Nash turrets in air, Frazer-Nash and Boulton-Paul turrets

on ground. "This gunner is very weak on sighting theory but shows plenty of keenness in his work."

* * * * *

DIXON, FS Neil Donald (R190809) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 3 February 1924 in Port Carling, Ontario; home there (lathe hand); enlisted in Toronto, 9 June 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 23 November 1942. To No.6 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943 but not posted to No.1 BGS until 29 May 1943; graduated 20 August 1943 and posted next day 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. Repatriated 23 March 1945. Retired 24 August 1945. Died in Orillia, Ontario, 26 October 2005. DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 December 1944 when he had flown 23 sorties (112 hours 55 minutes), 12 July to 6 October 1944. Incident described was on night of October 6th, 1944 and pilot was a F/O Kelly. Draft citation described the incident and concluded, "During his operational career with the squadron, this NCO has displayed outstanding skill in his trade and his keenness and devotion to duty have contributed much to the many successful sorties of his crew." Photo PMR 94-004 good shot. Medal presented by Governor General at Government House, 12 June 1953.

This airman has participated in many operational sorties which have included attacks against such important targets as Caen, Falaise, Duisburg and Kiel. Throughout all his missions he has displayed outstanding skill, keenness and devotion to duty which have materially contributed to the successes achieved by his crew. In October 1944, his aircraft was detailed to attack Dortmund. The bombing run had just been completed when a load of incendiaries from another aircraft fell through the nose of his aircraft. Flight Sergeant Dixon was severely injured in the hand causing the loss of three fingers.

The sortie list was as follows:

12 July 1944 - Acquet (4.20)
14 July 1944 - Auchenbelch (4.00)
18 July 1944 - Caen (4.30)
18 July 1944 - Wesseling (6.05)
20 July 1944 - Ferme-en-Forestel (4.05)
23 July 1944 - Donges (5.50)
24 July 1944 - L'Hey (3.45)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.00)

7 August 1944 - St. Nazaire (6.45)
9 August 1944 - Foret de Croc (4.15)
12 August 1944 - Falaise (3.50)
16 August 1944 - Kiel (6.05)
18 August 1944 - Connantre (6.05)
24 August 1944 - La Rochelle (6.45)
27 August 1944 - Minoyeques (4.10)
28 August 1944 - Ferme de Grande Bois (4.00)
31 August 1944 - Ile de Cezembre (5.00)
23 September 1944 - Domburg (3.30)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (3.50)
6 October 1944 - Dortmund (6.15, wounded)

* * * * *

DIXON, LAC Richard James (R139409) - **Mention in Despatches** - No.420 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Instrument mechanic. Born 26 September 1921. Home in Clinton, Ontario. Enlisted in Hamilton, 2 December 1941 and posted to No.1 Manning Depot. To Technical Training School, 22 May 1942. Promoted AC1, 1 August 1942. To No.3 Repair Depot, 5 August 1942; to Sea Island, 11 December 1942; promoted LAC, 1 January 1943. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943; overseas as of 18 March 1943. Repatriated via Debert, 14 June 1945. To No.4 Repair Depot, 23 July 1945. Retired 20 August 1945. No citation in AFRO but DHist file 181.009 D.1745 (NAC RG.24 Vol.20608) gives recommendation dated 22 July 1944 - "LAC Dixon is an outstanding tradesman. He has maintained throughout his service with the squadron a sense of loyalty far reaching in every respect. His cheerful disposition has encouraged others to carry on under very severe, trying conditions, especially in North-West Africa. He has always shown a tireless effort for the benefit of the squadron." DHist file 181.009 D.1719 (PAC RG.24 Vol.20606 has recommendation dated 3 February 1945.

LAC Dixon has constantly displayed high spirit, initiative and co-operation under long hours and trying conditions. His high standard of character and trade are in no way affected by hardships and lack of opportunity for advancement in rank.

* * * * *

DMYTRUK, FS Peter (R114740) - **Croix de Guerre with Silver Star (France)** - No.405 Squadron - Award as per AFRO 485/47 dated 12 September 1947. Born 27 May 1920 in Radisson, Saskatchewan. Home in Wynard, Saskatchewan (Massey-Harris repair department). Attended No.120 Canadian Army Basic Training Centre, 19 June to 17 July 1941 (NMRA training). Enlisted in RCAF, Regina, 18 July 1941 and posted to No.2 Manning Depot, Brandon. To No.10 Repair Depot, Calgary, 31 August 1941. To No.2 WS, Calgary, 16 September 1941.

Promoted LAC, 15 October 1941. After six months he had failed to master Morse code and it was recommended that he be remustered to be Equipment Assistant. To Composite Training School, Trenton, 19 April 1942. To No.6 BGS, Mountain View, 10 May 1942. Graduated as Air Gunner and promoted Sergeant, 8 June 1942. To "Y" Depot, 10 June 1942. Taken on strength of No.3 PRC, Bourenmouth, 30 July 1942. To No.7 Air Gunner School, 1 September 1942. To No.1484 (B) Gunnery Flight, 22 September 1942. To No.405 Conversion Flight, 8 October 1942. To No.405 Squadron, 14 October 1942. Missing 12 March 1943 with No.405 Squadron (Halifax DT745). Presumed dead 9 December 1943; buried in France. Reported as having joined French Resistance; shot by Gestapo. News clippings suggest that following destruction of an ammunition train, the Germans took 1,400 hostages; Dmytruk diverted attention of firing squad by driving a car at high speed down main street of town. Memorial unveiled in Matrye de Veyre, 10 December 1972. Attended by thirteen citizens of Wynard who had received financial assistance from the provincial government after federal officials virtually laughed off a request (Ottawa **Citizen**, 29 November 1972; Kamsack **Times**, 14 December 1972).

Documents in his file (though poor photostat copies) are not in full agreement with the above. A letter which appears to be dated 21 September 1944 was based on information gathered by J7777 F/L E.B. Mason and passed to Section P.4 in RCAF Overseas Headquarters:

Sergeant Dmytruk was with the Maquis in Department Puys de Bou [?] and on 9.12.43 he was driving with a Frenchman in a car along a highway where a bridge had already been sabotaged. They ran into about 500 Germans who told them to stop. This they did not dare to do as they had no identity papers. The Germans opened fire and Dmytruk was killed instantly by a bullet through the head. The Frenchman was badly hurt but got through by driving from the running board. Dmytruk and the Frenchman did not return the fire but 12 Germans were killed and 60 wounded by their own fire.

Sergeant Dmytruk was buried by the Maquis and F/L Mason believes his grave is somewhere south of Clermont Ferrand. His grave is marked with the name of "Pierre" as he was known as Pierre.

Further information could be obtained from the Chief of the Maquis who last autumn was known as "Le Duc" and Christmas 1943 as "Simon". He is now known as "Prince."

Another bad copy of a document (article in London **Evening Standard**) of 16 May 1944 read as follows (but note description of the person as being a pilot).

THE LAST MISSION OF PIERRE

Pierre, the Canadian, is dead. He was a legendary figure in the Maquis - the French underground resistance army - in the Department of Puy de Dam, [?]

writes Reuters continental observer.

He was a Canadian pilot who was shot down over France in the spring of 1943. He became known as "Pierre".

On his way to the Spanish frontier to escape, Pierre spent a few days hiding in a Maquis camp and decided not to continue his escape, but to join up with the French patriots.

"Glad to stay and fight in France" he used to say in his quaint Canadian French, and when reminded of the dangers, he would add, "You are good guys, guess I will fight here."

He carried out many dangerous missions. A few months ago, on a foggy night, Pierre was given a specially important mission to carry out with another member of the Maquis.

Task Accomplished

The task accomplished, Pierre was driving back to the secret camp in a stolen lorry. On a nearby railway line a German troop train had been derailed by patriots, and the badly scared survivors were marching on to the nearest village. They machine-gunned the passing lorry and Pierre was riddled with bullets.

Fifteen Germans also died as, panic-stricken, they began firing on their own men.

Tribute to "Our poor Pierre, as calm as he was brave, and so extremely likeable", was published in the *Mor d' Auvergne* [approximate transcription], the underground resistance paper circulated in the four central French departments.

There was a story published in the Wynard **Advance**, 5 July 1972 but only a portion is in his personal file. It refers to him as a Flying Officer although he was never commissioned.

The website "Lost Bombers" has the following on the sortie when he was shot down. Halifax DT745 (LQ-V) of No.405 Squadron, target Stuttgart, 11/12 March 1943. This was one of four No.405 Squadron Halifaxes lost on this operation; the others were W7803, BB212 and BB250. These were the first losses from No.405 Squadron since returning from duty with Coastal Command. Airborne at 1906 hours, 11 March 1943 from Topcliffe. Shot down from 15,000 feet by an Me110 and crashed 2350 SW of Chalons-sur-Marne (Marne), France. Sgt Dmytruk, RCAF joined forces with the Maquis and died in combat 9 December 1943. He is buried in les Martres-de-Veyre Communal Cemetery (Puy- de-Dome), 13 km SE of Clermont-Ferrand. Others in crew were P/O H.D.Rea, RCAF (POW), Sergeant H.J.Mason (POW), Sergeant K.W.Elt (evaded), P/O K.P.C.Money (POW), Flight Sergeant W.A.MacDonald, RCAF

(POW), Flight Sergeant P.Johnston, RCAF (POW), Flight Sergeant J.J.Maguire, RAAF (POW).

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Flight Sergeant Dmytruk, as an Air Gunner in 405 Squadron, was shot down while attacking Stuttgart. Later information revealed that he served with the French Underground.

* * * * *

DOBBIN, P/O Ian Harper (J85086) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 21 May 1918 in Powell River, British Columbia, the son, grandson and great-grandson of Irish Presbyterian clergymen. Soon after his birth the family moved from Powell River to Qualicum Beach, Vancouver Island, where his life was described as "a boyhood idyll." His obituary (**Globe and Mail**, 4 April 2002) went on to read, "Summer days were filled with play in the forests and long walks on the beach, where oysters seemed as plentiful as rocks and a smart boy always carried a shucking knife." Home in Victoria (bank clerk); enlisted in Vancouver, 5 December 1941. To No.3 Manning Depot, 7 January 1942. To No.13 SFTS (guard), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.4 AOS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 22 November 1942.. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Recalling his overseas service, he declared, "I was much more frightened of women than the war. They were very aggressive." One of these was Beryl Pelletier, daughter of a Liverpool sea captain. They met at a dance and began dating. As a WAAF, she was employed in posting the fate of aircraft on a station operations board, and on 16 December 1943 had the unnerving experience of putting up the label that his Lancaster was overdue. Having bombed Berlin, they were returning in heavy fog, but their altimeter was wrong - showing 250 feet when they were barely 15 feet above ground. Dobbin said, "Flop it, Fleming" and they bell-landed in Scotland. Commissioned 1 January 1944. Promoted Flying Officer, 1 July 1944. He married Beryl on 6 June 1946. Repatriated 17 June 1946. Released 9 August 1946. He became the village postmaster at Qualicum Beach; his wife operated a clothing store. In 1950 he joined H.R. MacMillan (later MacMillan-Bloedel) as a management trainee, worked in a mill at Chemainus, and when the mill was struck, worked in a farmer's field harvesting produce. For MacMillan he sold plywood in the Canadian market, then joined a friend in a piling company that failed after one year. In 1955 he became Manager for the Vancouver Symphony Orchestra, guiding it through its provincial tour of 1958 (British Columbia's centenary). Took over management of the Queen Elizabeth Theatre (Vancouver) in 1961, supervised construction of the Queen Elizabeth Playhouse, then ran the West Coast Hall (Orpheum Theatre), retiring in 1982. Died in North Vancouver, 12 March 2002. For photograph see PL-35212. 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 18 May 1944 when he had flown 27 1/3 sorties (196 hours 18 minutes), 22 November 1943 to 9 May 1944.

22 November 1943 - Berlin
26 November 1943 - Berlin
2 December 1943 - Berlin
3 December 1943 - Leipzig
16 December 1943 - Berlin
20 December 1943 - Frankfurt
29 December 1943 - Berlin
1 January 1944 - Berlin
2 January 1944 - Berlin
3 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
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
1 May 1944 - Lyons
30 April 1944 - Maintenon
3 May 1944 - Mailly le Camp
7 May 1944 - Rennes
9 May 1944 - Merville

Pilot Officer Dobbin, a Canadian, was posted to this squadron on 7th November 1943, since when he has completed 27 1/3 operational sorties, comprising 196.18 hours on his first operational tour. He joined the squadron as a Flight Sergeant, being subsequently appointed to commissioned rank on 1st January 1944.

These operations included sorties to Frankfurt, Stettin, Stuttgart and twelve to Berlin, on many occasions intense flak and fighter opposition being encountered.

He has set an example of skilful navigation and determination throughout, which has been an inspiration to an already excellent crew.

Throughout the whole of his time in the squadron, Pilot Officer Dobbin has displayed a quiet and cheerful enthusiasm for operational flying. His ability as a navigator has been of the highest order and his dogged determination, even in the face of intense enemy opposition, has enabled the crew to press home their attack.

His co-operation, coolness and devotion to duty have contributed in a large measure to the success of many operational sorties, and I recommend him most strongly for the non-immediate award of the Distinguished Flying Cross in recognition of his fine record and achievement.

NOTE: On an unspecified date the Base Commander (appears to be G.C W.C. Sheen, Elsham Wolds, Barnetby, Lincolnshire) added his own comments which are unusually long for a second comment:

This navigator has nearly completed a very fine tour of operations. He was so successful in navigating to and from heavily defended targets in Germany that he was selected for special marking duties on targets allotted to No.1 Group. He has at all time shown the greatest courage in the face of severe opposition and the greatest skill in penetrating to his target. For his excellent contribution to the bombing of the enemy he is recommended for the non-immediate award of the Distinguished Flying Cross.

FURTHER NOTE: The Air Commodore Commanding No.12 Base adds his own remarks (again, no date but no later than 31 May 1944):

This officer with his captain and crew were attached to this Base for special duties in April 1944, since when he has carried out five marking sorties as a member of the Special Duties Flight. The accuracy of his navigation to the assembly point and thence under heavy A.A. fire at low altitude, to the target have in no small measure contributed to the success of the operations concerned. In endorse the recommendation of the CO No.103 Squadron and the Station Commander Elsham Wolds.

Application for Operational Wing dated 3 June 1945 (when he was at No.1659 Heavy Conversion Unit) stated he had flown 29 sorties (215 hours), 16 November 1943 to 7 May 1945 with Nos 103 and 12 Squadrons.

* * * * *

DOBBIN, F/O Wilfred Lloyd (J6011) - **Distinguished Flying Cross** - No.104 Squadron - Award effective 10 June 1943 as per **London Gazette** dated 18 June 1943 and AFRO 1459/43 dated 30 July 1943. Born 22 September 1921 in Moose Jaw, Saskatchewan. Home in Kamsack, Saskatchewan; enlisted in Saskatoon, 9 August 1940. To No.4 SFTS (guard duty), 23 October

1940; to No.2 ITS, 11 December 1940; graduated and promoted LAC on 15 January 1941; posted that date to No.6 EFTS; to No.4 SFTS, 17 March 1941; graduated 3 July 1941; commissioned 4 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 20 July 1941. Promoted Flying Officer, 4 July 1942; promoted Flight Lieutenant, 4 July 1943. Repatriated 12 September 1944. To No.6 OTU, 17 October 1944. Retired at uncertain date. Rejoined RCAF with a permanent commission, 1 May 1951. Photo PL-18173 shows him in July 1943. PL-90822 is a postwar RCAF portrait.

This officer has proved himself to be an outstanding captain of aircraft. He has completed bombing operations over Germany, Tobruk, Sicily and North Africa. Throughout all these missions he has displayed the utmost keenness to locate and bomb the target accurately. In March 1943, whilst attacking Sfax, Flying Officer Dobbin's aircraft was severely damaged by anti-aircraft fire. Undeterred by this he continued and bombed the objective successfully. This officer's courage, determination and initiative on operations have been most commendable.

* * * * *

DOBBYN, F/O Joseph Lloyd (J18666) - **Distinguished Flying Cross** - No.50 Squadron (deceased) - Award effective 22 March 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 3 March 1912 in Melita, Manitoba; home Dand, Manitoba (farm worker on his father's farm for nine years; also worked for Melia Lumber Company for two years as clerk and yard hand). Enlisted in Winnipeg, 27 June 1941. To No.2 Manning Depot, 27 August 1941. To No.10 SFTS (guard duty), 26 October 1941. To No.2 ITS, 20 December 1941; promoted LAC on 14 March 1942; to No.19 EFTS, 28 March 1942; to No.11 SFTS, 20 June 1942; graduated and promoted Sergeant, 9 October 1942; to "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. Taken on strength of No.3 PRC, Bournemouth, 6 November 1942. To No.18 (Pilots) AFU, 17 November 1942. To No.29 OTU, 16 March 1943. Promoted Flight Sergeant, 9 April 1943. To No.1661 Conversion Unit, 30 July 1943. Commissioned 18 August 1943. To No.50 Squadron, 7 September 1943. Killed in action 22/23 March 1944 (Lancaster DV384); buried in Germany. Medal presented to his sister at Government House, 7 November 1949.

This officer has flown on operations against such well defended German targets as Berlin, Hanover, Leipzig and Stuttgart. On three occasions his aircraft has been attacked by enemy fighters while making the bombing run but each time Flying Officer Dobbyn, undeterred, resolutely pressed home his attack. At all times he has displayed outstanding skill, courage and devotion to duty.

NOTE: Public Records Office Air 2/8780 has recommendation dated 15 March 1944 when he had flown 22 sorties (128 hours 35 minutes). The main document gives these numbers, although the sortie sheet lists only 21 raids. The recommendation also speaks of twelve raids on Berlin; the sortie sheet shows only eleven.

22 September 1943 - Hanover
18 October 1943 - Hanover
20 October 1943 - Leipzig
22 October 1943 - Kassel
3 November 1943 - Dusseldorf
18 November 1943 - Berlin
22 November 1943 - Berlin
23 November 1943 - Berlin
16 December 1943 - Berlin
23 December 1943 - Berlin
29 December 1943 - Berlin
14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Berlin
27 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
24 February 1944 - Augsburg
1 March 1944 - Stuttgart
9 March 1944 - Marseilles/Marignane

Pilot Officer Dobbryn has now completed 22 operational sorties against such well defended German targets as Berlin (twelve times), Hanover, Leipzig and Stuttgart. On one occasion this officer was detailed for a small diversionary attack on Berlin when the main force attacked another target. On three occasions during his tour he has been attacked by enemy aircraft while on his bombing run, but not once did Pilot Officer Dobbryn deviate from the instructions given to him by his Bomb Aimer and relied on the accurate fire of his gunners to drive off the hostile aircraft. On each of these occasions he pressed home a vigorous attack. Throughout his tour he has shown a keenness and efficiency well above the average and his skill and courage have been proved repeatedly. For his tenacity of purpose, his devotion to duty and his enthusiasm for operations, he is recommended for the award of the Distinguished Flying Cross.

Training: Course at No.2 ITS was 20 December 1941 to 6 March 1942; he was put back a course owing to medical problems that finally led to a tonsillectomy. Courses and Marks were Mathematics (107/150), Armament (43/50), Signals (120/150), Anti-Gas (32/50), Aircraft Recognition (70/100), Drill (69/100), Law and Discipline (80/100), Navigation (127/200), and General Studies (96/100). Placed 124th in a course of 176. "Stolid type of airman. Gives the impression of being very slow in thought but is extremely well liked by his associates. Very reliable despite slowness."

Course at No.19 EFTS was 29 March to 5 June 1942. Flew Tiger Moths (40.00 dual, 39.00 solo of which 10.50 was on instruments; also 3.20 night flying, dual and solo - total flying 79.00 hours; also 12 hours in Link). "Average, lacks confidence and not overly keen. No outstanding faults but weak generally in procedure. Will bear close supervision. Instrument flying average." Ground courses in Airmanship (144/200), Airframes (66/100), Aero Engines (54/100), Signals, Practical (80/100), Theory of Flight (83/100), Air Navigation (105/200), Aircraft Recognition 75/75), Armament (105/125). Placed 42nd in a class of 56.

Course at No.11 FTS was 22 June to 9 October 1942 (Ansons). Flew 68.55 day dual, 79.55 day solo, 8.35 night dual, 9.55 night solo; 26.15 on instruments and logged 25 hours in Link. "Rather slow to learn, some difficulty with coordination. Reaction time rather slow, however seems to retain instruction once he grasps it." (S/L G.H. Newsome, 8 October 1942). Ground courses and marks as follow: Airmanship and Maintenance (151/200), Armament, written (60/100), Armament, Practical (71/100), Navigation and Meteorology (138/200), Signals, Written (33/50), Signals, Practical (95/100). "Low average student. Attentive but extremely slow and lethargic." (S/L R.C. Woodhead). Placed 44th in a class of 46.

Course at No.29 OTU was 16 March to 20 July 1943. Flew Wellington III aircraft - 7.45 day dual to first day solo, 23.30 day dual total, 34.45 day solo, 6.20 night dual to first night solo, 8.50 total night dual, 40.50 night solo. Of these times, 8.20 in formation and 27.00 on instruments. Also logged 14.30 in Link. Flew extra hours owing to having to do repeat cross-country exercise with new navigator. Ground subjects and assessments were Airmanship (4/9), Armament (5/9), Meteorology (6/9), Navigation (5/9), and Signals (34 percent). Air tests were General Flying (250/400), Applied Flying 135/200), Instrument Flying (160/250), Night Flying (75/100), Link (31/50). "A very sound pilot and captain, who should become above average. Recommend heavy bombers. Recommend commission. Recommend captain of aircraft." (W/C H.G. Cattell, 25 July 1943).

Course at Station Winhope, no dates (probably Conversion Unit). He flew 1.35 dual and 40 minutes solo on Manchesters (all by day), 5.35 day dual on Lancasters, 11.15 day solo on Lancasters, 5.30 night dual and 12.30 night solo. "A reliable pilot and captain. Circuits occasionally erratic." His crew were a Sergeant Cave (flight engineer), Sergeant Palmer (navigator), Sergeant Jackson (air bomber), Sergeant Ridyard (WOP/AG), Sergeant Duncombe (mid-upper gunner) and Sergeant Mason (rear gunner. "Quite a string crew. The captain shows the right spirit. The bomb aimer wants to pull his socks up a little with regard to his interest in ground subjects." G/C N.C. Pleasance also wrote, "The Specialists' remarks have been discussed with the captain. He has a good idea of his responsibilities and duties."

The website "Lost Bombers" offers the following on his last sortie. Lancaster DV384, No.50 Squadron (VN-V), target Frankfurt, 22/23 March 1944. DV384 was a Mk.III and, initially delivered to No.44 Squadron in November 1943 before joining No.50 Squadron in March 1944. It was one of two No.50 Squadron Lancasters lost on this operation (the other was ME578).

DV384 had taken part in the following raids: with No.44 Squadron (KM-A), Berlin, 22/23 November 1943; as KM-V, Berlin, 26/27 November 1943; Berlin, 2/3 December 1943; Berlin, 16/17 December 1943; Berlin, 23/24 December 1943; Berlin, 29/30 December 1943; Berlin, 1-2 January 1944; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944. With 50 Squadron, Stuttgart, 15/16 March 1944; missing against Frankfurt, 22/23 March 1944. Airborne at 1859 hours, 22 March 1944 from Skellingthorpe. Crashed near the village of Obermelbecke, 3 km NNE of Grevenbreck where they were all buried 28 March 1944; subsequently re-interred in the Reichswald Forest War Cemetery. Crew (all killed) were F/O J.L Dobbryn, DFC, RCAF; Sergeant E.J.Cave, Flight Sergeant N.Jennings, Sergeant J.R.Jackson, Sergeant G.G.Ridyard, Flight Sergeant D.G.Duncombe, RAAF, Sergeant R.L.Mason.

* * * * *

DOBREE, Corporal Osmond Robert (Can 2122) - **British Empire Medal** - Station Patricia Bay - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Pay card gives name as Robert Osmond. Born 8 March 1918 in North Battleford, Saskatchewan. Parents died and he was adopted about age ten by an uncle and aunt. Home in Parksville, British Columbia where he was a boat builder. Enlisted Esquimalt, 13 April 1937 and posted to Camp Borden. To Station Trenton, 14 June 1937. To Station Vancouver, 6 September 1938. Classified as Motorboat Crewman. Promoted LAC, 1 February 1939. Promoted Corporal, 15 January 1941. Posted to Bella Bella, 10 April 1942. To Patricia Bay, 14 November 1942. To Alliford Bay, 2 March 1943. Promoted Sergeant, 1 May 1943. To Station Patricia Bay, 17 August 1946. Reverted to LAC in postwar RCAF, 1 October 1946. To No.122 Marine Squadron, Patricia Bay, 1 August 1947. Promoted Corporal, 1 October 1948. Reclassified as Carpenter, 1 August 1950. To No.2 Construction and Maintenance Unit, Calgary, 3 April 1951. Promoted Sergeant, 1 February 1952. To Station Edmonton, 15 August 1954. To Station Namao, 1 October 1955. Retired 8 March 1964. Incident occurred on 22 December 1942. Dobree was a crewman in the station Marine Section. Recommended for George Medal, 24 May 1943. Award presented 15 April 1944. Died in Comox, British Columbia, 3 February 1965.

An aircraft when taking off crashed on the aerodrome and immediately caught fire. The pilot was unable to extricate himself as his feet were caught. Several people tried to pull him out but gave up when the heat became intense, Corporal Dobree, with complete disregard for personal safety, and in spite of the intense heat, succeeded in reaching the pilot and with a superhuman effort pulled him clear and carried him to safety. This NCO displayed great courage and determination of the highest order.

The original recommendation (DHH file 181.009 D.1938) was raised 24 May 1943 by F/L S.R. Chodat (Marine Section, Patricia Bay) for a George Medal. It read as follows:

On the 22nd December 1942, Corporal Dobree witnessed the crash of an aircraft on the aerodrome. The aircraft immediately caught fire, resulting in the death of

one member of the crew trapped in the fuselage. The pilot's feet were caught and he was unable to extricate himself and was in imminent danger of being burned to death.

Several persons attempted to release him from the cockpit but had to abandon their efforts due to the increasing intensity of the flames. With complete disregard for his own safety, Corporal Dobree succeeded in reaching the pilot and in spite of all the difficulties extricated him and carried him to safety.

The pilot stated, "They attempted to pull me out just after the crash but were unable to do so because my feet were caught. When it began to burn quite strongly they left me and just afterwards Corporal Dobree gave me a terrific heave and I came out quite easily."

Corporal Dobree's efforts undoubtedly saved the pilot's life and in doing so he displayed determination and courage of the highest order.

The Station Commander (G/C G.R. McGregor) added his comments the same day (24 May 1943):

Dobree knew that the crash had occurred on take-off and that consequently the danger of explosion from full gas tanks was extreme. Strongly recommended.

On 3 June 1943, Air Commodore A.H. Hull, wrote:

The court of inquiry certainly set out the fact that this NCO displayed courage of a high order and a total disregard for his own safety. Strongly recommended.

This was later noted, "Not considered by Honours in War Committee up to George Medal Standard; Recommended for BEM."

Selected Assessments: "Corporal Dobree has been with 2 CMU for seven months. For the majority of that period he has been in charge of a civilian crew of 15 men engaged in rebuilding the concrete magazine floors at Station Kamloops. This project is now 90 % complete. He has done a good job of organizing, supervising and using ingenuity when it was required. He is therefor considered a good NCO and a credit to the Service." (S/L W. Paylor, No.2 CMU, 10 October 1951).

"Sergeant Dobree has been employed as a Quality Control Inspector since September 1953. He has performed his duties in a very conscientious and diligent manner. This NCO continually strives to increase his knowledge in order to become a more capable NCO. Sergeant Dobree is technically minded. He recently successfully completed a two-season course at the Provincial Institute of Technology, Calgary, on Architectural Draughting. Previously he successfully

completed a course at the Victoria Technical School, British Columbia, on Arc and Acetylene Welding. Sergeant Dobree is an active member of the Station Rifle Club in which he has been enjoying marked success. Indulges in sport on the unit, preferring badminton. His dress and deportment is of a high calibre."

* * * * *

DOBSON, WO2 Joseph Alfred (R62890) - **Mention in Despatches** - No.11 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 8 April 1922 at West Bathurst, New Brunswick (RCAF press release 2659 announcing award); home in Bathurst, New Brunswick. Enlisted 14 September 1940. Trained at No.1 ITS (graduated 14 March 1941), No.10 EFTS (left 25 April 1941), No.3 WS (graduated 24 October 1941) and No.8 BGS (graduated 22 December 1941). Released 13 December 1945. Rejoined RCAF, 3 November 1950 to 29 May 1971. See S/L K.C. Wilson for story.

This N.C.O. has always maintained a high standard in his work as a Wireless Air Gunner and consistently displays a great interest in all phases of squadron duties. Recently while marooned on an ice floe for several days he set a fine example by his resourcefulness and cheerfulness under the most trying conditions.

* * * * *

DOBSON, F/O Murray Richard (J27490) - **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 27 March 1918 in Orillia; home there; enlisted in Toronto, 10 July 1942 and posted to No.1 Manning Depot. To No.6 ITS, 24 October 1942; graduated and promoted LAC on 31 December 1942 but not posted to No.1 AOS until 6 February 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to RAF overseas, 15 July 1943. Repatriated 25 November 1944. Released 17 February 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation from W/C A.J. Lewington dated 20 October 1944 when he had flown 32 sorties (143 hours 40 minutes) between 10 May and 14 October 1944. Recommendation says 31, but sortie sheet has 32. Medal sent by registered mail 30 March 1949. Postwar he graduated from Victoria University, Toronto, 1948. Died in Ottawa, April 1998.

This officer, navigator of the crew captained by Flight Lieutenant Appleton, has completed thirty-one [sic] operational trips involving attacks on a wide variety of well defended targets in France and Germany. he has always displayed a high degree of navigational ability and the successful completion of his many sorties is due in no small measure to the resourcefulness and courage he has shown at all times.

Flying Officer Dobson has also been a tremendous asset to his Section when on the ground, not only by his own workmanship, but by his co-operative spirit in instructing and leading his fellow navigators. I consider his fine record of achievement plus his quiet but dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

10 May 1944 - Ghent (4.15)
19 May 1944 - Le Calipon (3.00)
22 May 1944 - Le Mans (4.55)
24 May 1944 - Le Clipon (3.10 - this may be a typo)
27 May 1944 - Aachen (5.10 - this may be a typo for 24 May 1944)
2 June 1944 - Dunkirk (3.15)
3 June 1944 - Dunkirk (2.35)
5 June 1944 - Houlgate (4.55)
6 June 1944 - Conde sur Noireau (5.10)
16 June 1944 - Sautrecourt (3.40)
17 June 1944 - Oisemont au Neuville (4.25)
21 June 1944 - Oisemont (4.15)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (3.55)
27 June 1944 - Wizernes (3.30)
28 June 1944 - Metz (6.35)
4 July 1944 - Villeneuve St. George (5.40)
6 July 1944 - Sauteourt (3.48)
9 July 1944 - Ardouval (3.25)
10 July 1944 - Gardening, Frisians (3.25)
23 July 1944 - Dagnes (5.55)
25 July 1944 - Stuttgart (8.00)
5 August 1944 - Le Desserant (5.05)
8 August 1944 - Foret de Chantilly (4.10)
12 August 1944 - Mont Richard (5.10)
11 September 1944 - Le Havre (3.50)
23 September 1944 - Le Havre (3.50)
25 September 1944 - Domburg (3.25)
27 September 1944 - Duisberg (4.35)
5 October 1944 - Heligoland (4.35)
9 October 1944 - Bochum (5.45)
14 October 1944 - Duisburg (5.35)

* * * * *

DOBSON, S/L Roland (C1583) - **Mention in Despatches** - No.7 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 2 March 1913 (RAF Ferry Command records and RCAF press release 2659 announcing award). Joined RCAF at Camp Borden, 1 September 1931. As of 12 January 1939 he was a Sergeant Pilot. Commissioned 15 November 1939. Promoted Flight Lieutenant, 1 March 1941. Taken on strength of Ferry Command, 9 September 1941. Ferried Hudson AE591 to Britain via Goose Bay, 21-27 September 1941, returning to Canada on SS **Highland Princess**. To Suffield, 18 October 1941. To Western Air Command, 6 May 1942. To No.4 (BR) Squadron, 21 May 1942. Detached to Ferry Command for period 29 July to 4 November 1942, during which time he ferried one aircraft overseas (FK529, September 1942) and spent much time travelling between Natal and West Africa. Promoted Squadron Leader, 1 April 1943. To No.7 (BR) Squadron, 19 April 1943. To Western Air Command Headquarters, 25 June 1944. To Halifax, 6 April 1945. To United Kingdom, 13 April 1945. Reverted to Flight Lieutenant in postwar RCAF, 1 October 1946; promoted Squadron Leader, 14 June 1951. DHist file 181.009 D.1753 (RG.24 Vol.20609) has a recommendation for an AFC submitted about mid-September 1943. It resembles the citation given under Dobson's DFC entry. As of recommendation he had flown 2,328 hours (335 in previous six months), 500 hours as instructor (200 in previous six months) and had flown 938 operational hours (91 sorties).

This officer has a splendid record as an operational pilot. As a Squadron Commander he has displayed, to an outstanding degree, the qualities of leadership, competence and devotion. In September 1941, he successfully ferried a Hudson aircraft from Canada to Scotland and in October 1942, he ferried another Hudson from U.S.A. to Cairo, Egypt. Since becoming commander of his squadron, Squadron Leader Dobson has alone trained the pilots under his command in the operational flying of new types of aircraft and has set a splendid example by personally undertaking many long escort patrols over the Pacific Ocean in adverse weather and at night.

Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation.

This officer has, with a splendid record as an operational pilot, displayed outstanding qualities of leadership, competence and devotion to duty. As a squadron commander he has efficiently trained pilots in the operational flying of new types of aircraft and has set an example for them by personally undertaking many long escort patrols under adverse weather conditions far out into the Pacific.

DOBSON, S/L Roland (C1583) - **Distinguished Flying Cross** - No.7 Squadron (Canada), although AFRO identifies unit as WACHQ - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. When recommended he had flown 2,514 hours, 879 of them operational (120 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6 has citation

This officer has a splendid record as an operational pilot. As a Squadron Commander he has displayed, to an outstanding degree, the qualities of leadership, competence and devotion. In September 1941, he successfully ferried a Hudson aircraft from Canada to Scotland and in October 1942, he ferried another Hudson from U.S.A. to Cairo, Egypt. Since becoming commander of his squadron, Squadron Leader Dobson has alone trained the pilots under his command in the operational flying of new types of aircraft and has set a splendid example by personally undertaking many long escort patrols over the Pacific Ocean in adverse weather and at night.

Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has a citation.

This officer has, with a splendid record as an operational pilot, displayed outstanding qualities of leadership, competence and devotion to duty. As a squadron commander he has efficiently trained pilots in the operational flying of new types of aircraft and has set an example for them by personally undertaking many long escort patrols under adverse weather conditions far out into the Pacific.

Same file in Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has another version of citation.

This officer has been an outstanding squadron commander and under his supervision and leadership his squadron has reached a very high standard of efficiency. With energy and resourcefulness he has completed a number of transport flights over the north and south Atlantic under trying conditions. He has carried out many difficult missions from the Pacific coast, many at night and others under extremely adverse conditions. By his splendid example of initiative and resourcefulness, he has been an inspiration to all those flying personnel with whom he comes in contact.

* * * * *

DOCKENDORFF, FS George Garfield (R72835) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 1 February 1923 at York Point, Prince Edward Island. Home in North River, Prince Edward Island (farmer); enlisted in Charlottetown, 19 February 1941. Trained at No.3 BGS (graduated 8 December 1941) and No.1 WS (graduated 8 November 1941). Later commissioned (J53001) and postwar service in Fighter Control (48652). Died in North Bay, 11 May 1999.

This airman has displayed sustained courage during many attacks on the enemy's most heavily defended targets. A keen and efficient wireless operator, he is

fearless in the face of danger and has always set a fine example of devotion to duty.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) has the following recommendation from Public Record Office Air 2/8979, drafted 23 July 1943 when he had flown 28 sorties (170 flying hours) as Wireless Operator/Air Gunner:

Flight Sergeant Dockendorf has now completed a first tour of 28 operational sorties. Dockendorf has taken part in attacks against some of the most heavily defended targets in Germany. He is keen in his duties as a Wireless Operator and has always worked willingly. He is recommended for the Distinguished Flying Medal.

* * * * *

DODD, F/O Wilbert George (J15740) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 5 November 1943 and AFRO 2507/43 dated 3 December 1943. Born 8 December 1920 at Rennie, Manitoba. Home in Winnipeg or English River, Ontario (truck driver, July 1940 to enlistment); enlisted in Winnipeg, 6 January 1941 and posted to No.2 Manning Depot. To No.7 AOS, 27 January 1941. To No.2 ITS, 5 March 1941; graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS; may have graduated 6 June 1941 but not posted to No.10 SFTS until 21 June 1941; graduated and promoted Sergeant, 1 September 1941. Posted to embarkation depot, 2 September 1941. To RAF overseas, 17 September 1941. Further trained at No. 56 OTU; to No.54 Squadron, 3 December 1941; to Malta, 3 March 1942; flew off HMS **Eagle** on 29 March and immediately assigned to No.126 Squadron; to No.185 Squadron, 2 April 1942. Commissioned 7 July 1942. To No.55 OTU (instructor) 12 September 1942. Promoted Flying Officer, 7 January 1943. To No.416 Squadron for second tour, 14 May 1943 but attached that day to No.402 Squadron; attachment became posting as of 11 June 1943. Promoted Flight Lieutenant, 22 February 1944; promoted Squadron Leader, 26 July 1944. Commanding Officer of No.402 Squadron, 26 July to 29 October 1944. Repatriated to Canada, 27 November 1944; to No.2 Air Command, January 1945; No.15 SFTS, 18 January to 26 March 1945; No.18 SFTS, 27 March to 4 July 1945; No.7 BGS, 5 July to 31 August 1945; No.2 ACU, 1 September 1945; commanded No.2 REMU, 17 December 1945 to 17 February 1946. Released 26 February 1946. Died in Santa Clara, California, 27 October 1990. Claimed 4 1/3 enemy aircraft destroyed, three probables and three damaged with No.185 Squadron (Malta) and one 1/4 destroyed, one probable, two damaged with No.402 Squadron. Chris Shore, **Aces High** (2nd edition) lists victories as follows: **23 April 1942**, one Ju.87 damaged (Hurricane Z2396 coded "D"); **25 April 1942**, one Ju.87 probably destroyed and one Bf.109 damaged (Z2396 "D"); **8 May 1942**, one MC.202 probably destroyed (Z2396 "D"); **10 May 1942**, one Ju.87 destroyed and one Bf.109 damaged (Spitfire, no details); **22 May 1942**, one Bf.109 destroyed (Spitfire coded GL-E); **6 June 1942**, one Z.506 B destroyed (shared with another pilot); **6 July 1942**, two Bf.109s destroyed; 7 July 1942, one Bf.109

damaged; **8 July 1942**, one Bf.109 destroyed; **24 September 1943**, one FW190 probably destroyed (Spitfire EP445); **3 October 1943**, one Bf.109 destroyed (Spitfire EN767); **8 October 1943**, one Do.24 destroyed (Spitfire EP445, shared with another pilot). Medal sent by registered mail, 24 February 1947.

This officer has completed a large number of sorties, many of them in the Middle East. He is a fine leader whose great skill and fighting qualities have proved an inspiration to all. Flying Officer Dodd has destroyed at least four enemy aircraft. His excellent work during a recent patrol contributed materially to the rescue of ten airmen who were adrift on the sea.

Notes: Accident at No.18 EFTS, Patricia Bay, 24 April 1941; Tiger Moths 4338 and 4339 (LAC Dodd and LAC O.M. Nelson, neither injured. "Poor airmanship on the part of both pilots in which one aircraft attempted to cross runway whilst other aircraft was taking off."

Injured (cuts and bruises, not hospitalized), Spitfire BR876, No.185 Squadron, 2 July 1942.

Operational sortie, 1750 hours, 4 September 1943, No.402 Squadron, Spitfire BM556. At the time he had 174 hours on Spitfires, 632 hours all types. "Just before taking off, checked temperatures and pressures, they were all OK. On takeoff used twelve pounds boost, was just airborne and had selected wheels up when the engine cut dead. I thought it was my petrol as it sounded like a petrol failure, but everything was OK so I selected down. The engine caught again for a couple of seconds then died right out. I landed and tried to ground loop but hit a Spitfire which was parked on the perimeter track. This swung me into a stone wall, everything was out of control. I ended up in a hut. When it stopped I got out as quickly as possible. All controls and the general running of engine was satisfactory with myself before takeoff."

Operational sortie, 1730 hours, 23 September 1944, Coxyde airfield, Belgium, Spitfire XIV, RM644. By then he had 550 hours on Spitfires, 900 on all types. "When the jet tank ran dry, tried to select main tank 'on'. Lever stuck after all attempts failed, crash landed. Aircraft is quite badly damaged."

On repatriation he stated he had flown 243 sorties, the last on 23 October 1944. Types flown were Tiger Moth (42.40), Magister (1.30), Martinet (1.20), Harvard (39.45 day, 6.20 night), Master I and III (76.25 day, 1.45 night), Hurricane I and II (190.15), Spitfire (540.35 day, 36.50 night) and Dominie (14.50). Elsewhere he gave his flying overseas as 1,050 hours (360 operational of which 308 were on second tour).

While overseas he had applied for training and employment in heavy transport or ferry operations; had was applying to TCA for work. Interview arranged in January 1945. A letter dated 16 January 1945 (F/L W.H. Barter) reported that he had been found unsuitable for such training, all his experience having been in single-engine aircraft, and that Captain Rawson of TCA had been so advised.

Training: Interviewed 16 July 1940 by F/O W.R. Griffiths who wrote, "This man first applied in dirty overalls, filthy in oil and grease off his truck. From his observations of this office and the applicants, he returned well dressed, clean and neat. I believe a brand new turnout for the occasion. A type that will acquire much from military contacts and training. He had to leave school before he completed Grade XI to earn his living (ambitious for Pilot)."

Course at No.2 ITS was 4 March to 4 April 1941 (it is unclear why the lapse of time from enlistment to commencement of training). Courses in Mathematics (65/100), Armament, practical and oral (57/100), Signals (97/100), Hygiene and Sanitation (37/40), Drill (75/100), Law and Discipline (43/60). Placed 59th in a class of 62. Visual Link (90/100). "Finished school in 1939. A variety of employment bites. Active in sports including team sports. Unassuming, serious."

Course at No.18 EFTS was 10 April to 9 June 1941. Tiger Moth aircraft (28.30 dual, 26.45 solo; instrument flying of 5.55 included). Ten hours in Link. "Student of average ability, inclined to be careless and overconfident. Recommended for single engine pilot. Attitude to his work quite satisfactory." Ground courses in Airmanship (157/200), Airframes (81/100), Aero Engines (75/100), Signals, practical (82/100), Theory of Flight (68/100), Air Navigation (155/200), Armament, oral (119/200), Quality as an Officer (130/200). "This pupil has a cocky attitude and is inclined to be rather careless. Has shown satisfactory progress throughout the course." Placed 37th in a class of 63.

Course at No.10 SFTS was 21 June to 1 September 1941. Harvard aircraft (41.00 day dual, 39.45 day solo, 4.20 night dual, 6.20 night solo - 15.15 on instruments and 20 hours in Link). "Syllabus completed. Good steady pilot. Instrument flying - turns into compass courses and let-downs require improvement." Ground courses in Airmanship and Maintenance (149/200), Armament, written (71/100), Armament, practical (73/100), Navigation and Meteorology (152/200), Signals, written 82/100, Signals, practical (46/50). Generally rated as "average" and "careless", he graduated 54th in a class of 60.

Assessments: "Posted as an instructor No.55 OTU 10-9-42. Average instructor. Good average operational pilot. Keen to return to operations. Keen, conscientious officer, efficient and skilful. Will make a good Flight Commander." Report through RCAF Liaison Officer dated 31 March 1943.

"Possesses plenty of common sense and showed keenness and ability in his capacity as Deputy Flight Commander." (W/C G.A. Brown, No.55 OTU, 15 May 1943, when he had flown 538 hours - 210 in previous six months).

"An exceptionally keen squadron commander who has completed a long tout. He is inclined to be excitable and needs general experience to improve his judgement." (G/C F.D.S. Scott-Malden, 22 November 1944 when he had flown 1,035 hours, 232.10 in previous six months - CO of No.402 Squadron. Assessment agreed to be A/V/M Harry Broadhurst).

Interviewed prior to release, report dated 26 February 1946: "He plans on taking over a Gasoline and Oil Agency either in Manitoba or Alberta. When truck driving he worked for an Agent of McColls and he appears to be familiar with the requirements for this type of business. He is a man of excellent integrity and reliability, possessing sound leadership qualities and his service in the RCAF has been one of outstanding distinction and commendation. This writer concurs with his plans, also apply for re-establishment credit to assist in working capital."

* * * * *

DODDS, Sergeant Alan Fenwick (R69568) - **Mention in Despatches** - attached to Middle East Command - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 21 November 1911 at Newcastle-on-Tyne. Policeman. Enlisted in Toronto, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 although he had been posted to No.2 AOS as 31 August 1940; to No.2 BGS, Mossbank, 24 November 1941; graduated and promoted Sergeant, 4 January 1941 when posted to No.1 ANS, Rivers; graduated 3 February 1941. To embarkation depot, 14 February 1941; to RAF overseas, 8 April 1941. Commissioned 13 July 1942. Promoted Flying Officer, 13 January 1943. Promoted Flight Lieutenant, 13 July 1944. Repatriated 12 August 1944. To No.8 AOS, 25 September 1944. To No.1 CNS, 1 October 1944. To No.8 AOS again, 17 November 1944. Retired 16 March 1945. No citation to MiD.

DODDS, F/O Alan Fenwick (J15674) - **Distinguished Flying Cross** - No.571 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. 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 21 June 1944 when he had flown 80 sorties (295 hours 15 minutes), 16 August 1941 to 14 June 1944

16 August 1941 - Duisberg (4.40)
3 September 1941 - Le Havre (5.50)
8 September 1941 - Cherbourg (5.20)
26 September 1941 - Cologne (2.10)
13 October 1941 - UK-Gib'ter (10.00)
16 October 1941 - Gib-Malta (7.50)
17 October 1941 - Malta-Egypt (7.15)
20 November 1941 - Sidi Omar (3.15)
21 November 1941 - Sidi Omar (3.25)
22 November 1941 - El Adem (4.35)
22 November 1941 - El Adem (2.00)
24 November 1941 - El Adem (3.50)
6 December 1941 - S of El Adem (3.20)
7 February 1942 - Crete ((12.25)

22 February 1942 - Benghazi (12.30)
27 March 1942 - Rhodes (8.00)
9 May 1942 - Greece (11.15)
3 June 1942 - Derna (6.55)
21 June 1942 - Crete (6.40)
25 June 1942 - Crete (3.35)
29 June 1942 - Sidi Barrani (7.30)
4 July 1942 - Desert target (5.35)
8 July 1942 - Desert target (6.00)
11 July 1942 - Tobruck (6.30)
25 July 1942 - Tobruck (8.00)
26 July 1942 - Desert target (5.00)
4 August 1942 - Tobruck (8.00)
5 August 1942 - Tobruck (7.40)
9 August 1942 - Tobruck (7.45)
10 August 1942 - Tobruck (8.05)
6 January 1944 - Duisberg (2.40)
8 January 1944 - Frankfurt (3.50)
27 January 1944 - Berlin (5.00)
29 January 1944 - Duisberg (2.20)
5 February 1944 - Berlin (4.30)
8 February 1944 - Brunswick (3.10)
11 February 1944 - Brunswick (3.40)
20 February 1944 - Leipzig (4.45)
21 February 1944 - Stuttgart (3.45)
24 February 1944 - Schweinfurt (4.30)
29 February 1944 - Dusseldorf (2.45)
3 March 1944 - Berlin (4.00)
14 March 1944 - Dusseldorf (3.05)
17 March 1944 - Cologne (2.30)
18 March 1944 - Frankfurt (3.30)
22 March 1944 - Frankfurt (4.00)
26 March 1944 - Essen (3.10)
29 March 1944 - Kiel (3.50)
1 April 1944 - Hanover (3.30)
2 April 1944 - Mannheim (3.40)
4 April 1944 - Cologne (2.35)
6 April 1944 - Hamburg (3.55)
8 April 1944 - Essen (2.50)
10 April 1944 - Hanover (3.30)
11 April 1944 - Hanover (3.45)
13 April 1944 - Berlin (4.20)
17 April 1944 - Cologne (2.30)

18 April 1944 - Berlin (4.00)
 21 April 1944 - Cologne (2.45)
 24 April 1944 - Dusseldorf (2.30)
 27 April 1944 - Stuttgart and Friedrichshaven (4.00)
 28 April 1944 - Hamburg (3.45)
 30 April 1944 - Saarbrücken (3.20)
 3 May 1944 - Ludwigshaven (3.30)
 4 May 1944 - Ludwigshaven (3.20)
 7 May 1944 - Leverskusen (2.50)
 8 May 1944 - Osnabrück (3.00)
 9 May 1944 - Berlin (4.25)
 12 May 1944 - Brunsbüttel (3.15)
 23 May 1944 - Berlin (4.25)
 26 May 1944 - Ludwigshaven (3.25)
 27 May 1944 - Berlin (4.15)
 29 May 1944 - Hannover (3.15)
 2 June 1944 - Leverkusen (2.50)
 4 June 1944 - Cologne (2.50)
 6 June 1944 - Leverkusen (3.25)
 7 June 1944 - Cologne (3.15)
 9 June 1944 - Berlin (4.25)
 11 June 1944 - Berlin (4.25)
 14 June 1944 - Gelsenkirchen (2.50)

This navigator has now completed 80 sorties, 30 of them on heavy aircraft over Germany, Greece, Crete and the Western Desert, and 50 on Mosquitos, including 10 to Berlin, 10 to the Ruhr, 6 to Cologne and 4 to Hannover.

His navigational skill is of a very high order indeed and his cool temperament when working under difficulties has on many occasions been a source of confidence to his pilot and inspiration to his fellow navigators.

I consider his courage and devotion to duty over a long period of operations have fully merited the award of the Distinguished Flying Cross.

* * * * *

DODGSON, Sergeant Joseph Gibson (R90552) - **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 24 October 1911. Home in North Bay, Ontario; enlisted there 10 May 1941 as Armourer and posted to No.1 Manning Depot. To Trenton, 4 April 1941. To Air Armament School, 22 April 1941. Promoted AC1, 30 June 1941. To No.7 BGS, 1 July 1941. Promoted LAC, 1 October 1941. To Patricia Bay, 11 December 1941. To "Y" Depot, 11 February 1942. To

RAF overseas, 27 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 16 September 1945. Retired 29 October 1945. Died 31 May 2002 at North Bay, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002 (but gives service number as R90562).

RCAF photo PL-42048 (circa 17 February 1945) has the following caption: "Flight Sergeant C.E. Holt, an airframe mechanic of 136 Bay Street, Hamilton, Ontario, watches Sergeant J.G. Dodgson, an armourer from Kirkland Lake, Ontario as he prepares a snack in their quarters. Both are members of an RAF Coastal Command squadron and Sergeant Dodgson is one of the six originals remaining in his squadron."

* * * * *

DOEHLER, F/O Rolf John Olaf (C5630) - **Member, Order of the British Empire** - No.424 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 2558/43 dated 10 December 1943. Born 1 November 1915 in Montreal; home there, attending McGill University; enlisted there 13 June 1941 in Aero Engineer Branch. Commissioned on enlistment 1941. Promoted Flying Officer, 12 November 1941. To "Y" Depot, 15 May 1942. Taken on strength of RCAF Overseas Headquarters, 5 August 1942. Promoted Flight Lieutenant, 1 June 1943. Promoted Squadron Leader, 14 January 1944. Repatriated 16 November 1945. Retired 14 December 1945. Died in Burlington, Ontario, 25 April 2006. Cited with F/L E.J.A. Lindsay (GM), F/L R.J. McCombe (GM), Sergeant J.A. Campbell (BEM), 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.

DOEHLER, S/L Rolf John Olaf, MBE (C5630) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. Aeronautical Engineer. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Squadron Leader Doehler, as Engineering Officer with 126 Wing Headquarters of 83 Group was largely responsible for the excellent serviceability of aircraft for which he was responsible, during the French campaign,

* * * * *

DOHANEY, F/O Vincent Coleman (J13094) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 8 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 5 June 1922 in Plaster Rock, New Brunswick; home there; enlisted in Saint John, 29 August 1941 and posted to No.5A Manning Depot. To No.31 OTU, 11 October 1941. To No.3 ITS, 22 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.22 EFTS until 1 February 1942; may have graduated 27 March 1942 but not posted

to No.2 SFTS until 11 April 1942; graduated and commissioned, 31 July 1942. To No.1 OTU, 28 August 1942. To "Y" Depot, 14 November 1942. To RAF overseas, 21 November 1942. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, date uncertain. Repatriated via Moncton, 23 February 1945. To No.7 OTU, 19 April 1945. To Debert, 20 July 1945. Retired 8 August 1945. Served again as pilot (Flight Lieutenant), 20 March 1951 to 31 March 1952 (13442). Award sent by registered mail 10 March 1949. Died in Halifax, Nova Scotia, 1999.

This officer has completed a large number of sorties including many tactical reconnaissances. On these missions he has displayed outstanding ability and the good results obtained, often in the face of considerable anti-aircraft fire, are a fine tribute to this officer's great courage and tenacity.

* * * * *

DOHERTY, S/L David Alexander (J7767) - **Commended for Valuable Services** - No.1 FIS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 27 July 1914. Enlisted in Toronto, 17 December 1940 and posted to No.1 Manning Depot. To No.31 EFTS, 14 January 1941. To No.1A Manning Depot, 6 January 1941. To No.3 ITS, 21 April 1941; graduated and promoted LAC, 28 May 1941 when posted to No.4 EFTS; graduated 15 July 1941 when posted to No.9 SFTS; graduated and commissioned 25 September 1941. To Trenton, 26 September 1943. To No.16 SFTS, 27 December 1941. Promoted Flying Officer, 1 August 1942. Promoted Flight Lieutenant, 1 July 1943. To No.301 Conversion Unit, 12 August 1944. To No.1 Flying Instructor School, 2 November 1944. Promoted Squadron Leader, 1 December 1944. To No.6 OTU, 30 January 1945. To "Y" Depot, Moncton, 18 May 1945. To United Kingdom, 28 May 1945. Repatriated 23 November 1945. To No.1 Central Flying School, 4 January 1946. Retired 1 February 1946. Recalled to Interim Force, 24 September 1946. Reverted to Flight Lieutenant, 1 October 1946 (24528). Promoted Squadron Leader, 1 January 1949. Killed in flying accident, Edmonton, 12 January 1950. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (RG.24 Vol.20606) has recommendation dated 24 December 1944 when he had flown 2,040 hours, 1740 hours on instructional duties, 192 hours in previous six months; credited with one trans-Atlantic aircraft delivery. He had previously been recommended for an AFC (14 June 1944). Certificate and emblem sent to No.6 OTU, 5 July 1945.

Squadron Leader Doherty is an exemplary officer and an outstanding instructor. As a member of the staff of this unit he has proved to be an excellent organizer and administrator. He has contributed with keen efficiency to the maintaining of a high standard of training at this unit. His devotion to duty has been of the highest order and of exemplary manner.

DOHERTY, S/L David Alexander (J7767) - **Commended for Valuable Services** - No.435 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. No citation. DHist file 181.009 D.1768 (RG.24 Vol.20610) has recommendation for an AFC dated 27 October 1945 when he had flown 2,400 hours, 130 on transport duties over previous six months. Flight Commander. Certificate and emblem sent to National Research Council, Arnprior, 14 June 1949.

Prior to proceeding overseas, Squadron Leader Doherty had considerable experience as an instructor in the British Commonwealth Air Training Plan. He was successful in attaining A.1 Instructor rating, and was a member of the Visiting Flight from the Flying Instructor School at Trenton. During the past five years his ability has helped materially in the maintenance of a high standard of flying in the RCAF.

He rapidly developed into a capable transport captain, and in the training of new crews in this squadron, has rendered useful service. Recently, in very adverse weather conditions, this officer flew his aircraft to its destination in such a manner as to merit commendation from his passengers and from higher authority for very fine crewmanship and flying ability.

NOTE: Public Records Office Air 2/9144 has a refined text:

This officer is a flight commander who has previous considerable experience as an instructor, extending over five years. For the last six months he has been employed as a transport captain in which duties he rapidly developed proficiency. He has also rendered useful service in training new crews for his squadron. On one occasion recently in very adverse weather conditions he flew his aircraft to its destination in a most commendable manner showing very fine airmanship and flying ability.

* * * * *

DOHERTY, F/O William Fairgrieve (J37497) - **Mention in Despatches** - No.226 Squadron (AFRO gives only "Overseas" as unit - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 23 March 1916 in Hamilton, Ontario. Educated in that city including McMaster University, 1935 to 1940, BA in Political Economy. Home there (invoice clerk, 1937-1938, timekeeper, 1939, cost production clerk, J.R. Moodie of Hamilton, 1940-1942); enlisted there 28 May 1942. To No.1 Manning Depot, 15 June 1942. To No.6 BGS (guard), 1 August 1942. To No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.12 EFTS until 27 December 1942; to No.9 EFTS, 9 January 1943. Ceased training and posted to No.1 Manning Depot, 3 March 1943. To Mountain View, 17 April 1943; to No.10 AOS, 12 June 1943; graduated and commissioned, 28 October 1943. To No.34 OTU, 12 November 1943. To "Y" Depot, 12 February 1944. Embarked from Halifax, 25 March 1944 (the day he is shown as being taken on strength of No.3

PRC; disembarked in Britain 2 April 1944. Promoted Flying Officer, 29 April 1944. To No.13 OTU, 20 June 1944. To No.226 Squadron, 3 August 1944. Wounded 4 November 1944. Treated at No.19 General Hospital, Holland and on 9 November 1944 evacuated to England. In RAF Hospital Wroughton, 9 November 1944 to 3 January 1945 To RCAF Overseas Headquarters, 26 January 1945. Attached to School of Intelligence, 31 January to 6 February 1945. To No.6 Group Headquarters, 14 February 1945. Attached to No.62 Base, 15 February 1945. Repatriated 5 August 1945. Retired 17 September 1945. Died 7 August 1957; see Lincoln Public Library records.

Notes: Application for Operational Wing dated 1 December 1944 state he had flown 36 sorties (96 hours 25 minutes) with No.226 Squadron, 4 August to 4 November 1944. Wounded by flak (penetrating wounds, left thigh and calf) on 4 November 1944. Total flying time may have been 350 hours.

On repatriation form dated 4 July 1945 he stated he had flown 83.05 operationally, 54.15 non-operational overseas, Had flown in Ansons (18.35) and Mitchells (118.45).

It is difficult to say whether his award was for operational or non-operational duties overseas.

Training Notes: At No.9 EFTS he flew 19.40 day dual, 12.20 day solo and two hours night dual on Tiger Moths. Took 10.55 dual to first solo. Spent eight hours in Link. "Very erratic in flying. Became rattle on tests."

Course at No.6 BGS was 19 April to 11 June 1943. Bombing course was on Ansons (28.25 day, 8.45 night). Gunnery in Bolingbroke (14.55 by day). Fired 400 rounds in Beam Test (3.2 % hits), 1,800 rounds in Beam Relative Speed Test (6.4 % hits) and 400 rounds in Over Tail Test (seven percent). Bombing results deemed satisfactory and air firing average. Tests in Bombing, written (138/150), Bombing, practical (132//150), Proficiency as Bomb Aimer (234/300), Gunnery, written (83/100), Gunnery, practical (87/100), Proficiency as Air Gunner (75/100), Aircraft recognition (37/50). Placed eighth in a class of 74. "Above average intelligence. Not very forceful. Quiet type."

Course at No.10 AOS was 14 June to 29 October 1943. Flew in Ansons (38.15 as first navigator, day, 46.45 as second navigator by day, 1.35 daytime armament flying, 21.15 as first navigator night, 23.40 as second navigator night). Dropped a total of twelve bombs. Air work graded as follows: Air Navigation day (202/300), Air Navigation night (128/200), Log Keeping (104/150), Reconnaissance (77/100), Photography 90/100). Bombing (68/1000, Meteorological Observation (46/50). Ground school marks in Air Navigation Elements (104/200), Air Navigation theory (165/200), Air Navigation exercises (128/200), Meteorology (70/100), Signals, practical (87/100), Aircraft Recognition (47//50), Photography (50/50), Armament (39/50). Under Navigation described as follows: "An average navigator. His work in the air is a bit slow but he does a satisfactory job. His ground work, particularly plotting, might have improved by more work through course." Under General Remarks described as follows: "Elected class senior by rest of the course and made a good job of it. He was well thought of by the class and although

rather quiet and unassuming, had leadership qualities. Standing in class 15/20. Recommended for immediate commissioning.”

Course at No.34 OTU was 15 November 1943 to 28 January 1944. Flew in Ventura aircraft (49.00 day and 16.25 night). Dropped a total of 86 bombs at high, medium and low levels, fired 200 rounds in a turret, air to ground. Ground training in Navigation (74 %), Signals (73 %), Airmanship (95 %), Bombs (91 %), Guns (70 %), Photography (90 %). Considered above average in ground school. “An average Air Navigator. An average plus Bomb Aimer who will improve with experience.” .

At No.13 OTU, 20 June to 29 July 1944. Flew 40.20 day and 5.35 night on Mitchells. Dropped 24 bombs. “He is a keen and efficient navigator who has done quite well on the course.”

* * * * *

DOHERTY, S/L William Murray (C1213) - **Mention in Despatches** - No.116 Squadron (now EAC HQ) - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born in Toronto. Educated at Brown Public School, Oakwood Collegiate and Royal Military College; granted commission as P/P/O in Auxiliary, Non-Flying List, 20 June 1939 to 31 July 1939. Re-appointed in Toronto, 9 October 1939 on General List. As of 1 July 1941 he was with No.116 (BR) Squadron. Promoted Flight Lieutenant, 1 September 1941. Promoted Squadron Leader, 1 April 1943. To command Gaspé Detachment, 9 October 1943. To War Staff College, Toronto, 15 June 1944. To Eastern Air Command Headquarters, 8 September 1944. To No.116 (BR) Squadron, 11 September 1944. Promoted Wing Commander, 21 January 1945 on taking command of No.5 (BR) Squadron. To No.4 Release Centre, 16 July 1945. Retired 9 August 1945. Postwar employed by Provincial Paper (which became Abitibi Price) for 37 years (the last seven in the Manhattan head office), and rising to Vice President (Export Sales). Retired to Burlington, 1982. Died there, 26 July 2010.

This officer employed as pilot in operational duties for the past twenty-five months has displayed excellent enthusiasm and skill. With a large number of war flights to his credit, his efficiency and coolness under trying conditions have inspired his crews with utmost confidence. His ability and experience in training new pilots has been outstanding and he has invariably demonstrated great keenness, determination and devotion to duty.

* * * * *

DOLAN, F/O Samuel Eric (J27952) - **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 10 April 1919 in Woodlawn, Ontario. Home in Ottawa (shipping clerk); enlisted in Ottawa, 24 December 1940 and posted that date to No.1 Manning Depot. To

No.1A Manning Depot, 14 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 16 May 1941; posted that date to No.10 EFTS; ceased training and posted to Trenton, 31 May 1941; to No.3 WS, 5 July 1941; graduated 22 November 1941 and posted that date to No.8 BGS; graduated and promoted Sergeant, 22 December 1941. To Eastern Air Command, 23 December 1941; to No.2 (Coastal Artillery Cooperation) Squadron, 27 December 1941; commissioned 25 June 1943; to "Y" Depot, 11 July 1943; to United Kingdom, 2 August 1943. Repatriated to Canada, 23 November 1944; to No.3 Training Command, 2 January 1945; to No.9 AOS, 5 January 1945; to "Y" Depot, 1 April 1945; to United Kingdom, 13 April 1945. Repatriated again, 13 August 1945. Retired 27 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 19 August 1944 when he had flown 36 sorties (170 hours 35 minutes) from 25 March to 1 August 1944.

As a wireless operator this officer has done much to place his Squadron in the front rank of operational units and has contributed in a great measure to the success of the operations against the enemy. He has completed a tour of thirty-six attacks on enemy territory and has always shown a keenness for his work and a desire to come to grips with the enemy which have been an inspiration to his crew and a great help to his Captain.

It is considered that this officer's operational record combined with the quiet confidence and ability he has displayed fully merit the award of the D.F.C.

The sortie list was as follows; except for a few times it is almost identical to that of L.E.J. Raney:

25 March 1944 - Aulnoye (5.30)
26 March 1944 - Essen (5.50)
30 March 1944 - Nuremberg (7.55)
18 April 1944 - Le Bourget (5.30)
20 April 1944 - Lens (4.10)
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (4.30)
27 April 1944 - Aulnoye (4.10)
30 April 1944 - Somain (4.40)
1 May 1944 - St. Ghislain (4.10)
7 May 1944 - St. Valery en Caux (3.35)
9 May 1944 - St. Valery en Caux (3.40)
10 May 1944 - Ghent (3.50)
12 May 1944 - Louvain (4.30)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (4.25)

31 May 1944 - Au Fevre (4.30)
 4 June 1944 - Calais (3.25)
 5 June 1944 - Merville (4.20)
 6 June 1944 - Conde sur Noireau (6.05)
 8 June 1944 - Mayenne (5.40)
 12 June 1944 - Arras (4.40)
 15 June 1944 - Boulogne (4.00)
 17 June 1944 - Oisemont (4.20)
 24 June 1944 - Bonnetat (4.25)
 6 July 1944 - Siracourt (3.40)
 9 July 1944 - Ardouval (4.10)
 12 July 1944 - Acquet (4.10)
 14 July 1944 - Anderbelck (3.50)
 20 July 1944 - Grand Bois (3.50)
 23 July 1944 - Donges (5.50)
 24 July 1944 - L'Hey (3.30)
 25 July 1944 - Stuttgart (8.35)
 30 July 1944 - Amaye Seulle (4.40)
 1 August 1944 - L'Hey (3.30)

* * * * *

DOLBY, P/O Earle George (J17608) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2507/43 dated 3 December 1943. Born 24 August 1920 in Milton, Ontario. Garage mechanic in family business. Enlisted in Galt, 30 March 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. Trade Tested at Galt Aircraft School, April 1940. To Technical Training School, St. Thomas, 3 May 1940. Promoted AC1, 1 July 1940. To Camp Borden, 14 August 1940. Promoted LAC, 1 December 1940. Taken on strength of No.1 SFTS, Camp Borden, 10 December 1940. Promoted Corporal, 15 August 1941. To "Y" Depot, 18 January 1942. To RAF Trainee Pool, 9 February 1942. Taken on strength of No.3 PRC, Bournemouth, 20 February 1942. To No.415 Squadron, 3 March 1942. To No.4 School of Technical Training, 2 August 1942. Reclassified as Flight Engineer, 2 September 1942. Promoted Sergeant, 8 October 1942. To No.1654 Conversion Unit, 12 October 1942. To No.61 Squadron, 30 October 1942. To No.97 Squadron, 19 January 1943. Described on 24 April 1943 as "An above average Flight Engineer who has qualities of leadership. Recommended for a commission in the General Duties Branch of the RCAF." (W/C G.D. Jones). This was supported on 29 April 1943 by G/C N.H. Fresson of Station Oakington, "A good type of NCO aircrew, suitable for a commission. Recommended." Subsequently commissioned as per letter dated 17 June 1943 with effect 24 April 1943. Killed in action, 31 August 1943 (Lancaster JA916, No.97 Squadron). F/L J.K. McEvoy reported on repatriation that Dolby was still in the plane when he left, having handed Dolby his parachute "since he had left it aft."

This officer has completed a large number of operational sorties. A member of a particularly successful crew, he has participated in nearly all the major attacks delivered against Germany. As flight engineer Pilot Officer Dolby has attained a high degree of efficiency which has been a material factor in the successes achieved.

The website "Lost Bombers" has the following details of his last flight. Lancaster JA916 (OF-L), target Berlin, missing 31 August/1 September 1943. This aircraft was delivered to No.97 Squadron from No.32 Movements Unit in July 1943. This appears to have been its first operational sortie; when lost this aircraft had a total of 64 hours. It was airborne at 2037 hours, 31 August 1943 from Bourn. Shot down by a night-fighter, exploded and crashed in the target area. Crew consisted of W/C K.H. Burns, DSO, DFC who lost a hand in the action (repatriated September 1944, fitted with artificial hand and returned to flying), P/O E.G. Dolby, DFC, RCAF (killed), P/O J.. McAvoy, DFM, RCAF (POW), P/O J.Keddie, DFM (POW), Warrant Officer R.J.Williams (POW), Warrant Officer E.H.Skinner (POW), Warrant Officer O.Lambert, DFM (killed).

* * * * *

DOLL, F/O Lincoln Edward (J40411) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 14 February 1916 in Southampton, Ontario. Home in Toronto (baker); enlisted in Owen Sound, 16 July 1942. Granted Leave Without Pay until 25 November 1942 when posted to No.5 Manning Depot. To No.4 Manning Depot, 7 January 1943. To No.1 BGS, 1 March 1943 (probable guard duty); to No.1 ITS, 17 April 1943; graduated 25 June 1943 and promoted LAC; to No.9 EFTS, 26 June 1943; ceased training and posted to No.1 Manning Depot, 20 July 1943; to No.1 AOS, 22 August 1943; graduated and promoted Sergeant, 14 January 1944; to No.1 Advanced Gunnery Training School, 30 January 1944; subsequently commissioned with effect from 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Repatriated 5 August 1945. Retired 17 September 1945. Presented in Toronto, 30 November 1949. Died 14 June 2002 at Southampton, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

Flying Officer Doll has completed numerous sorties which have been of a long and arduous nature, displaying consistent skill in locating his target. On one occasion when his aircraft had developed engine trouble, isolating it from the main force, Flying Officer Doll coolly continued with his allotted task. At all times his cool courage in the face of the enemy has inspired confidence in the other members of his crew.

* * * * *

DONAHUE, FS (now P/O) Carroll Joseph (R69719/J17152) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born 2 May 1915 in Lindsay, Ontario; home there; enlisted in Toronto, 3 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.2 WS; to No.1 BGS, 17 January 1941; graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941; to RAF overseas, 5 April 1941. Taken on strength of No.3 PRC, 20 April 1941. To No.2 Signal School, 3 May 1941. To No.22 OTU, 3 September 1941. Injured 27 September 1941 when Wellington X9908 crashed at No.22 OTU. Aircraft was detailed for night flying practice but smoke seen issuing from port engine. Crew shut down engine and tried to regain airfield but lost flying speed and crash-landed at 2304 hours, just short of the runway. To No.97 Squadron, 25 November 1941. To No.97 Conversion Flight, 28 August 1942. To No.106 Conversion Flight, 11 September 1942. Back to No.97 Squadron, 12 September 1942. Commissioned 5 December 1942. To No.19 OTU, 23 December 1942. Promoted Flying Officer, 3 June 1943. Attached to No.1 Air Armament School, 12 June to 9 July 1943. To No.15 OTU, 11 August 1943. To No.7 Squadron, 27 October 1943. Attached to Night Training Unit, 23 October to 7 November 1943 when returned to squadron. Missing, presumed dead, 2 January 1944 (Lancaster JB682, No.7 Squadron). Public Record Office Air 2/8955 indicates this was drafted when he had flown 29 sorties (195 operational hours).

Flight Sergeant Donahue has taken part in a large number of operational sorties against German and Italian targets. He also took part in the daylight raids on Danzig and Milan. A very efficient air bomber, this airman's skill has been a material factor in the many successes achieved by his crew.

The recommendation (drafted 15 April 1943) included the following sortie list (28 sorties only although submission mentioned 29).

25 April 1942 - Rostock (6.00)
27 April 1942 - GARDENING (5.50)
2 May 1942 - GARDENING (6.50)
7 May 1942 - GARDENING (6.20)
16 May 1942 - GARDENING (6.40)
19 May 1942 - Mannheim (5.55)
22 May 1942 - GARDENING (7.35)
25 June 1942 - Bremen (5.45)
27 June 1942 - Bremen (5.00)
29 June 1942 - Bremen (5.10)
2 July 1942 - Bremen (4.50)
8 July 1942 - Wilhelmshaven (4.35)
11 July 1942 - Danzig (10.40, daylight)
26 July 1942 - Hamburg (6.15)
29 July 1942 - Saarbrücken (4.25)

31 July 1942 - Dusseldorf (3.30)
14 September 1942 - Wilhelmshaven (5.00)
16 September 1942 - Essen (4.20)
18 September 1942 - GARDENING (7.35)
23 September 1942 - Wismar (7.40)
12 October 1942 - Wismar (7.15)
13 October 1942 - Kiel (5.45)
24 October 1942 - Milan (9.40, daylight)
6 November 1942 - Genoa (9.45)
22 November 1942 - Stuttgart (8.30)
28 November 1942 - Turin (8.50)
4 December 1942 - GARDENING (11.00)
7 December 1942 - GARDENING (9.30)

The website "Lost Bombers" had the following on his last sortie. Lancaster JB682, No.7 Squadron (MG-A), target Berlin, 1-2 January 1944. JB682 was delivered to No.7 Squadron from No.32 Maintenance Unit in December 1943. When lost the aircraft had a total of 22 hours. It took part in the operation against Berlin on 29/30 December 1943. JB682 was one of two No.7 Squadron Lancasters lost on this operation; the other was EE129. Airborne at 0010 hours, 2 January 1944 from Oakington. Outbound, shot down by a night-fighter and crashed at Ramsel, 4 km ESE from Lingen (Ems). Crew (all killed) were S/L H.R.Jaggard, Sergeant G.V.Roberts, S/L A.E.Taylor, DFM, F/O C.J.Donahue, DFM, RCAF, F/O J.C.Osborne, Flight Sergeant R.G.Warwick, and Warrant Officer J.T.Williams.

* * * * *

DONALD, Sergeant David Brown (R146157) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in New Westminster, 13 July 1913. Pre-war drill hand and painter. Enlisted in Vancouver, 18 December 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as Service Police, 10 January 1942 and posted to Trenton. Promoted Acting Corporal, 14 February 1942 on posting to No.2 SFTS. Reverted to AC1, 18 March 1942. Promoted LAC, 18 June 1942. To Sea Island, 5 August 1942. To Western Air Command Headquarters, 18 February 1943. Promoted Corporal, 1 October 1943. Promoted Sergeant, 1 January 1945. Retired 7 November 1945. Died in Vancouver, 9 September 1968, aged 55.

This non-commissioned officer has shown tireless effort in carrying through his arduous work, often at a sacrifice of his off-duty hours. On one occasion he displayed exceptional courage and forethought in the apprehension of an armed burglar in March 1945 at New Westminster, British Columbia. He has been given responsibilities over and above those normally required of an airman of his rank, which responsibilities he has conscientiously discharged in a most successful

manner, displaying excellent qualities of leadership, tact and diplomacy. His exemplary conduct and outstanding devotion to duty have proven an inspiration to those with whom he works.

The recommendation for this award was raised on 30 July 1945 by W/C W.C. Hammond, Western Air Command Provost Section. Text as follows:

This non-commissioned officer displayed exceptional courage and forethought in the apprehension of an armed burglar in March 1945 at New Westminster, British Columbia. Further, he has shown tireless effort in carrying through his arduous work, often as a sacrifice of his off-duty hours. This Non-Commissioned Officer has been given responsibilities over and above those normally required of an airman of his rank, which responsibilities he has conscientiously discharged in a most successful manner, displaying excellent qualities of leadership, tact and diplomacy. His exemplary conduct and outstanding devotion to duty have proven an inspiration to those with whom he works.

On 7 March 1945, John E. Allen (Deputy Chief Constable, New Westminster Police) wrote to Wing Commander Hammond as follows:

A few minutes after midnight on March 3rd last, some of the drivers of the Royal City Taxi, while sitting in their office, heard a noise in the premises of the Westminster Pharmacy, at the corner of Columbia and Begbie Streets in this city. The drugstore premises are located immediately below their own, and the taxi drivers have a key to the back door of these premises. Upon one of the men going down to investigate, he was struck in the mouth as he entered the back door, and while grappling with his assailant, he saw another man run up to the front door, put his foot through the plate glass panel in the front door, jump through the opening and dash down the street. He called for assistance, but during the confusion, the man with whom he was fighting also ran away.

A call was sent to the Police Station, and one of our officers, along with Sergeant David Donald and Corporal James Bannan, responded to the call. While searching the vicinity, they saw a man running, and Sergeant Donald, who was the first out of the car, ran up to the man. When he got fairly close, the man turned on him with his hand in his suit coat pocket, and pointing his finger forward through the cloth, tried to convey the impression that he had a revolver in his pocket, at the same time warning Sergeant Donald to stay where he was. Sergeant Donald grabbed him, and was assisted by Corporal Bannan. Shortly afterwards the Police Car arrived on the scene, the man was handcuffed, and taken to the Police Station.

The arrested man, who has been charged with Breaking and Entering, is a well known drug addict, and has a long criminal record. We appreciate very much the splendid cooperation of your two officers, who were instrumental in placing under

arrest this man who is out on \$ 3,000 bail from the City of Vancouver, on a charge of being in possession of morphine.

* * * * *

DONALD, P/O Richard Graham (J88073) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. American in the RCAF; born in Glasgow, Scotland, 28 May 1921; home in Cleveland, Ohio; enlisted Windsor, Ontario, 11 June 1942. To No.1 Manning Depot, 9 July 1942. To No.3 WS, 23 September 1942; promoted LAC, 28 October 1942; may have graduated 7 January 1943 but only posted on 21 February 1943 when sent to No.2 Manning Depot; to No.2 Air Gunner Ground Training school, 20 March 1943; to No.3 BGS, 1 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 6 July 1944. Promoted Flying Officer, 6 January 1945. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 11 April 1945. To No.2 School of Flying Control, 1 May 1945. To Mountain View, 21 June 1945. To AFHQ, 16 July 1945. To Western Air Command, 19 September 1945. Retired 8 March 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 10 October 1944 when he had flown 36 sorties (194 hours 50 minutes) between 20 October 1943 and 4 October 1944. His first trip had been a leaflet mission to Le Mans; no further ops until 19 February 1944. Presumably the first sortie was while still in OTU.

A rear gunner of exceptional ability, Pilot Officer Donald has completed thirty-six trips over enemy territory, including raids on such heavily defended targets as Stuttgart, Frankfurt, Dusseldorf, Karlsruhe, Essen and Kiel. In addition he has been an inspiration to his crew and an example to the other members of the gunnery section. He has proven himself to be resourceful and reliable at all times and his vigilance has led to the success of many missions over enemy territory.

The sortie list follows; see also Combat Reports for 25 February and 7 March 1944:

20 October 1943 - Le Mans (5.30, Nickle)
19 February 1944 - Stuttgart (8.05)
20 February 1944 - Leipzig (1.30, W/T failure)
25 February 1944 - Augsburg (8.55)
9 March 1944 - Le Mans (6.20, no target indicators visible)
15 March 1944 - Stuttgart (8.35)
18 March 1944 - Frankfurt (7.25)
22 March 1944 - Gardening (6.35)
9 April 1944 - Villeneuve St. George (5.50)
11 April 1944 - Gardening (5.45)

13 April 1944 - Noissey-le-Sec (5.30)
 20 April 1944 - Lens (5.35)
 22 April 1944 - Dusseldorf (5.45)
 24 April 1944 - Karlsruhe (6.55)
 26 April 1944 - Essen (5.10)
 27 April 1944 - Aulnoye (4.15)
 30 April 1944 - Somain (4.35)
 1 May 1944 - Gardening (4.55)
 11 May 1944 - Boulogne (3.55)
 12 May 1944 - Gardening (3.25)
 20 May 1944 - Gardening (6.00)
 27 May 1944 - Bourg Leopold (6.00)
 31 May 1944 - Au Fevre (4.10)
 16 June 1944 - Sautrecourt (5.05)
 24 June 1944 - Bonnetot (4.20)
 25 June 1944 - Gorenflos (4.35)
 12 July 1944 - Bremont (4.15)
 17 July 1944 - Gardening (4.30)
 3 August 1944 - De Nieppe (4.00)
 5 August 1944 - Brest (5.35)
 7 August 1944 - Caen (4.35)
 16 August 1944 - Kiel (5.10)
 25 August 1944 - Brest (4.40, no target indicators seen)
 27 August 1944 - Mimoyecous (4.20)
 11 September 1944 - Le Havre (4.35, master bomber orders)
 20 September 1944 - Calais (4.05)
 25 September 1944 - Calais (4.15)
 4 October 1944 - Bergen, Norway (7.10)

* * * * *

DONALDSON, P/O James Duffin (J88959) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 21 February 1923 in Kirkmuirhill, Lanark, Scotland. Home in Owen Sound, Ontario (educated there, 1929-1940; carpenter); enlisted in Toronto 3 November 1942. Granted Leave Without Pay until 17 November 1942 when posted to No.5 Manning Depot. To No.4 WS, 5 February 1943; posted on 4 April 1943 to No.23 Pre-Aircrew Education Unit for courses in English, Mathematics and Signals; to No.2 Air Gunners 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. Embarked from Halifax, 26 August 1943; disembarked in Britain, 1 September 1943. To No.24 OTU, 21 September 1943 (27 hours 20 minutes on Whitleys). To Dalton Battle School, 13 November 1943. Attached to No.1659 Conversion Unit, 2 December 1943 (27 hours 25 minutes in Halifaxes). To No.429

Squadron, 8 January 1944. To No.405 Squadron, 15 May 1944. Attached Night Training Unit, 16 May to 2 June 1944 (13 hours 25 minutes on Lancasters). Commissioned 29 August 1944. Repatriated 27 November 1944. To No.1 Air Command, 17 January 1945. To No.4 BGS, 21 January 1945. Promoted Flying Officer, 28 February 1945. To Mountain View, 25 April 1945. Attended an Administrative Course, No.1 Composite Training School, 18 May to 14 June 1945. To No.1 Air Command, 21 June 1945. To Release Centre, 11 November 1945. To No.1 Composite Training School, 12 February 1946. Released 11 October 1946. Died in Owen Sound, Ontario, 15 September 1991 as per **Legion Magazine** of April 1992. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 52 sorties (219 hours 38 minutes).

* counted as 1/3 operation

19 February 1944 - Leipzig (8.20)
 2 March 1944 - Merton-les-Mereaux (5.35)*
 7 March 1944 - Le Mans (6.05)*
 13 March 1944 - Le Mans (5.40)*
 15 March 1944 - Stuttgart (4.20, DNCO)
 18 March 1944 - Frankfurt (6.10)
 22 March 1944 - Frankfurt-on-Main (6.35)
 24 March 1944 - Berlin (7.15)
 30 March 1944 - Nuremburg (7.15)
 9 April 1944 - Villeneuve-St.Georges (5.25)*
 10 April 1944 - Ghent (4.15)*
 20 April 1944 - Lens (4.30)*
 22 April 1944 - Dusseldorf (5.25)
 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 - Renescoure (2.00)
 23 June 1944 - Coubron (1.50)
 24 June 1944 - Middel Straete (1.54)
 27 June 1944 - Oisemont-Neuville-au-Bois (2.18)
 28 June 1944 - Metz (5.06)
 30 June 1944 - Villers Bocage (2.36)
 2 July 1944 - Oisemont-Neuville-au-Bois (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 - Caen (2.29)
 18 July 1944 - Acquet (1.32)
 20 July 1944 - Bottrop (3.20)
 23 July 1944 - Kiel (5.03)
 24 July 1944 - L'Hey (1.46)
 25 July 1944 - Foret du Croc (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 - Nieppe (2.02)
 25 August 1944 - Russelheim (7.00)
 27 August 1944 - Homberg (3.01)
 28 August 1944 - Fromental (2.11)
 29 August 1944 - Stettin (8.44)
 1 September 1944 - Pourchinte (2.16)
 5 September 1944 - Le Havre (2.17)
 6 September 1944 - Le Havre 6 (2.12)
 8 September 1944 - Le Havre (2.10)
 10 September 1944 - Le Havre 3 (2.16)
 12 September 1944 - Wanne Eickel (3.13)
 30 September 1944 - Bottrop (3.14)
 6 October 1944 - Sterkrade (3.11)
 14 October 1944 - Duisburg (3.55)
 15 October 1944 - Wilhelmshaven (4.07)
 19 October 1944 - Stuttgart (5.17)

Pilot Officer Donaldson is an extremely capable and keen Air Gunner who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Nuremburg and Stettin. This officer's most outstanding qualities, aside from his superior technical knowledge and its practical application, are his disregard for personal safety and determination to put forward his best efforts to make his missions successful. Undoubtedly he has done much to contribute to the high morale of his crew and its fine operational record. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: Assessed 12 November 1944 - "A good average Gunnery Officer, reliable and shows interest in his work." (S/L N.M. Coull).

Application for Operational Wing dated 29 August 1944 stated that to date he had flown 39 sorties (13 with No.429 Squadron, 26 with No.405) - 171 hours 38 minutes, February to August 1944.

Application for Bar to Operational Wing dated 8 January 1945 gave number of sorties with No.429 as 17 (96 hours 30 minutes) and with No.405 as 39 sorties (122 hours).

Form dated 15 November 1944 on repatriation stated he had flown 17 "bomber" sorties and 39 "Pathfinder" sorties, 56 in all, 298 hours 55 minutes on operations plus 56 hours 57 minutes non-operational.

* * * * *

DONALDSON, S/L Matthew Wilson (C94088) - **Mention in Despatches** - Overseas - Award effective 10 January 1947 as per London Gazette of that date and AFRO 70/47 dated 7 February 1947. Born 15 June 1912 in Lethbridge; home there. Militia artillery (20th Battery), 1928 to 1935. Coal miner, 1931-1935. Enlisted in RAF, 21 October 1935. Attended No.3 Flying Training School, 25 October 1935 to 15 August 1936. With No.10 (Bomber Torpedo) Squadron, 15 August 1936 to 7 April 1937. No.7 (Bomber) Squadron, 7 April 1937 to 1 November 1938. No.77 Squadron Development Flight, 1 November 1938 to 25 July 1939 (Whitleys, experimental pilot); No.106 Squadron, 28 October 1939 to 30 March 1940 (night flying instructor). To No.50 Squadron, 30 March 1940. Took off from Waddington, 0800 hours, 12 April 1940, crashing at Tredgar, Norway, 1230 hours, and became a POW. Transferred to RCAF in London, England, 24 November 1944 (DHist card - how could he do so if he was still a POW ?). Repatriated to Canada, 8 July 1945. To No.10 Repair Depot, 21 July 1945. To No.2 Flying Training School, 1 November 1945. To No.1 Flying Training School, 24 December 1945. To Release Centre, 7 March 1946. Retired 18 March 1946. Subsequently employed under Mobilization Assignment Training Plan (208663) as instructor with rank of Flight Lieutenant, 24 May 1953 to 31 March 1960 (recruiting unit in Lethbridge, about one month per year). No citation. The following statement 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). When he made the statement he was with No.2 FTS, RCAF, Yorkton, Saskatchewan. Died in Lethbridge, Alberta, 6 July 1993.

On the 12th day of April 1940, I was attached to No.50 Squadron, RAF Bomber Command, and we took off from Waddington at about 0800 hours on that day in a Hampden aircraft over towards the south coast of Norway, after a German cruiser. I was piloting the aircraft.

We were attacked by enemy aircraft. My aircraft was shot down at about 1200 hours near Tredgar, Norway. We struck the side of a cliff and landed in the water.

About an hour after having crashed, Corporal Henry, RAF, one of my rear gunners, and I were picked up off a very small island by some Norwegian fishermen, whose names I do not know. They took us to a general store on the mainland in the village of Tredgar, where I met my co-pilot, F/L D. Middleton, RAF, now RCAF.

The Norwegians were very friendly and gave us a rub-down, dried our clothes and gave us a hot meal and cigarettes.

An hour or so later the sheriff of Mandal and his assistant arrived, and they carried us down to the car as F/L Middleton and I had both been wounded in the legs, and Corporal Henry was badly burned, and we were taken to a hospital in Mandal, which was under the direction of Dr. Knutsen. The sheriff was a tall Dutchman [sic] about six feet in height, weight between 170 and 180 pounds, wore heavy spectacles, grey hair, and had a very red nose.

F/L Middleton and I spent five days and Corporal Henry stayed on. During our stay there the Doctor and nurse, called Sister Enid, gave us the very best of attention at all times, and Sister Enid particularly gave us attention 24 hours a day. She was about five feet nine inches, and weighed about 150 pounds, and was about 22 or 23 years of age, with light brown hair. She had a boyish athletic figure with heavy legs and spoke some English. Her home was in Mandal but she had been nursing in Oslo.

We left the hospital when we were advised that the Germans were going to occupy that part of the country. Dr. Knutsen turned us over to a Mr. Sti, a farmer who lived in Mandal. He was about 45 to 50 years of age, about five feet ten inches in height, weighed between 170 and 180 pounds, raw boned and of slight build, and had sandy coloured hair. He had been a ship builder in Newport, U.S.A., and spoke English well. He was unmarried and lived with his mother. Mr. Sti got us a little summer cottage where we spent the next five days, in an attempt to build ourselves up so that we could walk across to Sweden via Oslo.

Late in the afternoon of the fifth day the sheriff of Mandal and his assistant arrived and arrested us. They apologised for doing so, but stated that they had no alternative as they had instructions from the Germans, and they took us to Kristiansund where we were turned over to the Germans. After a short stay there and at Oslo we were taken to Germany, arriving at Dulag Luft on the eighth day of May, 1940.

On the 22 May 1940, F/L Middleton and I were transferred to Oflag IX AH, Spangenburg, and there I attempted an escape, unsuccessfully.

Early in February 1941, I was transferred to Stalag XXA in Poland, close to the city of Thorn. While there I attempted another escape in company with two other RAF officers. We made our way to a large aerodrome, and as we were dressed as German fitters we had entry into all the aircraft there. We were unable to start any of the aircraft and were eventually arrested and taken back to our camp, and placed in solitary confinement.

Being considered dangerous characters, the three of us - F/L Flynn (RAF), F/L Tom [sic, Thom ?], then RAF, subsequently RCAF, who resides in Edmonton, Canada, former RMC, and myself, were transferred to Oflag IVC, Colditz, 20 miles east of Lipzig [sic, Leipzig] where we remained until I was liberated.

At camp I attempted several escapes, and on one occasion on being caught was sentenced to solitary. For the last 14 months of my stay there I was on the Escape Committee in charge of all the escape equipment and their place of concealment. I also assisted in the operation of our radio.

We were liberated by the American First Army on the 7th day of April, 1945, and arrived back in England on the 20th April 1945.

The above is supplemented by a further statement he made, found in volume 4 of RCAF file 45-19-15A, "Prisoners of War - Escape of - Interrogations" (National Archives of Canada RG. 24 Volume 5373).

Attempted to escape from Oflag IXA/H in October 1940 along with F/L R. Warren, RAF, an Australian. Our escape involved lowering ourselves into a flood-lit moat on an improvised rope, making our way to a drawbridge, under this to the other side, climbing up the bridge, over the moat wall, around behind a sentry box, and so away. This attempt failed when a guard happened to see us. We managed to get back to our rooms without being caught, but were forced to abandon our equipment. When the Germans found our rope, they changed the Camp 600 Reichmarks as we had destroyed some canvas curtains to make it.

In March 1940 [sic, 1941], F/L Flynn, RAF, F/L D. Thom, RAF and I escaped from Stalag Luft XXA which was close to the city of Thorn in Poland. Our intention was to make our way on to a German aerodrome which was close by, and take an aircraft. Using blue pajamas and by sewing airmen's shoulder wings onto our sidecaps, we prepared to masquerade as German ground crew.

(a) Each morning about 50 British privates came to our camp and spent the day as orderlies. They returned to their camp, which was about two miles distance, at 1700 hours. We contacted three of these men, explained our scheme and asked them to masquerade in our camp as us. This they were only too happy to do.

(b) Our scheme entailed changes places and clothing with these men and going back to their camp. Once there we intended to contact a Warrant Officer there who was in charge of detailing daily working parties for the aerodrome. As this aerodrome was a large F.T.S. we hoped to be able to slip off the party and make off with a JU.52. We chose a JU.52 because we all knew the cockpit laying and starting procedure; our destination being Sweden.

(c) We made the change with the three troops, and at 1700 hours were marched back to their camp along with the rest of the party. Contacting the Warrant Officer and explaining our scheme, he immediately put us onto the aerodrome working party. The camp Medical Officer had a word with us and strongly advised us not to attempt to live in the open for any length of time as, having no food, and being in poor physical condition, he felt sure it would lead to disaster.

(d) Being awakened at 0500 hours the following morning, we were given a cup of coffee and marched off the ten kilometres to the aerodrome, arriving at 0700 hours. Being issued with tools we were immediately put to work under heavy guard, repairing the aerodrome surface. At 0930 hours we were marched to the airman's canteen for breakfast.

(e) Approaching the canteen the guards ran on ahead and into the building. The working party followed, but we three slipped into a potato cellar, took off our battle dress and emerged as German ground crew. Making our way down onto the tarmac we experienced no difficulty in passing many guards.

(f) As it turned out all the JU.52s were undergoing major inspections so we were forced to turn to other types. We tried F.W. twin-engined trainers, ME.110s, JU.88s, etc but were unable to start any of them. Going out onto the runway, we hoped to be able to stop an aircraft, overpower its crew and make off. Unfortunately, the control tower saw us, sent out an armed guard and brought us in to see the CFI. It was only after he tried several languages on us that he realized we were British. We were then marched back to our camp, given 17 days solitary in underground cells, and then sent to Oflag IVC at Colditz.

Attempted Escape from Oflag IV, Colditz

F/L Thom and myself attempted to escape from this camp in June 1941 by climbing over the buildings and letting ourselves down on a lightning conductor attached to a chimney.

(a) The guard in the courtyard was diverted and we managed to climb the 50 foot height to the chimney. Here we had to lie low for quite some time as a guard on the outside was close at hand. Finally the coast was clear and I made my way

round the chimney to the conductor. A guard company in the building opposite saw us and opened fire. Getting back on the inside we were unable to descend as the courtyard guard had us covered. We did manage to throw our equipment down, which was rescued, but we did 15 days solitary.

During the remainder of the war, I worked on numerous tunnels and wall cutting escapes, but all were discovered before completion.

Attempted Mass Escape, Colditz, June 1944

We proposed to dress three of our chaps as German guards, cut the bars to let them out of a window. From there they were to relieve the German guards, open the main barbed wire gate and so let 35 officers who were standing by, out. As the camp was a high four-sided stone building, one could not see the entire operation. So we worked in sections, each section reporting proceedings back to the control centre by flashlight.

(a) I was in charge of the west and north side of the building and from here slipped the original three out. This was a long operation as we had two German guards to watch. However, I reported by flashlight as each one got away, and also when they started on their way around to the east side.

(b) They managed to relieve the first guard and send him back to the guardroom. The second they also relieved, taking over his keys, but he refused to go to the guardroom. So much time was lost arguing and the guardroom had time to check on the relieved guard and found it was a hoax. They immediately sent a strong armed guard around who arrested our chaps. In the ensuing scuffle, Lieutenant M. Sinclair was shot and seriously wounded. We lost no equipment that night.

For the last 14 months of the war, I was on the escaping committee, being in charge of all equipment and responsible for the hiding of it. At times I was called upon to inspect and pass judgement on a proposed escaping site. Normally any site I did recommend, I was put in charge of practising the participants in the actual escape manoeuvre.

My biggest task was finding places of concealment for our equipment. We used such places as window ledges, steps, tarmac floors, hollowing wooden beams and in the bellows of a pipe organ in our chapel. We also at times built dummy wooden beams and after several months of their going undetected, used them.

In February 1944 we managed to find our way into an old attic. Here we built a dummy wall, thus forming a workshop, and therein built a glider. Our radio was also concealed in an attic and it was my duty to operate the opening

and closing of the doors when the operator was working.

* * * * *

DONALDSON, WO Vernon Archie (R128688) - **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 9 August 1920. Home in Camp Lister, British Columbia; enlisted in Vancouver, 29 June 1941 for General Duties and posted that date to No.1 Manning Depot. To No.4 BGS, 20 September 1941. Promoted AC1, 29 November 1941. To No.4 AOS, 29 November 1941. Promoted LAC, 1 March 1942. Remustered to aircrew and posted to No.1 BGS, 4 July 1942. Graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Repatriated 23 November 1944. To Western Air Command, 11 January 1945. To Halifax, 19 May 1945; to Western Air Command, 26 May 1945; to No.8 Release Centre, 24 October 1945. Released 26 October 1945. No citation in AFRO.

* * * * *

DONEY, S/L Edward Harvey (C5414) - **Member, Order of the British Empire** - No.7 ACH (Convalescent Hospital) - Award effective 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 10 June 1904 in Toronto (RCAF Press Release 4907 reporting award). Educated at University of Toronto (Medicine). Home in Toronto where he was a general practitioner (Wellesley Hospital, 1931-32, Toronto Western Hospital, 1932-33, Sick Children's Hospital, 1933-34, and general practice thereafter. Also a professional singer (baritone) for 15 years, soloist with Toronto Symphony and Philadelphia orchestras, and an organizer of semi-classical concerts (through Auxiliary Services). Lieutenant, Royal Canadian Army Medical Corps, Military District No.2, 8 April 1940. Resigned army commission on transfer to RCAF, 9 May 1941 as Medical Officer. Granted rank of Flight Lieutenant, 9 August 1941. To No.6 Repair Depot, 20 April 1942. To No.6 ITS, 8 August 1942. To No.6 Repair Depot, 20 August 1942. Promoted Squadron Leader, 1 March 1943.. To No.3 Convalescent Hospital, Toronto, 8 October 1943. To No.7 Convalescent Hospital, Niagara Falls, 1 August 1944. To Release Centre, 10 October 1945. Released 17 October 1945. Died in Toronto, 18 August 1981.

This officer's conversion of a private home into a highly successful convalescent hospital is most praiseworthy. His organizing and administrative ability has been exceptional while his keen interest and unselfish consideration for the welfare of his patients has been remarkable. He has recently been selected to open a new convalescent home, which task he is performing with equal keenness and ability. By his skill and untiring devotion to duty he has proven himself to be a medical officer of high merit.

Based on recommendation raised 23 August 1944 by A/V/M A.T. Cowley:

Squadron Leader Doney, a Medical Officer, has a splendid record both as a Doctor and as an organizer and administrator. To him goes the credit of the outstanding success enjoyed by No.3 Convalescent Home in Toronto. Squadron Leader DONEY is a well-known singer and has a wide circle of friends in the musical world. This has enabled him to secure almost unlimited entertainment for his staff and patients and too much cannot be said in praise of the way Squadron Leader DONEY had managed to convert a private home into a successful and health giving convalescent hospital. The cure and health of his patients is his first consideration and he has not spared himself in carrying out the arduous duties. He has recently been selected to open a new convalescent home at Niagara Falls and is now assuming these new duties with all his original keenness and zest and the added benefit of his experience at No.3 Convalescent Home, Toronto.

Notes: Two assessments are especially interesting:

Has organized and administered the station hospital to the great benefit of the depot. His research into the causes and remedies for hazards peculiar to repair depots is being vigorously pursued. (W/C A.R. Layard, No.6 Repair Depot, 1 July 1943).

Has organized the station hospital in an efficient manner and taken a keen interest in industrial hazards as they effect repair depots. (W/C A.R. Layard, No.6 Repair Depot, 8 November 1943).

* * * * *

DONKERSLEY, P/O Harry Woodward (J8302) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 8 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born 30 December 1919 in Powell River, British Columbia; home there; enlisted in Vancouver 9 January 1941. Posted to No.2 Manning Depot, Brandon, 6 March 1941; to No.7 Equipment Depot, Winnipeg, 10 April 1941; to No.2 ITS, Regina, 17 May 1941 (graduated 20 June 1941 and promoted Leading Aircraftman), to No.5 EFTS, High River, 21 June 1941 (graduated 8 August 1941); to No.7 SFTS, 9 August 1941 (graduated 23 October 1941 and commissioned next day). Attended General Reconnaissance School, Charlottetown, 17 November 1941 to 17 January 1942. On course at No.31 OTU, Debert, 19 January to 10 April 1942. Ferried Hudson FH371 from Montreal to Goose Bay, 21 April 1942 and to United Kingdom on 24-25 April 1942; to No.7 (C) OTU, 11 May 1942; to No.1406 Torpedo Training Unit, 11 August 1942; to No.69 Squadron (Malta), 6 September 1942; promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 3 January 1943; to UK, 8 March 1943. Attached to No.1 Torpedo Training Unit, 23 March 1943; DFC and Bar presented at Buckingham Palace, 23 March 1943. To No.7 (C) OTU, 23 April 1943;

disembarked in Canada, 12 June 1943. To Station Rockcliffe, 19 June 1943; to No.32 OTU, 21 July 1943. Killed with three others 16 January 1944 when Beechcraft HB100 went missing between No.32 OTU and Vancouver (aircraft was being ferried from Rockcliffe); name on Ottawa Memorial. Photo PL-15714 is a portrait. Photo PL-15706 shows F/L H.W. Donkersley (left) and P/O Albert Smith outside Buckingham Palace after investiture. PL-15707 shows F/L H.W. Donkersley (left) and F/L J.H. Safferty, MBE, RAF, after investiture.

This officer has recently achieved much success against enemy shipping. One day in October 1942, he attacked a tanker, inflicting severe damage. A few nights later he located and attacked a convoy of four merchant ships escorted by several destroyers. After making his attack he returned to base, rearmed and made a second attack. Early next morning reconnaissance aircraft carried [out] a search over a wide area in the vicinity of the attack and observed that three of the enemy ships were missing. Some nights later Pilot Officer Donkersley attacked one of two ships escorted by destroyers, setting the vessel on fire. Later it was learned that the ship had sunk. The success which attended his efforts deprived the enemy of much fuel so vital for the battle in Africa.

DONKERSLEY, P/O Harry Woodward (J8302) - **Bar to Distinguished Flying Cross** - No.69 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 185/43 dated 5 February 1943. Public Record Office Air 2/4922 identifies dates as 12 November 1942 and 2 December 1942.

In sorties against enemy shipping this officer has achieved much success. One night in November 1942 he captained an aircraft detailed to drop flares over Italian naval units and accomplished his task successfully. Several nights later he attacked and sank a small merchant vessel. On another night in December 1942, he participated in an operation against an important enemy convoy in the Mediterranean. As a result, other air and surface forces were enabled to strike successfully. Two merchant vessels were sunk and one badly damaged. Pilot Officer Donkersley is a courageous leader who has displayed great initiative in the face of the enemy.

Public Record Office Air 2/4922 has message from Headquarters, Royal Air Force to Air Ministry, 13 December 1942.

An immediate award of a Bar to the Distinguished Flying Cross has been made to Pilot Officer Harry Woodward Donkersley, DFC (J.8203) of No.69 Squadron. This officer arrived in Malta in September 1942 and has carried out his duties as captain of an ASV Wellington with outstanding ability and determination. On the night of 12th/13th November 1942 he carried out a very successful illumination of the Italian fleet for which he received congratulations of the Naval Staff. On the night of 22nd/23rd November whilst on patrol between Maritimo and Carbonara he attacked and sunk one 1,000 ton merchant vessel. The successful strike carried

out by the naval air arm and surface forces against a very important enemy patrol convoy off Kiukennah on the night of 2nd/3rd December was largely due to the accurate report and illumination given by Pilot Officer Donkersley's aircraft. This action resulted in two merchant vessels sunk and one badly damaged. He is a courageous leader who has at all times shown considerable gallantry and initiative in the face of the enemy.

NOTE: Upon repatriation he signed a form (no date) which gave his flying times overseas as follows: No.7 (C) OTU - 110 hours; No.1 TTU - 75 hours; No.1446 MEFU (which I take to mean Middle East Ferry Unit) - ten hours; No.69 Squadron - 250 hours; No.1 TTU (instructing), 30 hours; No.7 (C) OTU as instructor - 50 hours. He further listed aircraft types flown as follows: Tiger Moth (50 hours), Anson (75), Hudson (175) and Wellington (500).

His training record is worth detailing as it shows the type of training as well as the accidents which might come his way. At ITS he graduated 72nd in a class of 174. Courses were: Mathematics (86/110), Armament P and O (80/100), Signals (93/100), Hygiene and Sanitation (26/40), Drill (77/100), Law and Discipline (50/60). He was described as having a "frank outspoken nature."

At EFTS he graduated 7th in a class of 64. The flying portion was on Tiger Moths (22 hours 15 minutes dual, 27 hours 15 minutes solo, five hours 10 minutes on instrument, ten hours in Link). Assessed as "Rough on controls - a very keen student - should do well", and was recommended for twin-engine training. His courses and marks in Ground School were as follows: Airmanship (170/200), Airframes (74/100), Aero Engines (92/100), Signals, Practical (74/100), Theory of Flight (80/100), Air Navigation (155/200), Armament, Oral (192/200), Qualities as Officer (120/200). Again described as a good student but "inclined to be talkative".

At SFTS he flew Anson aircraft (31.15 day dual, 36.20 day solo, 3.05 night dual, 6.55 night solo, 12.20 on instrument, 20 hours in Link). Described as "Fairly smooth pilot but has a habit of depending on others to do his thinking for him at times". Graduated 11th on a class of 51 (granted distinguished pass). Ground school subjects and marks as follows: Airmanship and Maintenance (170/200), Armament W (82/100), Armament P (83/100), Navigation and Meteorology (164/200), Signals W (45/50), Signals P (68/100).

At General reconnaissance School he took navigation courses on Ansons (26 hours by day, 26 by night). He graduated 8th in a class of 21. Assessments were mixed; typical was that of the Station CO: "Somewhat apt to be careless but should make a useful GR pilot when he becomes more mature in his outlook on life. In the meantime should do 2nd pilot only for some time." Ground School subjects and marks as follows - DR Navigation (68/100), DR Navigation again, apparently a different course (227/300), Astro Navigation (50/100), Compass and Instruments (164/200), Meteorology (131/200), Signals (86/100), Reconnaissance (152/200), Coding (65/100), Ship recognition (166/200), Photography (84/100), Visual Signals (Pass).

At No.31 OTU he flew Hudsons (11.40 day dual, 40.00 day as first pilot, 62.30 as 2nd pilot, 55 minutes night dual, 22.55 as 2nd pilot at night, 12.05 on instrument cloud flying, 24.30 in Link). He dropped only eight bombs in low level practice and fired 100 rounds of bullets on range (no air to air or air to ground). Course very restricted because bombing and gunnery ranges not yet completed.

On 31 January 1942, as a pupil, he was involved in an accident at No.31 OTU. The pilot was P/O Hennell (there were no others aboard). Hudson AM761 was landing when an engine cut and the aircraft swung off the runway. One side of the undercarriage collapsed when the wheel struck a ditch.

On 13 February 1942, again at No.32 OTU (Sergeant MacNall as pilot, no others aboard), Hudson AM903 force-landed on a frozen lake near Parrsborough, Nova Scotia. They hit a concrete block at the end of the lake which took out the starboard wheel, hit two telegraph poles and went through two fences.

At No.7 (C) OTU as a pupil he dropped 16 bombs and logged the following times: day dual (6.45), day 2nd pilot (44.00), day solo (83.30), night dual (1.10), night solo (25.15), instrument flying (3.00), Link Trainer (5.00). Under "Flying Aptitude" the assessment was under the following headings: Natural Aptitude (Above Average), Skill in Handling (Above Average), Airmanship (Above Average), Aerobatics (not graded), Cockpit Drill (Above Average), Instrument Flying (Above Average), Formation Flying (Above Average), Night Flying (Above Average), Map Reading (Average) and Flying for Bombing (Average). Under "Distinctive Qualities" were the following headings: 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 a reasons or on impulse ?" (Average), Initiative "Does he want to try things on his own ?" (Above Average), Dash "Is he quick and decisive in action ?" (Above Average), Distribution of Attention "Does he find it difficult to do more than one thing at once ?" (Average), Self Control "Does he get flustered ?" (Average). Generally assessed as a "Exceptional" for an operational pilot; the CO wrote, "A very good officer and a pilot of exceptional ability.

The report of the investigation attending the disappearance of his aircraft included a recapitulation of his flying times to that date. These were as follows:

Tiger Moth - 61 hours 35 minutes (six hours on dual instrument flying)

Anson - 91 hours 40 minutes (3.05 night dual, 6.55 solo at night, 12.20 dual instrument)

Hudson - 187 hours 45 minutes (1.35 night dual, 7.45 night solo, 10.30 dual instrument, 11.35 solo instrument)

Wellington - 556 hours 15 minutes (1.10 night dual, 281.40 night solo, 10.15 instrument solo)

Liberator - eight hours
Hampden - 42 hours
Dakota - 23 hours 10 minutes
Beechcraft - 17 hours 25 minutes.

He had departed under instrument flight rules and was last reported near Vancouver (although there was uncertainty as to the precise location). The investigation centred upon his lack of recent experience in instrument flying. Weather was ruled a contributing factor.

Text of RCAF Press Release No. 1549 dated 5 May 1943, drafted by F/L Kenneth MacGillivray, Public Relations Officer in the Middle East

MALTA – (R.C.A.F. News Service) - One of the numerous Canadians who have “come into their own” in Malta, who have recognized and grasped the unique opportunities which this plucky and pounded colony offers an up-and-coming war-bird, is Flight Lieutenant Harry W. Donkersley, D.F.C., and Bar, former High School student of Powell River, B.C., and now one of the best-known pilots of R.A.F. torpedo-carrying aircraft in this theatre of war.

It didn't take the 23-year-old Canadian lad long to get under way after he arrived in Malta as a Pilot Officer last September. Since that time he has piled up many operational hours, has risen two notches in rank and has earned two decorations. Now he and his crew have completed their tour of ‘ops’ in Malta, and are awaiting posting elsewhere.

Right with him during his spectacular career, and sharing the credit for his successes, have been the fellow-members of his crew, preponderantly R.C.A.F. like their captain. The second pilot is an Englishman, Sgt. Newton Dodsworth of Leeds; the navigator is P/O Dick Cline of 3328 Point Gray Road, Vancouver; and the wireless operators and air-gunners P/O Irving Cowan of Montague, Prince Edward Island, Sgt. Murray Anthony of Melville, Queens County, N.S., and Sgt. Renee LeClerc, of Mentona Street, Montreal.

The crew started off, on October 3rd, by attacking a large enemy tanker near Point Stilo off the sole of the “Italian boot”. Their torpedo hit home, a column of water rose mast-high and the ship was sinking when the aircraft, its mainplane struck by flak from escorting enemy destroyers, headed homeward.

Next came the exploit which won Donkersley his D.F.C. They torpedoed another enemy tanker off the coast of Greece, and this time they “struck it rich”, for the ship was loaded apparently with high-octane aircraft patrol.

“It was really incredible the way that ship went up, almost on the instant that our

torpedo hit her,” Donkersley recalls. “The flames raced from bow to stern in one great flash, and within a matter of seconds the hull was just a red-hot outline like a huge brazier belching fire.”

Again braving a destroyer escort, the aircraft got safely home, while a second ship of the enemy convoy was sunk by another crew of the same Malta squadron, captained by an American member of the R.C.A.F., since missing.

The next day a British aircraft visited the scene and found only one of the convoy’s cable-balloons floating on the oily surface.

Donkersley and Co. next attacked a large enemy merchant vessel off Cogliari, Sardinia, in company with other Malta-based torpedo aircraft, and saw the blast as their fish hit home. The following day, a British submarine came across the half-submerged hulk, and finished it off with gun fire.

The crew’s later activities were largely in cooperation with the Navy and the Fleet Air Arm. On one occasion they played an extremely important preliminary role in a combined operation which enabled them to wipe out an entire enemy convoy. It was for this achievement that the Bar was awarded to the pilot’s D.F.C.

Donkersley’s promotion to Flight Lieutenant came on January 1st.

This crack crew must now break up as Cline and Cowan propose to remuster to pilots, and its various other members have been or will be posted to other theatres of war to continue the operational careers which they have thus begun so auspiciously.

* * * * *

DONNELLY, F/O Francis Joseph (C11204) - **Mention in Despatches** - Station Coal Harbour - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 10 June 1915. Enlisted in Trenton, 30 August 1935 as Motor Boat Crewman. Flight Sergeant as of 1 September 1939. As of 31 October 1939 he was with No.6 (BR) Squadron. To No.13 Operational Training Squadron, 15 September 1940. Promoted WO2, 1 January 1941. To Trenton, 15 September 1941. Promoted WO1, 1 July 1941. To “B”, 2 December 1941. To Patricia Bay, 21 December 1941. Commissioned 15 May 1942. Promoted Flying Officer, 1 October 1942. To Coal Harbour, 24 August 1944. To Patricia Bay, 15 August 1944. Retained rank of Flying Officer, 1 October 1946. Promoted Flight Lieutenant, 1 June 1949. Promoted Squadron Leader, 1 July 1951. Promoted Wing Commander, 1 January 1961.

This officer has been employed as Marine Officer at this station and has at all

times maintained a very high standard of efficiency and co-operation. He has shown outstanding devotion to duty beyond the requirements of his position, and his efforts have greatly contributed to the high standard of maintenance and morale in his Section.

* * * * *

DONNELLY, WO Thomas Henry (R71704 and J17137) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1412/42 dated 4 September 1942. Born in Toronto, 15 October 1920; home there (cabinet maker); enlisted there 20 August 1940. To No.1 ITS., 12 October 1940; graduated and promoted LAC, 13 November 1940 when posted temporarily; to No.2 EFTS, 7 December 1940; graduated 26 January 1941 and posted to No.1 SFTS; graduated and promoted Sergeant, 28 April 1941. To "Y" Depot, 11 May 1941; to RAF overseas, 18 May 1941. Presented at Buckingham Palace, 10 November 1942. Commissioned 27 February 1943 (J17137). Killed in action, 2 January 1944 (Lancaster JB280, No.405 Squadron).

As captain of aircraft, Flight Sergeant Donnelly has carried out many successful sorties over enemy and enemy occupied territory including targets at Essen, Kiel, Cologne, Hamburg and Brest. Many of his bomber attacks have been carried out in adverse weather. He has often remained in the target area for long periods making several runs over the target to ensure accuracy of his bombing. On several occasions Flight Sergeant Donnelly's aircraft has been damaged by enemy anti-aircraft fire but he has at all times pressed home his attacks with vigour, and by his skill and determination he has succeeded in flying back to base safely. His courage and devotion to duty both in the air and on the ground have been a source of inspiration to all members of the squadron.

NOTE: Public Record Office Air 2/9591 has recommendation (undated) drafted when he had flown 35 sorties (200 operational hours). Sortie list and submission as follows:

26 August 1941 - Boulogne (5.00)
28 August 1941 - Ostend (7.00)
2 September 1941 - Frankfurt (6.50)
6 September 1941 - Huls (4.05)
8 September 1941 - Kassels (7.25)
11 September 1941 - Kiel (8.20)
13 September 1941 - Brest (6.15)
15 September 1941 - Hamburg (7.00)
17 September 1941 - Karlsruhe (6.20)
29 September 1941 - Sea sweep (3.15)
3 October 1941 - Dunkirk (2.05)
10 October 1941 - Cologne (7.30)

15 October 1941 - Cologne (6.40)
20 October 1941 - Bremen (6.05)
22 October 1941 - Mannheim (6.30)
1 November 1941 - Kiel (8.30)
4 November 1941 - Essen (6.45)
7 November 1941 - Berlin (3.20, turned back over Holland)
8 November 1941 - Essen (4.45)
30 November 1941 - Hamburg (7.35)
17 December 1941 - Brest (5.55)
23 December 1941 - Brest (7.05)
27 December 1941 - Dusseldorf (4.45)
3 March 1942 - Essen (4.00)
9 March 1942 - Essen (4.15)
12 March 1942 - Kiel (6.25)
13 March 1942 - Sea sweep (3.30)
25 March 1942 - Essen (4.00)
26 March 1942 - Essen (4.05)
28 March 1942 - Lubeck (6.50)
1 April 1942 - Hanau (7.25)
5 April 1942 - Cologne (5.50)
9 April 1942 - Essen (2.30, daylight, early return)
10 April 1942 - Essen (5.30)
12 April 1942 - Essen (6.10)

Since 25th August 1941, Flight Sergeant Donnelly has carried out 35 operational sorties of which 24 were as captain of his aircraft, involving 200 hours flying on operations.

He has carried out all his operations with tremendous keenness and determination. The number of occasions on which his aircraft has been damaged by enemy anti-aircraft fire bears witness to the forceful and courageous manner in which he has at all times pressed home his attacks. It was very often due entirely to his outstanding ability and fortitude that the aircraft and crew were enabled to return safely to base.

The majority of his sorties have been carried out against the most heavily defended targets in Germany and occupied territory. These include Essen, Kiel, Cologne, Hamburg and Brest. The average height of attacks was below 10,000 feet. Flight Sergeant Donnelly often remained in the target area for long periods, making several runs over the target in order definitely to identify it. He carried out eight successful sorties against armament factories at Essen and on numerous occasions under the most trying weather conditions he has continued on to the target.

His cheerfulness and enthusiasm in the air and on the ground have been a source of inspiration to all members of the squadron.

DONNELLY, F/O Thomas Henry, DFM (J17137) - **Mention in Despatches** - No.405 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

The website "Lost Bombers" gives the following on his final sortie. Lancaster JB280 of No.405 Squadron (LQ-K), target Berlin, 1-2 January 1944. This aircraft was delivered to No.405 Squadron from No.32 Maintenance Unit, 16 September 1943. No operational history traced. When lost this aircraft had a total of 180 hours. It was one of two No.405 Squadron Lancasters lost on this operation (the other was JB737). Airborne at 0023 hours, 2 January 1944 from Gransden Lodge. Outbound, shot down by a night-fighter flown by Lt Friedrich Potthast, 1V./NJG1, crashing 0210 at Nieuw Schoonebeek (Drenthe) in the commune of Schoonebeek; all killed. Crew were as follows: F/O T.H.Donnelly, DFM, RCAF; Sergeant L.G.R.Miller; F/O A.J.Salaba, RCAF; Flight Sergeant W.L.J.Clark, RCAF; Sergeant B.S.J.West; Sergeant R.E.Watts; Sergeant R. Zimmer RCAF.

* * * * *

DONOGHUE, FS John Granville (R54393) - **Mention in Despatches** - No.97 Squadron (Unit not given in AFRO; see below) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Woodlawn, New Jersey, 30 April 1912. Attended University of Delaware and summer school at Cornell University. Home in Brooklyn, New York where he had been a teacher for four years. Enlisted in Ottawa 26 August 1940. At No.1 Manning Depot, Toronto, 27 August to 15 September 1940; at Trenton, 15 September to 22 October 1940; attended No.1 ITS, Toronto, 23 October to 28 November 1940 (promoted Leading Aircraftman). To No.4 EFTS, 29 November 1940. Ceased training 8 January 1941 and posted to Clinical Investigation Unit. Posted to No.1 BGS, Jarvis, Ontario, 18 March 1941. Promoted Sergeant on gaining Air Gunner Badge, 12 April 1941. Struck off strength of No.1 BGS, 25 April 1941 and posted to Embarkation Depot, Halifax. To RAF Trainees Pool, 29 May 1941. Taken on strength of No.1 Personnel Reception Centre, Bournemouth, 29 June 1941. To No.16 OTU, 7 July 1941. To No.97 Squadron, 18 August 1941. Killed in action 17 April 1942 (air gunner on Lancaster R5513); this was the Augsburg Raid. No citation.

The website "Lost Bombers" gives the following on his last sortie. Lancaster R5513, No.97 Squadron (OF-P), target Augsburg, 17/18 April 1942. Ordered as a Manchester and built as Lancaster Mk.I. R5513 was delivered to No.97 Squadron on 27 March 1942 and was one of two No.97 Squadron Lancasters lost on this operation (the other was L7573). Airborne at 1500 hours of 17 April 1942 from Woodhall Spa. Hit by Flak in the target area and exploded in the air. Crew (all killed) were Warrant Officer T.J.Mycock, DFC; Sergeant N.C.Hayes, MiD; Warrant Officer L.Harrison, MiD; Flight Sergeant S.E.Eades, MiD; Sergeant D.MacDonald; Flight Sergeant W.Shelley; Flight Sergeant J.G.Donoghue (American from Glen Head, New York

State, serving in the RCAF).

* * * * *

DONOVAN, FS Irvine Irwin (R188791) - **Distinguished Flying Medal** - No.101 Squadron (deceased) - Award effective 25 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 6 January 1924 in Collingwood, Ontario; home there (machine operator and employee in a bottling plant); enlisted in Ottawa, 17 September 1942 and posted to No.1 Manning Depot, Toronto. To No.16 SFTS, Hagersville, 24 November 1942 (guard); to No.4 Manning Depot, Quebec, 7 March 1943; this appears as well to have been a posting to No.1 Air Gunner Ground Training School, Quebec. Promoted LAC, 17 April 1943 when posted to No.9 BGS, Mont Joli. Graduated and promoted Sergeant, 28 May 1943 but remained on strength of that school until 11 June 1943. To "Y" Depot, Halifax, 12 June 1943. Embarked from Halifax, 16 June 1943. Disembarked in Great Britain, 24 June 1943 and posted to No.3 PRC, Bournemouth. To No.18 OTU, 6 July 1943. To No.1662 Conversion Unit, 8 August 1943. To No.101 Squadron, 1 October 1943. Promoted Flight Sergeant, 28 February 1944. Killed in action 26/27 April 1944 (Lancaster LL860); buried in France. Medal presented to next-of-kin, 9 December 1947.

This airman 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.

NOTE: Public Record Office Air 2/9632 has recommendation dated 25 April 1944 when he had flown 25 sorties (185 hours ten minutes). Although the form is almost wholly typewritten, the date has been entered in ink; there is a distinct possibility that it was altered to backdate the submission to a point just prior to his going missing, a device to get around the ban on "posthumous" Distinguished Flying Crosses and Distinguished Flying Medals.

18 October 1943 - Hanover - 9/10 cloud. Attack appeared scattered. Difficulty in assessing results.

22 October 1943 - Kassel - Attack was heavy and accurate in clear visibility.

3 November 1943 - Dusseldorf - Successful attack causing many fires in target area.

10 November 1943 - Modane - Strong attack in quiet conditions and good visibility.

2 December 1943 - Berlin - The attack appeared to be south of target and was scattered.

3 December 1943 - Leipzig - One large orange explosion seen but 10/10 cloud restricted observation.

16 December 1943 - Berlin - Fairly good concentration but made difficult by thick cloud.

20 December 1943 - Frankfurt - Many fires and explosions. One large explosion in northeast section of target.

29 December 1943 - Berlin - Marking good, heavy attack with glow seen from 70 miles on return.

1 January 1944 - Berlin - Fairly good trip; thick cloud reflected glow of fires in target area.

20 January 1944 - Berlin - Attack carried out following enemy opposition on route.

21 January 1944 - Magdeburg - Target area covered by fire; successful attack.
 27 January 1944 - Berlin - Attack appeared to be well concentrated following good marking.
 28 January 1944 - Berlin - Very large explosion seen. Attack well developed.
 30 January 1944 - Berlin - Glow of fires on cloud indicated three large fires in target area.
 19 February 1944 - Leipzig - 10/10 cloud. Occasional breaks revealed fires in target area.
 20 February 1944 - Stuttgart - After scattered start, marking developed into concentrated groups.
 24 February 1944 - Schweinfurt - Good marking. Fires growing in intensity; successful attack.
 15 March 1944 - Stuttgart - Many fires around markers, visible for long distance on return journey.
 22 March 1944 - Frankfurt - Aircraft held by searchlights southeast of target. Dense smoke rising to good height.
 24 March 1944 - Berlin - Well placed markers, but attack rather scattered.
 26 March 1944 - Essen - Good observation limited by thick cloud. Evidence of fires from glow on clouds.
 30 March 1944 - Nuremburg - Attack carried out in face of intense enemy opposition.
 20 April 1944 - Cologne - Thick cloud, attack appeared fairly well developed.
 24 April 1944 - Karlsruhe - Many fires and explosions seen; very successful attack.

Sergeant Donovan, a Canadian, is a worthy member of a very good crew and has completed 25 successful sorties with the squadron. During this time he has displayed a keenness and reliability worthy of high praise which have been equalled only by his efficiency as an Air Gunner.

Under all conditions and in the face of intense enemy opposition this Non-Commissioned Officer has inspired confidence by his cheerful disposition and unfailing vigilance. His determination to ensure that no efforts should be spared to complete the task in hand has been a fine example to the squadron.

By his coolness, courage and devotion to duty, Sergeant Donovan has greatly contributed to the success of many operational missions and his fine record of service fully merits his recommendation for an award of the Distinguished Flying Medal.

On 16 May 1944 the Officer Commanding, RAF Station Ludford Magna, added his comments:

Sergeant Donovan, by his vigilance and skill, has filled his captain and crew with complete confidence in his ability to safeguard them from attack. His fearless devotion to duty and fine offensive spirit have brought the crew out of more than one difficult situation. I recommend that his high courage and praiseworthy achievement be marked by the award of the Distinguished Flying Medal.

The Air Commodore Commanding, No.14 Base, wrote on 18 May 1944:

Sergeant Donovan has proved himself a man of cool courage, determination and fearlessness throughout his operational tour. I recommend that his magnificent record should receive recognition by the award of the Distinguished Flying Medal.

Finally, on 31 May 1944 the Air Officer Commanding, No.1 Group, endorsed the form, "Strongly recommended for the Non-Immediate award of the Distinguished Flying Medal".

The website "Lost Bombers" provides the following on his final sortie. Lancaster LL860, No.101 Squadron (SR-I), target Schweinfurt, 26/27 April 1944. This aircraft took part in the following major operations: as SR-R, Stuttgart, 15/16 March 1944; Berlin, 24/25 March 1944; Nuremburg, 30/31 March 1944; as SR-I, Schweinfurt 26/27 April 1944 (lost). When lost this aircraft had a total of 38 hours on operations. Airborne at 2120 hours, 26 April 1944 from Ludford Magna. All crew were buried in France at Viroflay New Communal cemetery. Most unusually, all were decorated. They were F/O P.F.Rowe, DFC; Sergeant A.S.Hollands, DFM; Sergeant R.A.Person, DFM; Flight Sergeant C.H.Cannon, DFM; Flight Sergeant R.M.Patmore, DFM; Flight Sergeant W.C.Napier, DFM, RAAF (ABC operator); Flight Sergeant N.V.Creighton, DFM KIA; Flight Sergeant I.I.Donovan, DFM, RCAF.

* * * * *

DONOVAN, F/L John Hogg (J22827) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 16 July 1916 in Toronto. Attended St. Andrews's College, Aurora, 1928-1935 (captain in Cadet Corps).(secretary with Internarional Pete, South America, 1937-1941). Enlisted in Toronto, 4 November 1941. To No.1 Manning Depot, 7 December 1941. To No.1 SFTS (guard), 21 December 1941. To No.5 ITS, 14 March 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.13 EFTS until 1 August 1942; graduated 25 September 1942 and posted next day to No.2 SFTS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943; disembarked in Britain, 17 March 1943. To No.7 (Pilots) AFU, 20 April 1943. To No.41 OTU, 25 May 1943. Promoted Flying Officer, 22 July 1943. Attached to School of Artillery, Larkhill, 29-27 July 1943. To No.414 Squadron, 24 August 1943. Promoted Flight Lieutenant, 22 January 1945. To No.3 PRC, Bournemouth, 7 March 1945, To No.41 OTU, 29 March 1945. To Clifton, 1 May 1945. To Hutton Cranswick, 9 June 1945. Repatriated 16 September 1945. Retired 26 October 1945. Died in Elora, Ontario, October 1985 as per **Legion Magazine** of April 1986.

During the last eight months Flight Lieutenant Donovan has been continuously engaged on operational flying. Prior to D-Day he destroyed fifteen enemy trains and three barges. On one occasion in the face of intense and accurate anti-aircraft fire he completed a photographic mission from a very low level over Dieppe and although his aircraft was damaged obtained extremely satisfactory results. Since D-Day Flight Lieutenant Donovan has flown on further reconnaissance sorties

and his ability and devotion to duty have at all times been most commendable.

Public Record Office Air 2/9078 has recommendation drafted about 25 February 1945 when he had flown 137 sorties (191 operational hours) and was then a Flight Commander:

Since joining the squadron on August 25th, 1943, this officer has been continuously engaged on operational flying. Prior to "D" Day on rhubarb and ranger sorties Flight Lieutenant Donovan is credited with destroying 15 enemy trains as well as three barges. On one occasion in the face of intense and accurate flak Flight Lieutenant Donovan carried out a photographic mission at zero feet over Dieppe, and although his aircraft was damaged, extremely satisfactory photographs of radar installations were obtained. On "D" Day he flew two very successful sorties for four hours on naval bombardment work. Since "D" Day this officer has carried out a large number of successful photographic and tactical reconnaissance sorties, often over heavily defended areas.

Additional comments were added (definitely on 25 February 1945) by S/L Wonnacott:

This officer has shown keenness and courage on all his operational flying. He has completed a large number of highly successful reconnaissance missions, often in the face of adverse weather and heavy enemy flak. Flight Lieutenant Donovan has ably filled the positions of Flight Commander and Second in Command of the squadron for the past two months. For his ability and devotion to duty I recommend him for the award of the non-immediate DFC.

Further endorsed on 25 February 1945 by a Group Captain (illegible - looks like "Sellars"):

Flight Lieutenant Donovan has displayed a tenacity of purpose and a fine fighting spirit to a very high degree. He has proven a very fine flight commander and has set an outstanding example in doing most excellent work in the most heavily defended areas. I recommend him for the award of the Distinguished Flying Cross.

Further endorsed by an Air Vice Marshal on 1 March 1945 and by Air Marshal Coningham on 4 April 1945.

Training: Interviewed in Toronto, 17 October 1941 by F/O H.G. Raney - "Above average, tall, slender, athletic build, clean and neatly dressed, smart appearance, alert, intelligent, industrious, mature, self-reliant, capable - pleasant manner, reflects good home life."

Course at No.5 ITS was 26 April to 20 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 851 points of a possible 1,000, placed 26th in a class of 133. "Good lad,

courteous, cooperative.”

Course at No.13 EFTS was 3 August to 25 September 1942. Finch II aircraft - 9.30 dual to first solo, 29.00 total day dual, 30.30 day solo, 4.20 night dual, one hour night solo. Was 7.20 on instruments. Logged ten hours in Link. Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, Signals (practical), scoring 589 points from possible 700. Placed sixth in a class of 44. “Good type. Good appearance. Intelligent. Well disciplined. Ambitious.”

Course at No.2 SFTS was 28 September 1942 to 22 January 1943. Harvard aircraft - 5 hours 25 minutes dual to first solo, 59.20 total day dual, 85.15 day solo, 6.35 night dual, 10.55 night solo. Flew 12.15 in formation and 28 hours on instruments. Logged 25 hours in Link.

Ground courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology, Scored 600 points of possible 750. Placed 15th in a class of 57. “Recommended for commission.”

Course at No.41 OTU was 26 May to 20 July 1943. Flew Harvard (35 minutes dual to first solo, 1.20 total dual, 14.20 solo - 1.10 in formation), Mustang (43.15 of which 5.40 in formation) and Hurricane (9.35 of which 1.25 in formation). Logged three hours 45 minutes in Link. Flying Test Grades in General Flying (275/400), Applied Flying (160/200), and Link (58/100). Ground courses in Airmanship and Tactical Recce (not examined), Military Subjects (120/200) Armament (62/100), Photography (68/100), Maintenance and Engines (77/100), Signals (84/100) and Navigation (83/100). Leadership and Character graded 75/100. “A keen and intelligent pilot who handles the Mustang well and produce excellent results in his air practices with the minimum of supervision. Above average.” (W/C A.D. Annand, 5 August 1943). Another report stated, “His air to air firing and air combat are average.”

Notes: Application for Operational Wing dated stated he had flown 161 sorties (200 hours), 25 August 1943 to 1 March 1945.

Assessed 18 March 1945 by S/L F.S. Gilbertson when he had flown 633 hours 33minutes (93 in previous six months). “This officer has done an excellent job of work while serving with this squadron and has always displayed the greatest determination, courage and thoroughness in carrying out tasks assigned. He has a quiet, pleasing personality and has always displayed the greatest tact and fairness in dealing with those under his command. He has a thorough knowledge of his job and a great deal of common sense. He will prove reliable and dependable in any job assigned him.”

* * * * *

DONOVAN, WO (now F/O) Murray Donald (R99243/J90716) - **Croix de Guerre (France)** - No.75 Squadron (AFRO gives unit only as "Overseas" - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 16 April 1921. Home in Saint John, New Brunswick; enlisted in Moncton 15 May 1941. To No.1 WS, 27 July 1941. To No.3 ITS, 20 August 1941; graduated

and promoted LAC, 23 September 1941 when posted to No.21 EFTS. Ceased pilot training and posted to Trenton, 15 November 1941; to No.8 AOS, 20 December 1941; graduated 28 March 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 9 May 1942; to No.1 ANS, 23 June 1942; graduated 8 August 1942 and posted to No.1 BGS. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 November 1942. Promoted WO2, 9 May 1943. Commissioned 22 August 1944. Repatriated 22 January 1945. To Edmonton, 2 February 1945. Promoted Flying Officer, 22 February 1945. Released 29 March 1945. Worked for Canada Post, 37 years, retiring 1978. Died in Saint John, New Brunswick, 12 May 2009. Public Records Office Document Air 2/9645 has citation.

Warrant Officer Donovan has completed 31 operational sorties as Air Bomber. Many of his targets were in occupied France. This airman is an exceptionally courageous and determined Air Bomber and has shown himself to be a most valuable member of his squadron.

* * * * *

DOODY, F/O Ray Francis (J89226) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 29 April 1912 in Ottawa; home there (bookkeeper); enlisted there 22 July 1941. To No.1 Manning Depot, 18 August 1941. To No.1 BGS, 20 August 1941; to No.4 WS, 22 November 1941; promoted LAC, 22 December 1941; graduated 6 June 1942 when posted to No.1 BGS; graduated and promoted Sergeant, 6 July 1942. To No.36 OTU, 31 July 1942. O "Y" Depot, 14 November 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 6 January 1943. Promoted WO2, 6 July 1943. Commissioned 16 August 1944. Promoted Flying Officer, 16 February 1945. Repatriated 14 May 1945. To No.14 SFTS, 27 June 1945. To AFHQ, 10 August 1945. Retired 22 May 1946. Invested with award at Government House, Ottawa, 7 November 1949. Photo PL-48185 shows him after ceremony with Mrs. E.D. Doody (mother) and Joan Doody (daughter, aged 15). Died 20 July 2006 at Plaster Rock, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

Flying Officer Doody has participated in attacks on many heavily defended targets in enemy territory including Cologne, Karlsruhe, Osnabruck and Stuttgart. On one mission to Magdeburg his aircraft sustained severe damage while over the target area. By his skilful work Flying Officer Doody played a large part in ensuring a safe return and his enthusiasm and devotion to duty have always been outstanding.

Recommended 15 March 1945 by S/L F.S. McCarthy when he had flown 53 sorties (315 hours 35 minutes); sortie list and submission as follows:

19 June 1943 - anti-submarine patrol (6.40)

20 June 1943 - anti-submarine patrol (6.10)
21 June 1943 - anti-submarine patrol (6.10)
5 July 1943 - anti-submarine patrol (6.35)
10 July 1943 - search for enemy aircraft (6.25)
12 July 1943 - anti-submarine patrol (5.30)
2 August 1943 - anti-submarine patrol 6.00)
4 August 1943 - anti-submarine Moorings (5.15)
6 August 1943 - anti-submarine Moorings (5.35)
12 August 1943 - anti-submarine Moorings (5.20)
15 August 1943 - convoy escort (6.40)
16 August 1943 - anti-submarine patrol Moorings (5.25)
23 August 1943 - anti-submarine patrol Moorings (1.50)
28 August 1943 - anti-submarine patrol (5.15)
30 August 1943 - anti-submarine sweep (6.10)
6 September 1943 - anti-submarine (5.25)
7 September 1943 - anti-submarine patrol Moorings (6.15)
1 October 1943 - anti-submarine patrol Moorings (5.15)
3 October 1943 - anti-submarine patrol (3.35)
5 October 1943 - anti-submarine patrol (5.55)
10 October 1943 - anti-submarine patrol Moorings (6.15)
13 October 1943 - anti-submarine patrol Moorings ((5.30)
16 October 1943 - anti-submarine patrol Moorings (5.00)
17 October 1943 - anti-submarine sweep (7.25)
23 October 1943 - anti-submarine sweep (5.45)
26 October 1943 - anti-submarine patrol Moorings (5.25)
28 October 1943 - anti-submarine patrol Moorings (5.25)
9 November 1943 - Air-Sea Rescue patrol (4.25)
10 November 1943 - anti-submarine patrol Moorings (5.55)
13 November 1943 - anti-submarine patrol Moorings (5.50)
22 November 1943 - anti-submarine patrol Copper (5.00)
24 November 1943 - anti-submarine patrol Copper (7.25)
25 November 1943 - anti-submarine patrol Copper (5.00)
FIRST TOUR: 33 sorties (185 hours 30 minutes)
28 September 1944 - Cap Gris Nez (4.05)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.25)
4 December 1944 - Harlartin (? - Karlsruhe (7.35)
5 December 1944 - Soest (6.40)
6 December 1944 - Osnabruck (6.25)
18 December 1944 - Duisburg (5.45)
29 December 1944 - Spich (7.10)
30 December 1944 - Cologne (6.25)

2 January 1945 - Ludwigshaven (7.25)
6 January 1945 - Hanau (7.20)
13 January 1945 - Saarbrücken (7.15)
14 January 1945 - Grevenbroich (6.20)
16 January 1945 - Magdeburg (7.10)
28 January 1945 - Stuttgart (6.55)
4 February 1945 - Bonn (6.35)
17 February 1945 - Wesel (7.05)
20 February 1945 - Monheim (7.00)
SECOND TOUR: 20 sorties (132 hours five minutes)

This officer has successfully completed two operational tours, his first with Coastal Command, and Bomber Command on his second.

Pilot Officer Doody has made attacks on heavily defended enemy targets including Cologne, Duisburg, Karlsruhe, Osnabrück and Stuttgart. On a raid on Magdeburg the aircraft in which Pilot Officer Doody was flying was in a collision with another aircraft, resulting in severe damage to their aircraft, which was unable to maintain height. By his skilful work he played a large part in the safe return of the aircraft to its base. For his excellent operational record, it is strongly recommended that he be awarded the non-immediate Distinguished Flying Cross.

* * * * *

DOOLITTLE, F/O George Andrew (J6949) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 27 July 1919. Home in Prince Albert; enlisted in Saskatoon 7 November 1940. Trained at No.3 ITS (graduated 22 April 1941), No.6 EFTS (graduated 7 June 1941) and No.4 SFTS (graduated 20 August 1941). Released 17 October 1945. Served overseas in India; posted to No.212 Squadron, 31 January 1945. Rejoined RCAF, 21 August 1946 (19594); retired again, 23 November 1968 to live in West Hill, Ontario. Died in Tacoma, Washington, 30 January 2012.

When a seaplane was making a landing on water it crashed and started to turn over and sink. Upon realizing the helplessness of his observer, who was injured and unable to extricate himself from the rear cockpit, Flying Officer Doolittle, the pilot, dived into the water, swam to the rear cockpit and with extreme difficulty released him just before the aircraft sank. Although encumbered by flying clothing and in imminent danger of being trapped by the overturning aircraft, this officer displayed great gallantry and complete disregard for personal safety in the rescue of his fellow crewman.

* * * * *

DORAN, Corporal Morice Seaman (R191997) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 7 April 1914. Home in Southampton, Ontario; enlisted in London, Ontario, 13 October 1942 as Radar mechanic. To No.4 WS, 15 January 1943. To No.1 Manning Depot, 17 June 1943. To No.31 RDF School, 19 July 1943. Promoted LAC, 3 September 1943. To "Y" Depot, Halifax, 18 September 1943. To No.3 OTU, 28 September 1943. Promoted Corporal, 1 March 1944. To No.7 (BR) Squadron, 30 April 1944. To No.166 Squadron, 20 September 1945. Retired 30 October 1945. Died in Southampton, Ontario, 1 June 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003.

Corporal Doran is an exceptionally hard working non-commissioned officer who does not hesitate to present and carry out new ideas. He spends much of what might be considered "spare time" in his section and has set such an example of devotion to duty that the airmen under him willingly work longer than normal hours when necessary. He is most efficient and co-operative, definitely promoting harmony in his section.

* * * * *

DORE, FS Burnell Vincent (R81054) - **Mention in Despatches** - No.483 GCC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 27 February 1921 in Grand Prairie, Alberta. Home in Victoria; enlisted in Vancouver, 18 November 1940 as Wireless Electrical Mechanic. Promoted LAC, 18 November 1940. To RAF overseas, 2 January 1941. Promoted Sergeant, 2 January 1943. Promoted Flight Sergeant, 1 July 1943. Repatriated 18 November 1944. Retired 27 February 1945. Postwar he attended University of British Columbia (Masters in Mathematics and Physics). The obtained Masters in Electronic Engineering from McGill University. Moved to Sunnyvale, California in 1957 where he worked with Sylvania and Stanford Research Institute as an electrical engineer. He also received his MBA from Santa Clara University. In 1970 he moved to Tucson and he had an electronics business. Died in Tucson, 24 January 2005. No citation.

* * * * *

DORE, F/O Charles Elderfield (J26081) - **Commended for Valuable Services** - No.3 SFTS - Award effective 5 May 1944 as per **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 5 April 1915. Home in Calgary; enlisted in Vancouver 7 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 15 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.8 EFTS; graduated 2 July 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 20 September 1941. To Trenton, 21 September 1941. To No.3 SFTS, 28 December 1941. Promoted Flight Sergeant, 20 March 1942. Promoted WO2, 20 September 1942. Commissioned 26 March 1943. Promoted Flying Officer 1 August 1943. To No.6 OTU, 10 August 1944. Taken on strength of No.3 PRC, 18 December 1944. Promoted Flight Lieutenant, 26 March 1945. Repatriated 3 December 1945. Retired 17 January 1946. Active in tennis after the war; voted "Mr. Tennis, B.C.", 1986. Inducted into Canadian Tennis Hall of Fame, September 2002. RCAF photo PL-60671 (ex UK-

21599 dated 23 May 1945) shows him as a member of an RAF transport squadron in Burma, posting a letter. Died in Kelowna, British Columbia, 15 January 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005.

This officer, while on a training flight with two passengers aboard, discovered that the elevator control was completely inoperative. After attempting a landing, using trim tab controls and throttles, and deciding that this was unduly hazardous with passengers aboard, he climbed to a safe height and ordered them to abandon the aircraft. Rather than abandon the aircraft himself, after several attempts in spite of the handicap of a jettisoned door and normal aerodrome traffic, by good airmanship and flying skill, he succeeded in landing the aircraft without damage. This officer displayed sound judgement, resourcefulness and initiative in an emergency.

* * * * *

DORIE, FS John Earl (R111679) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 23 May 1918 in Cornwall, Ontario; home there (clerk); enlisted in Ottawa, 18 July 1941 and posted to No.4A Manning Depot. To No.8 AOS (guard), 28 August 1941; to No.1 WS, 11 October 1941; promoted LAC, 12 November 1941; to Trenton, 29 December 1941; to No.6 BGS, 31 January 1942; graduated and promoted Sergeant, 26 March 1942. To "Y" Depot, 27 March 1942; to RAF overseas, 30 April 1942. Further trained at Castle Camps and No.14 OTU. Commissioned with effect from 26 January 1943 (J19680). Repatriated 9 November 1944. To No.4 BGS, 17 December 1944. Date of release uncertain. Rejoined RCAF, 19 April 1949 as Supply Technician. Reclassified as Service Police, 1 November 1950. Promoted Corporal, 10 November 1950. Promoted Sergeant, 1 April 1957. Photo PL-23986 shows him after repatriation to Canada. Photo PL-34169 is a portrait. Photo PL-33604 shows him as Flying Officer after investiture with DFM. Photo PL-33606 shows him after investiture with F/O D.F. Tribe, also invested with DFM.

Flight Sergeant Dorie has taken part in numerous operational missions in which he has displayed determination and initiative. On one occasion he participated in an attack on Rostock during which his aircraft was intercepted by an enemy fighter. One of the other gunners was wounded but largely due to the skill and tenacity of Flight Sergeant Dorie the attacker was driven off and the mission successfully completed.

Public Record Office Air 50/182 has a combat report from 20/21 April 1943. The pilot was Flight Sergeant John Leonard Smale, RCAF (later DFM and DFM). The mid-upper gunner was Sergeant Wilfred Harold Roach, RCAF, also awarded the DFM.

Stirling "A", 15 Squadron (BK656) Captain, Flight Sergeant Smale, on way to target, position 10° East 44° 40" North flying at 150 feet over sea, when M/U gunner (Sergeant Roach) reported Ju.88 port quarter down 800 yards, coming into attack. Ju.88 fired short burst putting intercom u/s, holing port fuselage with two

cannon shells, and wounding M/U gunner.

M/U gunner replied with short bursts on attack and break away, but no damage observed to enemy aircraft. Enemy aircraft broke away. Tail Gunner (Flight Sergeant Dorie) firing short burst on break away. Defensive action taken was steep turn into dark sky and enemy aircraft's attack. In its initial attack, the Ju.88, flying very low over water, evidently had our aircraft outlined against a good moon.

Ju.88 then stood off at 800 to 1,000 yards on port beam. Rear and M/U gunners fired short bursts. No further attack was made and the enemy aircraft finally broke away and was not seen again. Just before attack was made greenish yellow flares were seen bursting on ground, on same course as our aircraft. Rounds fired, approximately 400-500.

RCAF Press Release, No. 1490, London, (RCAF News Service), 4 April 1943:

Unscathed by as much as a single "flak" hole, in nearly 30 operations to some of the most heavily-defended targets in Europe, is the astounding performing of a Stirling of an R.A.F. squadron in which Flight Earl Dorie, of Cornwall, Ontario, is a crew-member, along with four other Canadians.

Most of Dorie's operational hours have been compiled in the current Bomber Command all-out offensive against German military targets. Objectives have included Berlin, Cologne, Essen, Hamburg, Nuremberg, St. Nazaire and Lorient. Each of these places is regarded by aircrews as a "hot spot". Dorie, who is a tail gunner, maintains that the success of their crew in avoiding damage to themselves is not so much due to Lady Luck as to the skill of their skipper, Sergeant Jack Samle, of Toronto, Ontario.

Other Canadians in the crew are Sergeant J. "Jigg" Dumbrelle, of Ottawa, the bombardier, Sergeant M. Roach of Vancouver Island, mid-upper gunner; Sergeant E. Harris, of Collingwood, Ontario, the navigator.

F/S Dorie said that his crew was one of the first crews to reach Essen on the night of the crushing attack to this home of the Krupp works. They helped light a fire there that rivalled the one Nero fiddled for a long time ago.

It was at Hamburg they encountered the heaviest "flak," which burst all around them but did not hit them. Dorie saw seven night fighters that night, but each went by without firing a shot. Coming back from one of their three raids on Lorient, all four engines cut at once, while changing petrol tanks. The big bomber lost 3,000 feet in a hurry before the Scot flight engineer could change over to the full tanks.

The crews were briefed at the last moment for the important raid on Berlin and, as

Dorie put it: "Everybody was on the bit". It was a long haul and when they got there, they found lots of "flak" and searchlights to welcome them. Nevertheless, they dropped their bombs and came back to base with no outward incident marrying their first visit to the German capital.

* * * * *

DORLAND, FS Russel (R80737 and J17930) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born Toronto, 5 July 1921. Home there or Islington, Ontario; enlisted Toronto 5 November 1940. To Rockcliffe, 15 December 1940. To No.1 ITS, 19 February 1941; graduated and promoted LAC, 31 March 1941 when posted to No.1 Manning Depot; to No.1 WS, 28 April 1941; graduated 15 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, 14 October 1941; to RAF overseas, 2 November 1941. To No.1 Signal School, 9 December 1941; to No.16 OTU, 27 January 1942; to No.420 Squadron, 10 June 1942; to No.10 OTU, 5 March 1943; to No.22 OTU, 15 March 1943. Commissioned 5 June 1943. Promoted Flying Officer, 5 December 1943. Repatriated 28 October 1944. To No.4 BGS, 20 November 1944. Retired 27 March 1945. 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 (Napanea). 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 Napanea, 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. PL-19715 (ex UK-5610 dated 14 October 1943) shows P/O R. Dorland, DFM (Islington) and Flight Sergeant H.J. O'Connor (Napanea) at Buckingham Palace after investiture. RCAF photo PL-32812 (ex UK-15194 dated 19 September 1944) shows him saying goodbye to his rear turret on completion of his second tour (first with Snowy Owl squadron, second with Leaside, Lion, Bluenose and Iroquois squadrons). Photo PL-32813 (ex UK-15195 dated 19 September 1944) shows F/O Russ Dorland, DFM (Islington) saying goodbye to his armourers, LAC Doug Purnell (Hamilton) and LAC Bill Wainman (Copper Cliff, Ontario). Photo PL-34015 is a portrait. Photo PL-32812 shows him as well. Medal presented at Buckingham Palace, 12 October 1943. Ultimately flew two tours. He received his Doctor of Veterinary Medicine in 1949 and after 21 years with the Ontario Ministry of Health he retired as Chief of the Veterinary Public Health Services. Died at Niagara-on-the Lake, Ontario, 11 May 2006 as per **Legion Magazine** of November 2006.

During the course of his tour of operations this airman has shown outstanding ability and courage as an air gunner. On one occasion, when returning from an attack on Stuttgart, his aircraft, when at a very low altitude, was engaged by searchlights and fire from ground defences. On a more recent occasion Flight Sergeant Dorland was acting as fire controller in an aircraft returning from

Cologne. An enemy fighter made five separate attacks in brilliant moonlight, but owing to the expert directions supplied by this airman his captain was able to take successful evasive action. Flight Sergeant Dorland, by his efficiency and coolness when under fire, has inspired confidence in all the crew with whom he has flown.

RCAF Release No.6690 dated 19 September 1944 from Sergeant John Badger, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: Screened from further operational flying on finishing his second tour, Flying Officer Russ Dorland should be seeing his hometown, Islington, Ontario, sometime soon. Variety featured the 23-year-old gunner's 53 sorties. He flew in every type of gun turret on the Hampdens, Lancasters and Halifaxes of his five squadrons and 15 aircrews. The targets of his sorties include a wide assortment of the intensely defended big cities of Germany. Dorland's two tours naturally took time, which is why his logbook ranges from two of the original 1000-bomber raids, Essen and Cologne, through Berlin in the blitz, to the latest air campaigns against 'flybomb' platforms and the German Army.

Most unusual angle of Dorland's ops flying is that he never opened fire on an enemy fighter. It's a gunner's first duty to tail his skipper how to evade attackers, his second to shoot it down. The fact that Dorland never let a night-fighter get close enough to warrant shooting is high tribute to his alertness. The Luftwaffe did its best to catch his aircraft many times. "We always wiggled out of the way somehow," Dorland smiles, with the typical personal modesty of aircrew. He did use his guns once, on the searchlights of Paris, then German-held. The bomber had been mutilated by flak over Stuttgart, its target. A shell through the front turret wounded the second pilot, though not seriously, shot out the instruments, and put the hydraulic system out of commission with the result that the wheels fell down.

Unable to climb, the bomber limped over Paris. As flak and searchlights probed the night sky after it, the pilot dived below rooftop level in an effort to duck under the defences. Dorland's guns stuttered a challenge to some searchlights that slanted horizontally after them, and the aircraft droned on to safety. Later, it crash-landed at a fighter 'drome in Britain. The second pilot recovered completely.

The tall casual youth from Islington, Ontario, flew his whole first tour with the Snowy Owl Squadron, his second with the Leaside, Lion, Bluenose and Iroquois Squadrons, all in the Canadian Group. After the war, he hopes to start a career in "outdoor work, preferably forestry or fisheries.

* * * * *

DORSEY, F/O Edgar Wilson (J85502) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 14 September 1919 in Hamilton; home there (clerk); enlisted Toronto 25 October 1940. To No.8 Repair Depot, 16 November 1940. To No.2 ITS, 28 November 1940. Promoted LAC, 19 January 1941. To No.2 WS, 19 January 1941. To No.3 BGS, 23 May 1941. Promoted Sergeant, 24 June 1941 and posted to Embarkation Depot. To RAF overseas, 9 August 1941. Commissioned 6 April 1944. Repatriated 17 February 1945. To Release Centre, 24 April 1945. Released 27 September 1945. Died in Ajax or Pickering, 6 May 2006. RCAF photo PL-40876 (ex UK-17446 dated 12 December 1944) is captioned as follows: "Veteran of a tour of operations in the Middle East and Malta, F/O E. W. Dorsey of Hamilton, Ontario is now well into his second tour as the rear gunner of a Halifax bomber crew based in England. Dorsey's first tour was partly on bombers and partly on coastal; patrol work and for a time was based on Malta. He returned from the Middle East in August 1943, was granted home leave in Canada and recently returned to England for bomber operations. Since commencement of his second tour, Dorsey has been over such targets as comprise the industrial heart of the Ruhr Valley." 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." Presented in Toronto, 30 November 1949. Public Records Office Air 2/9059 has recommendation dated 15 January 1945 when he had flown 56 sorties (282 hours 44 minutes) in tours lasting from 17 August 1942 to 1 July 1943 and from 28 October 1944 to 6 January 1945.

First Tour

17 August 1942 - Anti-Sub Patrol (4.30), sighted sub.
 20 August 1942 - Sea patrol (4.20)
 21 August 1942 - Anti-Sub Patrol (6.45)
 27 August 1942 - Shipping search (6.00); sighted enemy aircraft
 29 August 1942 - ditto (6.00)
 1 September 1942 - ditto (5.20)
 3 September 1942 - ditto (6.00)
 4 November 1942 - Anti-Sub Patrol (5.15)
 6 November 1942 - ditto (5.15)
 12 November 1942 - Luqa (Malta) to Egypt (5.35)
 14 November 1942 - Anti-Sub Patrol (5.05)
 27 December 1942 - Tunis (4.35), flak, bombed target.
 30 December 1942 - Sfax (4.50), flak, bombed target.
 4 January 1943 - Sousse (4.05), flak, bombed target.
 9 January 1943 - Castel Benito (4.55), Bombed cross roads
 15 January 1943 - Tripoli (5.20), Bombed gate road of Tripoli
 17 January 1943 - Tripoli (4.45), bombed installations.
 28 January 1943 - Luqa to Gibraltar (8.25)
 30 January 1943 - Gibraltar to Luqa (7.20)
 8 February 1943 - Luqa to Castel Benito (2.05)
 16 February 1943- ditto (2.15)
 17 February 1943- ditto (2.20)
 22 March 1943 - Battle area (7.00)

24 March 1943- ditto (4.45)
 25 March 1943- ditto (4.10)
 31 March 1943 - Castel Benito-El Gardabia (1.05)
 6 April 1943 - Sfax (4.30), bombed marshalling yards
 11 April 1943 - Ste.Marie du Zit (6.00), bombed airfield.
 12 April 1943 - Korba (5.45), bombed airfield
 24 April 1943 - Soliman (6.10), bombed airfield
 5 May 1943 - Tunis area (6.25), bombed M.T. and roads
 8 May 1943 - Hammanet area (6.00), bombed M.T. and roads
 11 May 1943 - Nabeul-Menzel-Temine area (6.00), ditto
 11 June 1943 - Pantellaria (2.55), Bombed docks and town.
 19 June 1943 - Messina (3.40)
 28 June 1943 - Messina (5.15), bombed ferry and M.T.
 1 July 1943 - Palermo (3.45), bombed marshalling yards and stores.

Second Tour

28 October 1944 - Domburg (3.03)
 29 October 1944 - Zoutelande (3.14)
 30 October 1944 - Cologne (5.48)
 2 November 1944 - Dusseldorf (5.34)
 4 November 1944 - Bochum (5.13)
 6 November 1944 - Gelsenkirchen (4.48)
 30 November 1944 - Duisburg (6.00)
 2 December 1944 - Hagen (6.26)
 6 December 1944 - Osnabruck (5.58)
 12 December 1944 - Essen (5.37)
 17 December 1944 - Duisburg (6.26)
 24 December 1944 - Essen-Mulheim airfield (4.37), bombed target
 26 December 1944 - St.Vith (4.40)
 28 December 1944 - Opladen (5.35)
 29 December 1944 - Koblenz-Mosel marshalling yards (6.00)
 30 December 1944 - Cologne (5.54)
 2 January 1945 - Ludwigshaven (6.38)
 6 January 1945 - Hanau (6.48)

Flying Officer Dorsey has just completed his second tour of 18 operational sorties as an air gunner with No.158 Squadron. On his first tour he completed 37 sorties.

Of the 18 missions he has flown from here, 17 have been against major targets in some of the most heavily defended areas of Germany. He has flown by day and by night and on all occasions he has displayed outstanding skill and courage.

Under intense enemy fire he has proved himself to be cool and calmly efficient. He has maintained a cheerful confidence at all times, which has inspired the less experienced men with whom he has flown.

On the ground, also, his work has been excellent. He has given ready assistance in the training of new gunners and has set a high standard in the work he demonstrated and supervised.

It is recommended that Flying Officer Dorsey's outstanding record of service, courage and devotion to duty be recognized by the award of the Distinguished Flying Cross.

* * * * *

DORT, WO1 John Christopher (R88146) - **Mention in Despatches** - Eastern 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 22 November 1906. Home in Dartmouth; enlisted in Halifax, 18 February 1941 as Motor Boat Crew with rank of WO2 and on strength of "K". To No.117 (BR) Squadron, 5 August 1941. To Nova Scotia Detachment, 23 October 1941. Promoted WO1, 1 April 1942. To "K", 5 December 1942. To Eastern Air Command Headquarters, 31 March 1943. Remained in postwar RCAF. To No.102 Marine Squadron, 1 April 1947. Retired 3 July 1947. Photo PL-35118 shows him with AC1 H.B. Mahon on launch.

This Warrant Officer, master of a Royal Canadian Air Force High Speed Rescue Vessel, received an SOS from a ship ashore on an extremely dangerous reef off an Eastern Canadian port. He immediately proceeded to her assistance through the darkness of the night and dense fog. Manoeuvring his craft through rushing tides [and] submerged reefs to the side of the ship, forty-one survivors were rescued. Only through his daring and skilful navigation was this feat made possible. His courage and devotion to duty set an extremely high example to the members of his crew.

He was the master of the M-447 "Niktak." On 24 August 1944, in a letter from Black's Harbour, New Brunswick, directed to Marine Officer, Eastern Air Command, he reported as follows:

The following is a report of rescue of 41 men off the U.S. ship James Miller.

On 22nd August 1944 I received orders to proceed to a position of Lat.44 30.00 North, Long. 66 40.00 West. A ship reported torpedoed. Departed Black's Harbour 2200 hours of the same day, the weather was thick fog with South East wind.

At 0015 August 23 arrived at the above position and stopped engines, listened but did not see or hear anything, also fired signals. Cruised around in that vicinity about an hour and fired another signal, which was answered by several signals. Then cruised in the direction of the signals received, with caution as they were very close to dangerous shoals. Manoeuvred close enough to speak to the ship, they said their ship was sinking; I replied that I should stand by. A signal was then given on their whistle to abandon ship. The lifeboats were lowered and came

alongside. The first lifeboat arrived was sinking. The crew claimed that they had broken planks caused from launching her. The crews of both boats were taken aboard safely, nobody injured, and medical attention not necessary. The survivors were made as comfortable as possible. We then proceeded back to base.

The above number of survivors were landed at Black's Harbour, New Brunswick and taken care of by the RCAF and other officials.

The Commanding Officer of the RCAF Station at Pennfield Ridge, and two other officers accompanied us on the trip, for your information.

* * * * *

DOUCET, Flight Sergeant Joseph Jean Benoit Maurice (R81515) - **Mention in Despatches** - No.1 Group Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 3 September 1914. Home in Montreal; enlisted there 25 November 1940 as Wireless Electrical Mechanic and posted to No.1 Manning Depot with rank of LAC. To Embarkation Depot, 24 February 1941. To No.1 Manning Depot, 11 March 1941. To Embarkation Depot again, 8 April 1941. To RAF oversea, 14 April 1941. To Rockcliffe, 25 October 1941. To No.13 SFTS, 13 December 1941. Promoted Corporal, 1 August 1942. To "OD", 20 November 1942. Promoted Sergeant, 1 June 1943. To No.1 Group Headquarters, 12 December 1943. Promoted Flight Sergeant, 1 March 1944. Retired 1 February 1945. Certificate and emblem mailed, 7 July 1945.

This non-commissioned officer is an exceptional wireless mechanic, who not only is highly trained technically but by leadership and sympathy, has succeeded in imparting his knowledge to his subordinates, thus greatly increasing their skill and usefulness to the service. On many occasions he has seized the initiative and whenever faced with difficulties exerts more than normal efforts to surmount them. He has proven most loyal to his officers and by his example and strenuous efforts has encouraged his subordinates to make their maximum contribution. The completion of the difficult program of wireless installations in this Group has in no small measure been due to the unusual merits of this non-commissioned officer.

* * * * *

DOUCETTE, P/O Joseph Alexander Theodore (J15960) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born 25 May 1918 in Ontario. Home in Sudbury, Ontario; enlisted North Bay, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To technical Training School, 19 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.14 EFTS; graduated 7 August 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 25 October 1941. Posted that date to "Y" Depot. To RAF overseas, 19 November 1941. Commissioned 16 August 1942. Promoted Flying Officer, 16 February 1943. Killed in action

14/15 April 1943 (Wellington X3763). Photo PL-15531 taken after investiture at Buckingham Palace; shown with Mrs. Gladys Morrill and Subaltern Irene Jack (English friends). Cited with Sergeant G.J.R. Bruyere, DFM.

On November 6, 1942, Pilot Officer Doucette and Sergeant Bruyere were captain and wireless operator respectively of an aircraft detailed to attack an objective in Northwest Germany in daylight. On the outward flight the aircraft was attacked by three enemy fighters. Sergeant Bruyere was seriously injured, sustaining a broken leg and wounds in the chest, arm, forehead and left hand. A member of the crew, when going to his assistance, stepped on the escape hatch and fell through it but Sergeant Bruyere caught him and assisted him back to safety. When the engagement with the enemy fighter was terminated, Pilot Officer Doucette flew on and attacked his target. On the return journey Sergeant Bruyere, despite his critical condition, advised his colleagues on the operation of his wireless equipment in extremely difficult circumstances. Both Pilot Officer Doucette and Sergeant Bruyere displayed indomitable courage and unswerving devotion to duty.

Note: At 1130 hours, 29 December 1942, while engaged in a non-operational flight (air test) from Dishforth, Wellington 2160 was damaged, Category AC. Crew consisted of J15960 P/O J.A.T. Doucette (pilot, 360 hours on type), J15820 P/O P. Doucette (navigator), R.56244 Flight Sergeant A. Poloquin (WOP), R79441 Flight Sergeant P.P. Trudeau (rear gunner) and R.104704 Corporal P. Brouillette ("maker" - perhaps "tool maker"). Fabric of the starboard wing (leading edge) came off. Aircraft had not been put through any unusual manoeuvres. It was suspected that inferior doping had been applied at factory and that it had deteriorated while in storage at a Movements Unit.

The website "Lost Bombers" gives the following on his final sortie. Wellington X3763, No.435 Squadron (KM-L), target Stuttgart, 14/15 April 1943. This aircraft was one of two No.425 Squadron Wellingtons lost on this operation (the other was HE733). Airborne at 2107 hours from Dishforth. Crashed at Mussey-sur-Marne (Haute Marne), on the West bank of the Marne, 8 km S of Joinville, France. Crew (all killed) were P/O A.T.Doucette, DFC, RCAF; Sergeant A.Jones; P/O J.O.L.Desroches, DFC, RCAF; Sergeant D.Vollans; P/O G.P.H.Ledoux, RCAF; Flight Sergeant P.P.Trudeau, RCAF.

RCAF Press Release No. 832 dated 16 October 1942 reads:

It was his first raid, but what a raid!

"Our kite was weaving from side to side at tremendous speed. We could see anti-aircraft shells bursting right, left and above. Machine-gun tracer bullets whizzed past. I saw some of them whistling between our wings and rudder."

That's part of the interview we had with Sergeant Theodore "Ted" Doucette, a 24-year-old pilot of Sudbury, Ontario, who is now with the French Canadian bomber squadron in Great Britain. He made his first operational trip as a second pilot

aboard a four engines Halifax of a nearby squadron.

The target was Flensburg.

“We left at dusk and headed for our target at a moderate speed”, said Doucette. “It was pitch dark when we reached the Baltic coast. We were flying at about 2,000 feet.”

“When we got to within 15 miles of the Flensburg submarine yards, we saw a solid wall of searchlights ahead. Two of our aircraft had to do violent evasive action to escape the long pencil of light.”

“At about five miles from the target, we came down to 500 feet, and our pilot said: “Here we go, boys. Hold tight!”

“At the same moment, the searchlights went out, but as we got close to the city, they were flashed again. We swerved into a half-circle to the right and headed straight into the belt of blinding light.”

“A piece of flak cracked the hard plastic glass windshield in front of me. I peered down. We were flying so low that I could see men bustling around the machine guns and ack-ack batteries. They were tiny figures lit up to be the searchlights which were angled at 200 on account of our low flying.”

“We dropped our load of high explosives and incendiary bombs on the docks, as hell fire still raged all around. We were over the target only a few minutes, but it seemed hours to us. As we left the battered city, the ack-ack gradually diminished.”

“It was such a trip that our pilot, after we were back at the Station, had to say: “That’s one of the toughest shows I have ever been in”. And he has made more than twelve operational trips.

“Anyway”, concluded Doucette, “after this low-level business, other raids should seem like pieces of cake to me”.

RCAF Press Release No.1106, written by F/O Marcel Beauregard, released 25 January 1943, read as follows:

Pilot Officer Leopold Desroches, navigator, of Montreal, Quebec, wouldn’t be alive today if Flight Sergeant Robert Bruyere, D.F.M., wireless Operator, also of Montreal, had not grabbed him in time as he was about to disappear through the emergency hatch over Germany.

That’s right. But Flight Sergeant Robert Bruyere wouldn’t be alive himself if his crew companions had not been so diligent at the first aid lectures given by Flight Lieutenant Hector Payette, of Montreal, medical officer of the French Canadian

bomber squadron.

“Bruyere was so badly injured and was losing so much blood that he would have died during the trip back”, said Flight Lieutenant Payette; “but Desroches and Trudeau surely saved his life when they put a tourniquet on his left leg and just at the right place”.

Bruyere was hit four times by the enemy’s fire, but he is now out of danger.

This happened when aircraft of the French Canadian bomber squadron were taking part in a daylight raid over N.W. Germany. The bomber, which was flown by Pilot Officer Theodore (Ted) Doucette, D.F.C., of Sudbury, Ontario, was very close to the target and just below the clouds, at about 300 feet from the ground, when three Me’s 109F’s came from behind and attacked the bomber at a distance of 500 yards.

Sergeant Pierre-Paul Trudeau, of Outremount, Quebec, who was the rear gunner, waited and then opened fire on the fighter in the centre. He got it very soon because that fighter immediately began pouring out smoke and crashed to the ground shortly afterward. At the same moment, the fighter at the right peeled off and attacked the bomber from the starboard side while the third passed over the left wing.

Flight Sergeant Bruyere, who was standing in the centre of the aircraft, looking through the astro-hatch, was hit four times and fell on the floor. P/O Desroches, who was beside the pilot, rushed to help him and was putting a tourniquet on his left leg when he fell against the emergency hatch, opened it and went through. Bruyere grabbed him by the lapels of his flying suit and helped him to climb back into the kite.

By that time the pilot had lost control and the bomber was in a spiral nose-dive. A few feet from the ground Doucette succeeded in regaining control and, in a very few minutes, brought the bomber into the clouds.

The aircraft by this time was over the target, and the bombs were dropped. Sergeant Trudeau had left his turret and was taking care of Sergeant Bruyere, while Desroches had gone back to his navigator’s seat and Sergeant Derrick Vollans, of Yorkshire, the bomb aimer, was acting as Wireless Operator. Desroches, Vollans and Trudeau were all three in battle dress, having taken off their Mae West to make a bed for their injured companion.

The bomber was badly damaged – the intercommunication system was unserviceable, the hydraulic system was out of order, one of the ailerons was nearly shot off, the other had been damaged, one of the fuel tanks was leaking gasoline and there were two holes in the wings. Despite all this, P/O Doucette succeeded in bringing the aircraft home and he even made a perfect landing.

The landing was so good that Sergeant Bruyere, from his bed at the hospital, said, "Ted, you have never made such a nice landing before. I didn't feel anything".

P/O Doucette learned that his Wireless Operator had been injured as he reached the target, but he didn't know that he was in such a serious condition.

"We didn't want to tell him right away", said Sergeant Trudeau, "because of the effect it might have on him and I just told him that Bob (Bruyere) had been slightly injured".

"It was only then", continued Trudeau, "that I saw the ailerons had been damaged. I told Doucette about it, but he didn't answer. He simply crossed his fingers and gave me a wink. He certainly did a good job".

"As a matter of fact", said Flight Lieutenant Payette, "it would be difficult to find a better example of the co-operation which must exist between the members of a crew. Everybody did his own part so well. It was a marvel of understanding, and that is why Bruyere is now alive.

* * * * *

DOUGALL, P/O Donald Charles (J3710) - **Distinguished Flying Cross** - No.92 Squadron - Award effective 2 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born in Winnipeg, 31 January 1916. Educated at Macdonald College (1922-1929), St. Alban's School, Brockville (1929-1933), Macdonald College again and then McGill University (1934-1939). Had been a bellboy in a CPR Hotel in Quebec City (1932-1938) and salesman attending Macdonald College (1938-1939). Home Ste. Anne de Bellevue; enlisted in Montreal, 6 June 1940. To No.1 ITS, Toronto, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS, London, Ontario. To No.1 SFTS, Camp Borden, 13 September 1940; graduated and commissioned, 21 January 1941. Embarked from Canada, 18 February 1941; arrived overseas 4 March 1941. To No.57 OTU, Hawarden (10 March 1941) as part of Course 19 (Canadians and Australians); posted out 5 May 1941, reporting to No.92 Squadron, Biggin Hill, 7 May 1941. Local flying until 15 May 1941 when he flew first sortie (evening patrol, Bf.109s engaged). In numerous sweeps and patrols thereafter. On 23 June 1941, during a sweep in support of Blenheims, heavy fighter opposition encountered. He destroyed one Bf.109F. Shot down in flames, 11 July 1941; seriously wounded and taken prisoner; returned to United Kingdom in prisoner exchange, 25 October 1943 (with F/L Don Morrison, DFC, DFM). Invested at Buckingham Palace, 9 November 1943. Repatriated to Canada 16 November 1943; arrived in Canada 25 November 1943; retired 25 March 1944. Died in Manatee, Florida, 24 November 1985. RCAF photos PL-22301 (ex UK-6027) and PL-22302 (ex UK-6028, both dated 10 November 1943) taken soon after his return to England and marriage to Patricia Sellars of Heston (4 November 1943).

This officer has performed consistently good work since joining this squadron and has shown great keenness to engage and destroy the enemy. He was shot down recently when warning his leader, whose radio apparatus had failed, that enemy

aircraft were about to attack. The warning was given by visual signals and necessarily took some time after he had sighted the enemy. He showed the greatest devotion to duty and disregard of personal safety. Pilot Officer Dougall has destroyed one enemy aircraft.

His file also has an undated statement (possibly an intended Press Release) which reads:

Pilot Officer Donald C. Dougall (J3710), DFC - Who risked his life and surrendered his freedom to save a member of his squadron whose radio failed on an offensive sweep over France, He was awarded the DFC in "recognition of his gallantry in the air. "He did one of the bravest things any member of this squadron has ever done," said his squadron leader. A Sergeant pilot, because of radio trouble, was returning to his base and Dougall decided to escort him to the French coast. Over Cape Gris Nez Dougall saw three Messerschmitts rushing to attack the Sergeant from below. To warn him he flew alongside to signal. Dipping his wings and banking, Dougall forced the Sergeant to follow him to avoid collision - just in time to escape tracer bullets from the onrushing Nazis. Dougall's Spitfire was riddled with bullets but the other aircraft escaped. The Canadian bailed out and was captured, He showed the greatest devotion to duty and disregard for personal safety. A graduate of McGill University, Dougall was trained under the British Commonwealth Air Training Plan after joining the RCAF at the outbreak of war. He shot down two enemy planes. Dougall was seriously wounded. His leg was amputated but his arm has completely healed, although it was at first feared that amputation was necessary. He reports he is receiving food and invalid comforts from the Red Cross. In hospital he is reading to the blind and teaching chemistry to other prisoners.

Notes: A summary of his medical history dated 25 November 1943 read as follows:

While in action over Boulogne on 11.8.41 [sic] I was hit by enemy high explosive in the right leg and arm. I saw blood spurting from these areas and could see the bone in my leg. I baled out of the plane, was captured and taken to a hospital near Boulogne. Gas gangrene developed and my right leg was amputated through the upper thigh on 13.8.41. I went to Obermos Field 28.9.41 where a second amputation on the same leg was done 1.1.42. In hospital until August 1942, then to Stalag Luft 3 where I stayed until leaving Germany. He also received five superficial wounds right forearm and knuckle of fourth finger was shot off - he cannot use this finger. Also numb area present over back of left thumb, result of a cut done for blood transfusion."

At Stalag Luft III the Germans initially refused him permission to obtain a leg, on the grounds that they were needed for German amputees. Finally he was able to buy one (at his own expense), but the artificial limb issued in Germany (built locally or in a neutral country) fitted poorly and a new one was needed.

Training: Interviewed 21 March 1940 in Montreal by F/O G.M. Marshall. "Fine type young

man. Small of stature [5 feet 4 inches]. Good intellect. Sincere. Good educational background. Some business experience. Courteous. Highly recommended as Pilot Material."

Attended No.1 ITS, 24 June to 20 July 1940. Courses in Mathematics (89/100), Armament, practical and oral (89/100), Drill (80/100), and Law and Discipline (91/100). Placed 28th in a class of 244. "Very young looking for age. Sports very good. OTC training one year. Very good type of man."

Attended No.3 EFTS, 22 July to 15 September 1940. Fleet Finch II aircraft - 27 hours dual, 25 hours solo. "Flying progress average; little on the over-confident side. Needs more practice on aerobatics to smooth out." Ground courses in Airmanship (158/200), Airframes (159/200), Engines (151/200), Signals, practical (49/50), Theory of Flight (74/100), Air Navigation (164/200) and Armament, oral (190/200). Graded 172/200 in Qualities as Officer. Placed fourth in a class of 22. "General attitude good. He is a dependable type of pilot, but he is inclined to be a little over-confident. Conduct very good."

Attended No.1 SFTS, 15 November 1940 to 24 January 1941. Yale aircraft - 32.05 day dual, 34.15 day solo, 2.15 night dual, 2.00 night solo. Logged 8.30 in Link. "Average pilot; was unable to practice aerobatics owing to illness." Ground training in Airmanship (150/200), Armament, written (66/100), Armament, practical (76/100), Air Navigation (141/200) and Signals, practical (40/50). Placed sixth in a class of 47. "Excellent discipline. Keen and alert - should make good officer material."

At No.57 OTU he flew 37 hours including two dual (Master aircraft). Assessed as follows - Formation (Average), Dog Fighting (Average), Fighter Attacks (Average), Handling of Spitfire (Above Average), General Flying Ability (Keen to fly and uses his own initiative; will improve with experience).

* * * * *

DOUGHTY, FS Cecil (R90869) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 January 1914 in North Bay; home there (employed by Temiskaming and Northern Ontario Railway); enlisted there 23 June 1941 as Clerk/Stenographer and posted to No.1 Manning Depot. Promoted AC1, 23 September 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 18 July 1942. Taken on strength of No.3 PRC, 6 August 1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 July 1943. Returned to Canada, 23 November 1945; discharged 15 December 1945 and returned to former employer. Medal sent by registered mail, 13 February 1948.

This non-commissioned officer, a most efficient and capable Clerk Stenographer assigned for duty with the Royal Canadian Air Force Liaison Detachment to Supreme Headquarters Allied Expeditionary Force, carried out his normal duties diligently and at all times undertook willingly many additional tasks. On various occasions his efficient and fast work brought forth praise and thanks from International Red Cross officials as well as United States Army Officers. His willing co-operation with all nationalities and keenness for work was most

outstanding and his efforts were a considerable contribution to successful operations.

* * * * *

DOUGLAS, WO Clifford Lloyd (R147280 and J90021) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 28 October 1918 in Rosburn, Manitoba; home there (clerk); enlisted in Winnipeg, 17 December 1941. To No.2 Manning Depot, 28 January 1942. To Station Calgary, 10 April 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; to No.3 BGS, 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942; to RAF overseas, 26 October 1942. Promoted Flight Sergeant, 28 February 1943; promoted WO2, 28 August 1943. Commissioned 6 October 1944. Repatriated 22 October 1944. To No.12 SFTS, 10 December 1944. Promoted Flying Officer, 6 April 1945. To No.2 Air Command, 31 May 1945. To No.7 Equipment Depot, 15 October 1945. Retired 17 November 1945. Medal sent by registered mail, 11 March 1949. Returned to postwar banking in western Canada and Northwest Territories. Died in Edmonton, mid-January 1999; extensive obituary in **National Post** of 25 January 1999. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Records Office Air 2/9149 has recommendation dated 23 February 1944 when he had flown 44 sorties (256 hours 30 minutes). Sortie sheet closely resembles that of P/O T.J. Howard.

2 February 1943 - GARDENING (7.15)

7 February 1943 - Lorient (7.00)

26 February 1943 - Cologne (5.15)

27 February 1943 - GARDENING (4.25)

8 March 1943 - Nuremburg (8.00)

12 March 1943 - Essen (6.00)

27 March 1943 - Berlin (7.45)

29 March 1943 - Berlin (7.35)

10 April 1943 - Frankfurt (6.30)

14 April 1943 - Stuttgart (6.45)

16 April 1943 - Mannheim (6.00)

20 April 1943 - Stettin (8.50)

26 April 1943 - Duisburg (5.00)

29 May 1943 - Wuppertal (5.00)

11 June 1943 - Dusseldorf (4.35)

19 June 1943 - Le Creusot (5.50)

21 June 1943 - Krefeld (4.10)

22 June 1943 - Mulheim (4.00)

24 June 1943 - Wuppertal (4.40)

28 June 1943 - Cologne (4.30)

9 July 1943 - Gelsenkirchen (6.00)

13 July 1943 - Aachen (4.55)

15 July 1943 - Montbeliard (7.15)

24 July 1943 - Hamburg (5.35)

25 July 1943 - Essen (5.10)
 27 July 1943 - Hamburg (5.40)
 29 July 1943 - Hamburg (5.40)
 2 August 1943 - Hamburg (5.40)
 9 August 1943 - Mannheim (5.40)
 27 August 1943 - Nuremburg (7.20)
 30 August 1943 - Special target (2.40)
 31 August 1943 - Special target (3.10)
 5 September 1943 - Mannheim (6.00)
 6 September 1943 - Munich (7.15)
 15 September 1943 - Montlucon (5.40)
 22 September 1943 - Oldenburg (4.55)
 23 September 1943 - Darmstadt (5.45)
 18 October 1943 - Hanover (4.30)
 17 November 1943 - Mannheim (5.10)
 16 December 1943 - Berlin (7.30)
 20 December 1943 - Frankfurt (4.50)
 21 January 1944 - Magdeburg (6.35)
 28 January 1944 - Berlin (7.55)
 15 February 1944 - Berlin (6.35)

This Warrant Officer is one of the most efficient Air Gunners in the squadron, who has almost completed two tours of operations. During his many operational sorties, such targets as Berlin, Hamburg and Stuttgart were the objectives. The courage, skill and determination displayed by this Warrant Officer in the performance of his duties has been an inspiring example to less experienced Air Gunners. He has done much by his personal example to keep the morale of this squadron at a high standard. Strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has a Combat Report for action on the night of 6/7 September 1943, Lancaster E/405 (JA976), target Munich. Crew consisted of F/O C.J. South (captain, nil award), P/O G.M. Ewan (RCAF, navigator, awarded DFC, 6 November 1943), Flight Sergeant S.F. Fincham (RAF, bomb aimer, awarded DFM, 11 February 1944), Sergeant W.R. Mill (RAF, Wireless Air Gunner, awarded DFM, 21 April 1944), Sergeant C.L. Douglas (RCAF, mid-upper gunner, awarded DFC, 24 May 1944), Flight Sergeant T.J. Howard (RCAF, rear gunner, awarded DFC, 24 May 1944) and Sergeant G.C. or C.C. Holland (flight engineer, nil award).

On the night of September 6/7 [1943] while over the target area of Munich, heading 280° Magnetic, T.A.S. 210 knots, height 18,100 feet, our aircraft, Lancaster "E" JA976, 405 Squadron, was attacked by one single-engined unidentified enemy aircraft. This attack came from the port bow level at a range of 200 yards passing into the starboard bow. One short burst was fired by the enemy aircraft and our aircraft did not fire from any turret. The enemy aircraft passed into cloud and was not seen again. No damage was sustained by our aircraft. The attack took place in about 6/10 to 7/10 cloud, rather broken; no

moon; bright starlight; flak moderate; searchlights ineffective and not working with flak

Same file has a Combat Report for action on the night of 18/19 October 1943, Lancaster M/405 (JB822), target Hanover; crew as above:

On the night of 18th/19th October 1943, at a position 52.28 North 06.29 East, heading 270° Magnetic, I.A.S. 180 knots, height 20,000 feet, our aircraft Lancaster "M", JB822, 405 (RAF) Squadron was attacked by an unidentified enemy aircraft. The attack came from dead astern below at a range of 600 yards. One short burst was fired by the enemy fighter from 600 yards. Our rear gunner [Howard] opened fire at five hundred yards and fired two short bursts of approximately 200 rounds. The evasive action taken was a corkscrew to starboard and then a complete orbit was done. The enemy aircraft was lost and seen no more. No damage was sustained by our aircraft. The attack took place [on] starlight night, slight haze, no moon; there was no flak or searchlight co-operation. Monica gave first indication of enemy aircraft approaching. There is no damage claimed to enemy fighter.

* * * * *

DOUGLAS, FS George Edgar (R65759) - **British Empire Medal** - 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 Peterborough, Ontario, 19 July 1918. Educated in Huntsville and Peterborough. Worked for Canadian General Electric, Peterborough (Tool and Die Maker), before the war. Militia service, 1937-1940 (Prince of Wales Rangers, Machine Gun). Enlisted in Toronto, 5 June 1940 in Armament Branch and posted to Rockcliffe. To Trenton, 26 July 1940. Attended Air Armament School, 30 July to 21 October 1940. Promoted AC1, 21 October 1940. To No.111 (Fighter) Squadron, 22 October 1940. To Patricia Bay, 8 February 1941. Promoted LAC, 1 July 1941. To No.6 (BR) Squadron, 4 August 1941. To Alliford Bay, 7 January 1942. Promoted Corporal, 1 April 1942. Promoted Sergeant, 1 August 1942. To Sea Island, 12 October 1942. To Patricia Bay, 23 November 1942. To No.36 OTU, 29 June 1943 (later redesignated No.3 OTU). Promoted Flight Sergeant, 1 August 1943. To Technical Training School, St.Thomas, 20 March 1945. To No.8 Release Centre, 22 March 1945 and discharged that date. Medal present 31 January 1946. Died in Victoria, British Columbia, 1 January 1985 as per **Legion Magazine**, April 1985.

This airman, as non-commissioned officer in charge of the unit armament section, has shown outstanding devotion to duty and ability. Often in the absence of the armament officer he has had the entire responsibility in his hands. The zeal and interest he has displayed in his work have been commendable and the leadership and inspiration he has given to those under him have been of the highest order.

Notes: At Air Armament School graded in Practical Workshops (77/100), Progress Exams (248/400). Oral Exam (247/400) and Written Exam (63/100). Finished 24th in a course of 35. "He was very bewildered in the early days of the course, and the varied subjects he had to learn

nearly proved too much for him. By hard work and extra study he passed out quite well and will prove to be a reliable Armourer.” (F/L T. Cresswell, 21 October 1940).

In November 1959 he inquired as to entitlement to the 1939-1945 Star and the Pacific Star. He wrote, in part:

While stationed at Alliford Bay, B.C. with No.6 BR Squadron Armament Section, I was authorised to fly as a crew member in the capacity of air gunner and assisting in navigation by determining drift with the bomb sight on operational patrols.

I was actively engaged in operational patrol duties from approximately December 12, 1941 through to the early part of May 1942, at which time our air crew personnel were up to strength. I continued on operational patrols from time to time until about the end of July 1942, as a crew replacements and supervising air-to-ground gunnery practice on returning from patrols.

This was confirmed by F/L H. Barber (J28083) in a letter dated 24 November 1959:

At that time the Shark aircraft were being replaced by Stranraer aircraft. I recall being a crew member on these aircraft starting on operational patrol December 15th, 1941, and on occasions Flight Sergeant George Douglas was also a crew member in the capacity of air gunner and assisting the navigator in checking drifts on the bomb sights.

After February 15th, 1942, when I became an aircraft captain, George flew with me on a few operational patrols as a crew member and as an air gunner. Whereas he was not classed as air crew at that time there was quite a shortage of trained air crew personnel and as George had the necessary qualifications he was always a welcome member of any crew.

Although it took a long time (and a protest from Public Service Branch 127, Royal Canadian Legion), DVA finally agreed (12 June 1975) to send him a 1939-1945 Star, Pacific Star, and Clasp to the Canadian Volunteer Service Medal.

* * * * *

DOUGLAS, Matron Margaret Jean (C3933) - **Associate, Royal Red Cross** - Lachine - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Winnipeg, 16 November 1940 as Nursing Sister. At Gander as of 9 March 1942. To “Y” Depot, 30 August 1942. To RAF overseas, 24 September 1942. To RCAF Overseas Headquarters, 25 October 1942. To Rockcliffe, 9 July 1943. To No.1 Manning Depot, 2 September 1943. Appointed Matron, 1 October 1943. To Halifax, 5 July 1944. To Lachine, 11 November 1944. To No.1 Air Command, 15 January 1945. To Lachine again, 25 February 1945. Retired 11 October 1945. Insignia presented 9 April 1949.

This Nursing Sister has performed her duties in a most efficient manner as Matron

of No.3 Regional Medical Board Hospital and a high degree of efficiency among nurses and hospital assistants is due to her unfailing interest, enthusiasm and example, all of which have been displayed beyond the ordinary call of duty. her care of patients has been outstanding and she has never failed to assist in the actual nursing and ordinary ward work when extra duty was required. She has always personally met and supervised the admission of personnel returning from Overseas on hospital trains, as well as expediting the arrangements for repatriated personnel requiring hospital care.

* * * * *

DOUGLAS, FS Margaret Helen (W304042) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 27 April 1920. Home in Geraldton, Ontario; enlisted in Winnipeg, 14 May 1942 and posted to No.6 Manning Depot; classified as Clerk Stenographer. To AFHQ, 11 July 1942. Promoted AW1, 14 August 1942. Promoted Corporal, 17 December 1942 when reclassified as Clerk/Admin. To Moncton, 26 April 1943. To United Kingdom, 18 May 1943. Promoted Sergeant, 1 June 1943. Promoted Flight Sergeant, 1 June 1944. Repatriated 17 June 1946. Retired 7 August 1946. Sent by registered mail, 28 June 1949.

This non-commissioned officer has now completed nearly four years service in the Women's Division of the Royal Canadian Air Force. During this period she has shown outstanding ability and extreme devotion to the Service. During the Air Staff Planning of the Japanese War, she was non-commissioned officer in charge of the Planning Secretariat and her extreme efficiency and effective organization made possible the smooth and efficient running of that organization. Her cheerfulness and wholehearted persistence gained the respect and co-operation of all personnel who worked with her during this period of intense pressure of work.

* * * * *

DOUGLAS, S/L Peter Harrower (C937) - **Mention in Despatches** - No.119 Squadron - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 29 October 1918 at Hamilton, Ontario (RCAF press release 2659 announcing award). Home in Ancaster, Ontario. Joined RCAF Auxiliary in Hamilton, 1 October 1938 (P/O, General List, No.119 Squadron). Qualified for pilot's flying badge, 20 October 1939. Attained rank of Flight Lieutenant, 1 December 1940. Promoted Squadron Leader, 1 October 1942. Still with No.119 Squadron, 9 August 1943. To "Y" Depot, 31 May 1944. Taken on strength of of No.3 PRC, 16 June 1944. Eventually served overseas with No.429 Squadron. Repatriated June 1945. Retired 3 September 1945. Died in Toronto, 23 December 2000.

This officer, who has completed a number of operational sorties over the North Atlantic, has displayed a highly commendable spirit and devotion to duty. The cheerful and thorough manner in which he has carried out any task allotted to him and his eagerness to train younger pilots to a higher pitch of proficiency have set a

fine example to his brother officers.

* * * * *

DOUGLASS, F/L Robert Newton (J17076) - **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 2 August 1917 in Edmonton; home there; enlisted there 18 April 1941 and granted Leave Without Pay. To No.37 SFTS (non-flying duties), 9 July 1941. To No.4 ITS, 15 July 1941. Promoted LAC, 30 August 1941 and posted that date to No.5 EFTS; graduated 25 October 1941 when posted to No.10 SFTS; ceased training and posted elsewhere, 3 December 1941. To No.9 BGS, 31 January 1942. Graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Commissioned 15 February 1943. Repatriated 15 April 1945. Released 24 September 1945. Photo PL-35921 is portrait. No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 21 May 1944 when he had flown 30 sorties (202 hours), 10 September 1942 to 9 May 1944 in two tours.

10 September 1942 - Dusseldorf (3.15), Duty not completed
13 September 1942 - Bremen (7.00)
26 January 1943 - Lorient (6.45)
4 February 1943 - Lorient (6.25)
7 February 1943 - Lorient (7.10)
13 February 1943 - Lorient (7.10)
14 February 1943 - Cologne (6.00)
19 February 1943 - Wilhelmshaven (5.30), bright moonlight
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), bright moonlight
12 May 1943 - Duisburg (5.30)
3 July 1943 - Cologne (7.00)
9 July 1943 - Gelsenkirchen (7.30)
27 July 1943 - Hamburg (7.25)
29 July 1943 - Hamburg (6.50)
2 August 1943 - Hamburg (6.50)
22 August 1943 - Leverkusen (6.45)
23 August 1943 - Berlin (8.20)
27 August 1943 - Nuremburg (8.35)
5 September 1943 - Mannheim (7.55)
11 November 1943 - Cannes (10.40), return on three engines
20 January 1944 - Berlin (8.10), return on three engines
15 February 1944 - Berlin (8.00)
2 March 1944 - Meulan (6.05)
30 March 1944 - GARDENING (5.10)
17 April 1944 - GARDENING (6.00)

23 April 1944 - GARDENING (6.15)

9 May 1944 - St.Nazaire (6.00)

Flight Lieutenant Douglass has completed numerous sorties against most of the enemy's heavily defended targets. His skill as a gunner always greatly aided his pilot in avoiding attacks by enemy fighters.

As Section Leader, this officer has been responsible for the gunnery training of the squadron, and his personal example has gained the respect of all.

NOTE: Group Captain F.A. Sampson adds, 22 May 1944 as Station CO:

This officer's energy and enthusiasm as a gunnery leader is outstanding. As a result considerable credit for the efficiency of the unit gunnery training can be attributed to him. This, together with his own perfection as a gunner is an inspiration to others. Recommend most favourable consideration in the award of the DFC.

* * * * *

DOURLEY, F/O Michael Raymond (J22578) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 6 August 1919 in Outremont; home there; enlisted Montreal 22 August 1941. To No.5A Manning Depot, 10 September 1941. To No.12 Equipment Depot, 27 October 1941. To No.3 ITS, 5 January 1942; promoted LAC, 28 February 1942; to No.17 EFTS, 14 March 1942. Ceased training on 10 May 1942. To No.9 AOS, 6 June 1942; graduated and commissioned on 25 September 1942. To "Y" Depot, 9 October 1942; to RAF overseas, 27 October 1942. Repatriated 2 August 1945. Released 15 October 1945. RCAF photo PL-28652 (ex UK-9821 dated 17 April 1944) shows him taking a break from a billiard game; caption says he had completed 26 sorties when photo taken.

This officer is a navigator of high merit who has participated in many sorties against heavily defended targets. On at least three occasions his aircraft has been attacked by enemy fighters but he has never failed to guide it straight to the target and safely back. In the face of intense enemy opposition Flying Officer Dourley's outstanding ability has enabled his captain to obtain many excellent photographs.

NOTE: Public Record Office Air 2/9632 has recommendation dated 26 April 1944 which has sortie sheet and a more detailed text; he had flown 28 sorties (187 hours 32 minutes):

* Duty not carried out

29 July 1943 - Sea Search (6.05)

31 July 1943 - Sea Search (6.10)

5 September 1943 - Mannheim (6.35)

15 September 1943 - Montlucon (5.40)

16 September 1943 - Modane (7.25)
 22 September 1943 - Hanover (5.45)
 23 September 1943 - Mannheim (1.30)*
 27 September 1943 - Hanover (4.40)
 29 September 1943 - Bochum (4.45)
 3 October 1943 - Kassel (5.30)
 4 October 1943 - Frankfurt (5.30)
 22 October 1943 - Kassel (6.05)
 3 November 1943 - Dusseldorf (5.05)
 11 November 1943 - Cannes (9.00)
 19 November 1943 - Leverkusen (4.00)
 22 November 1943 - Berlin (6.50)
 25 November 1943 - Frankfurt (3.40)*
 26 November 1943 - Stuttgart (7.00)
 3 December 1943 - Leipzig (8.25)
 29 December 1943 - Berlin (7.25)
 21 January 1944 - Magdeburg (6.42)
 28 January 1944 - Berlin (8.08)
 2 February 1944 - GARDENING (6.22)
 15 February 1944 - Berlin (6.58)
 18 February 1944 - Sea Search (4.00)
 21 February 1944 - GARDENING (6.40)
 25 February 1944 - GARDENING (5.58)
 22 March 1944 - Frankfurt (5.42)
 9 April 1944 - Lille (4.25)
 10 April 1944 - Tergnier (4.50)
 11 April 1944 - GARDENING (5.12)
 18 April 1944 - GARDENING (5.20)

Flying Officer Dourley was posted to No.10 Squadron in October 1943 from No.35 (Pathfinder Force) Squadron, having already completed eleven sorties comprising 66 operational hours. He has now completed 28 sorties comprising 188 operational hours and has been recommended for screening and posting for instructional duties.

Flying Officer Dourley was the navigator in a very successful crew of this squadron and since his arrival he quickly acquired a reputation for his enthusiasm for operations. He has never failed to guide his aircraft straight to the target and safely back to base in face of heavy opposition, and it has been due in no small measure to his outstanding ability as a navigator, that has enabled his captain to bring back many fine photographs of the target area, including two aiming points and several showing intense fire tracks.

During an attack on hanover his aircraft was attacked by a Messerschmitt 210. During attacks on Bochum and Frankfurt the aircraft in which he was flying was coned for two minutes and three minutes respectively and attacked by Focke Wulf

190 and Junkers 88.

Despite this, Flying Officer Dourley has displayed exceptional skill and coolness in the air, and he has continued to operate with great enthusiasm. I strongly recommend that this Canadian officer's fine record of achievement and strong sense of duty be recognized by the award of the Distinguished Flying Cross.

* * * * *

DOVER, F/L Dean Hugh (J16342) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 10 December 1916 at Rochester, New York (but Canadian citizen). Enlisted in Toronto, 22 July 1941 and posted to No.1 Manning Depot. To No.5 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 when posted to No.11 EFTS; to No.8 SFTS, 6 December 1941; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 29 March 1942; to RAF overseas, 30 April 1942. Arrived in UK, 12 May 1942. Commissioned 26 November 1942. Promoted Flying Officer, 26 May 1943. After further training he went to No.403 Squadron (6 October 1942 to October 1943. Instructor and staff officer until return to operations with No.442 Squadron, 3 June 1944. To No.412 Squadron, 2 August 1944 to 28 January 1945. Repatriated to Canada, 21 March 1945; released 5 July 1945. Died in London, Ontario, 2 June 2000. Photo PL-15947 (ex UK-3804) dated 11 May 1943 shows him alone. PL-15951 (ex UK-3803 dated 11 May 1943) shows him with bicycle. Photo PL-19868 (ex UK-5438 dated 7 October 1943) outside his tent "at an advanced RCAF fighter airfield in England." RCAF photo PL-19877 (ex UK-5447 dated 7 October 1943) shows him shining shoes for F/L R.A. Buckham after losing a coin toss. Photo PL-19884 (ex UK-5454 dated 7 October 1943) is captioned as follows: "Two Toronto flight leaders in a Canadian fighter wing check over a gun of a Sherman tank. They are F/L Dean Dover, Mount Dennis, of the Wolf Squadron (left) and F/L Robert Dulmage (Dagwood) Phillip, Strathmore Boulevard, of the Red Indian Squadron." Photo PL-23773 is a portrait. Photo PL-42109 (ex UK-19013 dated 12 February 1945) is captioned as follows: "G/C G.R. McGregor, OBE, DFC., Montreal, commanding officer of the Canadian top-scoring Spitfire wing in 2nd TAF, centre, expresses a few words of farewell and good wished to S/L Dean H. Dover, DFC and Bar, Toronto, right at a dinner tendered the latter in Holland recently on completion of his second tour and repatriation to Canada. At left is F/L G.W. Fox, Guelph." Photo PL-42110 (ex UK-19014, dated 12 February 1945) taken at same dinner, shows S/L M.D. Boyd (Clarkson, Ontario, at left), S/L Dean Dover (centre) and F/L C.W. Fox. Photo PL-42111 (ex UK-19015 dated 12 February 1945 shows S/L Dean Dover, G/C G.R. McGregor and G/C Paul Davoud. Victories as follows: **17 August 1943:** ¼ Bf.110 destroyed (with L. Foster, J.E. Johnson, J. Preston); **19 August 1943:** one Bf.109 destroyed south of Flushing; **30 June 1944:** one FW.190 destroyed, Falaise; **8 July 1944:** shared in destruction of a midget submarine; **10 August 1944:** one Bf.109 damaged; **24 December 1944:** two FW.190s damaged; **1 January 1945:** ½ FW.190 destroyed (shared with E.D. Kelly) plus one Bf.109 destroyed, Gutesloch. Public Record Office Air 2/9633 indicates he was recommended when he had flown 100 sorties (160 operational hours).

This officer has led his squadron on a great number of operations with marked success and has assisted in destroying many enemy aircraft, personally shooting

down two. An outstanding leader he has always displayed great courage and devotion to duty.

NOTE: Public Record Office Air 2/9633 has recommendation dated 6 December 1943. It evidently was not approved at the time. The document is interesting for the long list of sorties (100 trips plus one Air/Sea Rescue sweep) totalling 160 hours; it is transcribed here for the record:

Date - Sortie and Time - Opposition Met

8 February 1943 - Sweep to Abbeville (1.30) - Nil
8 February 1943 - Rodeo to Abbeville (1.30) - Nil
26 February 1943 - Circus mopping up Dungeness (1.10) - Nil
26 February 1943 - Circus mopping up (1.50) - Strong at 30,000 ft.
8 March 1943 - Ramrod and escort for 60 Fortresses (1.35) - Strong
9 March 1943 - Rodeo, Le Touquet - Strong
25 March 1943 - Rodeo at 30,000 feet - Nil
29 March 1943 - Circus Abbeville; escort to six Venturas (1.25) -
31 March 1943 - Rodeo escort, Fortress diversion (1.45) - Medium
3 April 1943 - Rodeo, Le Touquet, St.Omer (1.20) - 15 FW.190s
5 April 1943 - Ramrod, Ostend area (1.25) - Strong
6 April 1943 - Rodeo, le Treport area (1.40) - Nil
6 April 1943 - Rodeo, Abbeville (1.35) - no remarks entered
8 April 1943 - Rodeo, St.Valery at 14,000 feet (1.30) - no remarks entered
13 April 1943 - Ramrod, Caen area (1.30) - no remarks entered
16 April 1943 - Ramrod, Le Touquet-Calais (1.15) - Medium
16 April 1943 - Ramrod, mopping Fauville (1.35) - Nil
17 April 1943 - Circus, Abbeville (1.30) - Nil
17 April 1943 - Circus, Le Havre area (1.45) - Nil
19 April 1943 - Ramrod, Boudeville area at 4,000 feet (1.20) - Nil
20 April 1943 - Ramrod, Le Touquet-Dieppe (1.25) - no remarks entered
20 April 1943 - Patrol Beachy at 20,000 feet (1.25) - no remarks entered
20 April 1943 - Ramrod, Fecamp-Tricqueville (1.35) - Strong
1 May 1943 - Rodeo, Brest (1.35) - Medium
4 May 1943 - Ramrod to Antwerp (1.35) - Strong
11 May 1943 - Circus to Dunkirk (1.25) - Medium
13 May 1943 - Air/Sea Rescue (1.00) - Nil
16 May 1943 - Circus, Tricqueville (1.35) - Very strong
17 May 1943 - Sweep to Caen (1.30) - Nil; much flak
18 May 1943 - Rodeo, Abbeville (1.25) - Nil
19 May 1943 - Rodeo, Caen area (1.25) - Medium
21 May 1943 - Circus, abortive (1.00) - Nil
30 May 1943 - Sweep to Caen (1.30) - Nil; little flak but accurate
31 May 1943 - Ramrod, Ostende-Bruges (1.30) - Strong
7 June 1943 - Sweep to Gravelines-Aire (1.30) - Nil
4 July 1943 - Ramrod to France, Ghent (1.35) - Medium

6 July 1943 - Rodeo (40 minutes) - Nil
10 July 1943 - Ramrod escort, Fortresses (1.40) - Medium
14 July 1943 - Ramrod, Fecampe (1.40) - Medium
15 July 1943 - Rodeo, Harlot-Gravelines (1.25) - Medium
15 July 1943 - Rodeo, Hardlot and Poix (1.35) - Nil
16 July 1943 - Rodeo, Abbeville area (1.35) - Medium
25 July 1943 - Ramrod, Amsterdam area (1.40) - Medium
25 July 1943 - Ramrod, Amsterdam area (1.40) - Medium
26 July 1943 - Ramrod, St.Omer (1.20) - Slight
26 July 1943 - Rodeo, Armentiers (1.40) - Medium
27 July 1943 - Rodeo, Ostende-Boulogne (1.30) - Nil
27 July 1943 - Ramrod, Tricqueville area (1.40) - no remarks entered
28 July 1943 - Ramrod, Rotterdam (1.30) - Slight
28 July 1943 - Ramrod, Montfort (1.35) - Slight
29 July 1943 - Ramrod, Amsterdam (1.40) - Strong
29 July 1943 - Ramrod, Bainville (1.30) - Nil
30 July 1943 - Ramrod, Amsterdam (1.40) - Strong
31 July 1943 - Ramrod, Merville (1.40) - Medium
2 August 1943 - Ramrod, Merville (1.30 - no remarks entered
8 August 1943 - Ramrod to Poix (1.35) - Nil
9 August 1943 - Ramrod to St.Omer (1.15) - Nil
12 August 1943 - Ramrod, Flushing area (2.10) - Considerable
12 August 1943 - Ramrod, Amiens (1.35) - Strong
15 August 1943 - Ramrod, Woenesdrecht (1.00) - Medium
15 August 1943 - Ramrod, Poix and Amiens (1.45) - Medium
16 August 1943 - Ramrod, Rouen (1.50) - Strong
17 August 1943 - Ramrod, North Walchren (1.40) - Slight
17 August 1943 - Ramrod, St.Nicholas (1.45) - Medium, ¼ dest.
18 August 1943 - Ramrod, Lille (1.15) - Medium
19 August 1943 - Ramrod, Poix (1.15) - Medium
19 August 1943 - Ramrod, Brussels (1.35) - Strong, 1st dest.
20 August 1943 - Sweep, Abbeville (1.25) - Nil
22 August 1943 - Sweep, Abbeville (1.35) - Nil
23 August 1943 - Ramrod, Lille (1.10) - Medium
23 August 1943 - Rodeo, Amiens area (1.25) - Nil
24 August 1943 - Ramrod, Conche Evereux (1.30) - no remarks entered
25 August 1943 - Ramrod, Beaumont (1.55) - Medium
27 August 1943 - Ramrod, Beaumont le Roger (1.45) - Nil
27 August 1943 - Ramrod, Furgus and St.Pol (1.40) - no remarks entered
30 August 1943 - Ramrod, Aremtries [?] (1.30) - Nil
31 August 1943 - Ramrod, Mazingarbe (1.30) - Nil
2 September 1943 - Ramrod, Hesdin (1.35) - Strong flak heavy
3 September 1943 - Ramrod, Beaumont le Roger (1.35) - Strong
3 September 1943 - Ramrod, St.Omer (1.15) - Nil
4 September 1943 - Ramrod, Roubaux (1.25) - Medium
5 September 1943 - Ramrod, Ghent area (1.45) - Medium

6 September 1943 - Ramrod, Rouen (1.35) - Medium
 6 September 1943 - Ramrod, Forts (2.05) - Nil
 6 September 1943 - Ramrod, Abbeville (1.30) - Medium
 8 September 1943 - Ramrod, Vitry (1.30) - Medium
 8 September 1943 - Ramrod, Abbeville (1.10) - Nil
 9 September 1943 - Beach Patrol (1.25) - Nil
 9 September 1943 - Ramrod (1.20) - Medium
 11 September 1943 - Ramrod (1.45) - Medium
 14 September 1943 - Rodeo support, Marauders (1.30) - Medium
 15 September 1943 - Ramrod, St.Andres with Liberators (1.30) - Slight
 18 September 1943 - Ramrod, Beaumont le Roger with Marauders (1.15) -
 19 September 1943 - Ramrod, Lens (1.30) - Medium
 21 September 1943 - Ramrod (1.30) - Medium
 22 September 1943 - Ramrod with Marauders (1.40) - Medium
 23 September 1943 - Ramrod (1.40) - Nil
 23 September 1943 - Ramrod (1.40) - Medium
 24 September 1943 - Rodeo (1.50) - Nil
 24 September 1943 - Rodeo (1.35) - Medium

This officer's devotion to duty, outstanding ability to lead and keenness in air battles has been an inspiration to all pilots in his squadron. He has led his squadron on at least 20 occasions over France with marked success and apart from assisting in destroying many enemy aircraft he has personally shot down two in combat well inside enemy occupied territory.

On 6 December 1943 his unit Commanding Officer, Squadron Leader R.A. Buckham, wrote:

With my knowledge of the above mentioned officer I concur completely with the above statement.

The document was further favourably endorsed by Group Captain W.R. McBrien (6 December 1943), an Air Vice Marshal (signature illegible, 13 December 1943) and by the Air Officer Commanding, Tactical Air Force (1 January 1944). In light of these statements, it is difficult to understand the delay before Dover was awarded a DFC.

DOVER, S/L Dean Hugh, DFC (J16342) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 1 December 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945.

Squadron Leader Dover, now on his second tour of operational duty, has proved an outstanding leader, both in the air and on the ground. His great skill, coolness and tactical ability have contributed materially to the success of the squadron which, within a short period, has put out of action some 528 enemy vehicles. In addition, three enemy aircraft have been destroyed. By his outstanding keenness, iron determination and untiring devotion to duty, Squadron Leader Dover has set a splendid example to all.

* * * * *

DOW, W/C Henry Robinson (J4893) - **Distinguished Flying Cross** - No.431 Squadron (missing) - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 4 May 1915 in Toronto; home there (auditor); enlisted there 21 June 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To Trenton, 30 March 1941. Commissioned 19 April 1941. Returned to No.5 SFTS, 16 June 1941 to instruct. Promoted Flying Officer, 20 March 1942 with simultaneous promotion to Flight Lieutenant. To "Y" Depot, Halifax, 21 January 1943; to RAF overseas, 24 January 1943. Promoted Squadron Leader, 1 January 1944. Promoted Wing Commander, 9 May 1944. Shot down and taken prisoner, 25 July 1944. Repatriation 7 July 1945. Released 1 September 1945. He was an Air Cadet Officer after the war. RCAF photos PL-31153 (ex UK-12587) and PL-31154 (ex UK-12588), both dated 21 July 1944 show him alone after appointment as CO of the Iroquois Squadron. RCAF photo PL-31159 (ex UK-12594 dated 21 July 1944) shows W/C H.R. Dow (centre, Toronto, new CO of Iroquois Squadron) with his Flight Commanders, S/L C.A. "Peter" Bull (Sudbury) and S/L W.C. Vanexen, DFC (Smith Falls, Ontario). RCAF photo PL-31172 is captioned as follows: "Virtues of Ontario's capital city are upheld by F/L R.M. Mickles of Toronto, recently appointed Adjutant of the RCAF Bomber Group's Iroquois Squadron in an airfield discussion with the Wing Commander, (W/C H.R. Dow, second from right) and the two flight commanders; S/L C.G. Bull (second from left) is a Sudbury man, while S/L W.C. Vanexen, DFC, (extreme right) is from Smith Falls, Ontario." No published citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Medal presented in Toronto, 30 November 1949. Public Records Office Air 2/9276 has recommendation dated 20 June 1944 when he had flown 21 sorties (122 hours ten minutes), 22 October 1943 to 14 June 1944.

22 October 1943 - Kassell (4.40) early return
3 November 1943 - Dusseldorf (5.15)
25 November 1943 - Frankfurt (6.45)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (7.30)
24 December 1943 - GARDENING (3.35)
29 December 1943 - Berlin (7.55)
29 January 1944 - Berlin (8.15)
2 February 1944 - Berlin (6.25)
13 March 1944 - Le Mans (6.00)
16 March 1944 - Amiens (4.45)
18 March 1944 - GARDENING (4.45)
23 March 1944 - Laon (6.25)
9 April 1944 - Lille (5.00)
20 April 1944 - Lens (4.30)
1 May 1944 - St.Ghislain (4.20)
8 May 1944 - Haine St.Pierre (4.20)

24 May 1944 - Trouville (4.05)
5 June 1944 - Merville (4.40)
7 June 1944 - Versailles Matelot (4.45)
10 June 1944 - Versailles Matelot (5.30)
14 June 1944 - Cambrai (4.05)

This officer is an outstanding captain and leader who has participated in numerous sorties against well defended targets such as Frankfurt, Leipzig and Berlin. He has invariably displayed great courage and determination in his attacks and his efforts to ensure accuracy have been worthy of the highest praise.

His exceptional keenness, skill and determination, his devotion to duty, of time and energy in the training of other members of the squadron, and his splendid leadership have been an inspiration and example to all, which has contributed in a large measure to the efficiency of the squadron in which he was a Flight Commander and now leads as the Squadron Commander.

The website "Lost Bombers" gives the following details of his being shot down. Halifax MZ858 (SE-Y), target Stuttgart, 25/26 July 1944. This aircraft was delivered to the squadron about 14 July 1944. Airborne at 2111 hours, 25 July 1944 from Croft. Shot down by Flak, crashing at Offingen. Both Air Gunners are buried in the Dornbach War Cemetery. Crew consisted of W/C H.R. Dow, RCAF (Commanding Officer, POW), F/L R.M. Martin (Squadron Engineer Leader, POW), F/O K.W.Jones, RCAF (POW), F/O D.J.Frauts, RCAF (POW), P/O H.J.Douglas (injured, confined to hospital), P/O R.G.Carter, RCAF (killed), P/O E.A.Parker (killed). W/C Dow was held in Camp L3, POW number 6941. F/O Frauts was held in Camp L1, POW number 5173 with F/L Martin, POW number 5178. F/O Jones was held in Camps 9C and L3, POW number 52643 (broke an ankle on landing).

Directorate of History and Heritage file 181.001 D.24 had Dow's "Loss of Bomber Aircraft" interrogation, based on interview of 27 May 1945. He stated he had flown 26 sorties. Narrative as follows:

Normal trip to target where we arrived slightly early, approximately 1 ½ minutes; circled target area until time on target, bombed appropriate markers, had just turned onto course out of target when we were hit amidships by flak. Fire spread throughout the aircraft, immediately filling it with fumes, flames and smoke. I gave the order to bale out but got no reply from Mid-Upper or Rear Gunner. I followed remaining members of crew out front hatch. Descent uneventful and landed safely in turnip field. Aircraft was trimmed and flew reasonably straight and level and was still flying sufficiently well when pilot left controls to enable him to get out without trouble. Fire in fuselage made it impossible to get back to Mid-Upper and Rear Gunner. Fire was as far forward as beside pilot's position.

* * * * *

DOW, F/L James Richard (J5691) - **Distinguished Flying Cross** - No.635 Squadron - Award

effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 2 November 1919 in Winnipeg; home there (educated in Commerce at University of Manitoba); enlisted there 24 October 1940. To No.8 Repair Depot, 16 November 1940. To No.2 ITS, 28 November 1940; promoted LAC, 6 January 1941; to No.3 AOS, 6 January 1941; to No.2 BGS, 31 March 1941; graduated and promoted Sergeant, 12 May 1941; posted immediately to No.1 ANS; graduated 9 June 1941 and commissioned 10 June 1941. Warned for embarkation overseas, 10 June 1941. To RAF overseas, 29 June 1941. Took OTU training at Lossiemouth. Served in Nos.9, 215, 97 and 635 Squadrons. Repatriated 25 November 1944. Released 9 March 1945. Postwar lawyer. Died 22 February 2000, age 80 Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Reputed to have flown four tours (obituary notice). All of his decorations (DSO, DFC and Bar) sent by registered mail, 23 April 1946. Public Records Office Air 2/9632 has recommendation dated 20 May 1944 when he had flown 40 sorties (269 hours) in what appears to have been an unusual, almost global career that began in Europe, switched to Burma and then back to Europe.

First segment

23 October 1941 - Le Havre (4.10)
1 November 1941 - Le Havre (4.15)
22 November 1941 - Dunkirk (2.10)
26 November 1941 - Emden (5.50)
30 November 1941 - Emden (5.45)
7 December 1941 - Aachen (3.50)
16 December 1941 - Brest (7.20)
18 December 1941 - Brest (5.30)
7 January 1942 - Wilhelmshaven (5.20)
21 January 1942 - Schipol aerodrome (2.45)

Second segment

21 March 1942 - St. Eval to Gibraltar (8.10)
29 March 1942 - Gibraltar to Malta (7.20)
4 April 1942 - Malta to Cairo (6.40)
15 May 1942 - Akyab aerodrome (6.15), day
17 May 1942 - Dinjan (9.00)
21 May 1942 - Kabaw Valley (8.35)
23 May 1942 - Kabaw Valley (6.35)
24 May 1942 - Homalin (7.00)
26 May 1942 - Kabaw Valley (7.00)
3 June 1942 - Akyab (4.15), night
18 June 1942 - Akyab (2.40), day
22 June 1942 - Akyab (7.15), day
16 April 1943 - Akyab (5.20), night
22 April 1943 - Meiktila satellite (7.50)

5 May 1943 - Prome (7.55)
11 May 1943 - Meiktila satellite (7.10)
17 May 1943 - Meiktila satellite (7.00)
21 May 1943 - Mandalay (7.00)
23 May 1943 - Myitnge (7.15)
27 June 1943 - Firpo Brown, Burmese coast (8.00), day
21 July 1943 - Taungup (4.20), night
23 July 1943 - Burmese coast (7.30), day

Third segment

29 December 1943 - Berlin (6.25)
2 January 1944 - Berlin (7.05)
3 January 1944 - Berlin (6.50)
5 January 1944 - Stettin (8.40)
20 January 1944 - Berlin (7.35)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (7.40)
28 January 1944 - Berlin (7.55)
31 January 1944 - Berlin (6.20)
15 February 1944 - Frankfurt-on-Oder (7.45)
1 March 1944 - Stuttgart (7.20)
15 March 1944 - Stuttgart (7.00)
18 March 1944 - Frankfurt-on-Maine (5.05)
22 March 1944 - Frankfurt-on-Maine (5.15)
18 April 1944 - Rouen (3.30)
20 April 1944 - Ottiginies (3.10)
22 April 1944 - Laon (4.15)
24 April 1944 - Karlsruhe (6.30)
26 April 1944 - Villeneuve St. George, Paris (4.25)
27 April 1944 - Friedrichshaven (7.05)

Flight Lieutenant Dow has completed a great number of operational sorties with Bomber Command, in the course of which he has displayed great skill in navigation and bombing. His efforts have contributed largely to the navigational success of his crew.

NOTE: The Station Commander adds his comments:

Although a proportion of this officer's operations have been against relatively lightly defended targets in the Middle East [sic], almost all the last twenty have been against heavily defended targets in Germany, including Berlin seven times. He is a most determined but at the same time cheerful aircrew, and has been an inspiration to the rest of his crew.

DOW, S/L James Richard, DFC (J5691) - **Bar to Distinguished Flying Cross** - No.635

Squadron - Award effective 17 October 1944 as per **London Gazette** of that date (amended by **London Gazette** dated 31 October 1944) and AFRO 2534/44 dated 24 November 1944.

One night in August 1944, this officer was the bomb aimer in one of a force of bombers detailed to attack Stettin. By his appreciation of the responsibilities entrusted to him together with the accuracy of his bombing, Squadron Leader Dow played an important part in the success of the operation. This officer has rendered most valuable service.

Public Record Office Air 2/9160 has recommendation for a DSO drafted 10 August 1944 when he had flown 78 sorties (426 hours 35 minutes). This was downgraded to the Bar to the DFC. The sortie list included those listed above plus the following:

12 May 1944 - Hasselt (3.20)
19 May 1944 - Orleans (4.35)
22 May 1944 - Orleans (4.20)
28 May 1944 - Angers (7.30)
31 May 1944 - Trappes (4.30)
6 June 1944 - Lisieux (3.00)
7 June 1944 - Foret-de-Cerisny (4.25)
11 June 1944 - Nantes (5.35)
12 June 1944 - Cambrai (3.00)
15 June 1944 - Lens (3.00)
16 June 1944 - Renescure (2.15)
27 June 1944 - Oisemont (3.20)
4 July 1944 - Domleger (3.20)
7 July 1944 - Caen (3.05)
9 July 1944 - L'Hey (2.20)
10 July 1944 - Nucourt (3.25)
12 July 1944 - Vaires (3.40)
15 July 1944 - Nucourt (3.50)
18 July 1944 - Sannerville (3.10)
18 July 1944 - Wesseling (3.50)
4 August 1944 - Trossy St. Maximim (3.25)
5 August 1944 - Pauillac (7.40)
6 August 1944 - Special Duty (2.30)
7 August 1944 - South Caen (3.30)
11 August 1944 - Lens (3.30)
12 August 1944 - Russelhelm (5.00)
15 August 1944 - Tirlmont (3.15)
16 August 1944 - Stettin (6.30)

On the night of August 16th, Squadron Leader Dow was the bomb aimer of the aircraft responsible for directing the whole attack on Stettin.

By his unerring accuracy and skill in placing his markers and by his concise

instructions to his captain he was responsible to a very large degree for the success of the raid.

This bomb aimer has carried out over 70 operational sorties, and in the recent visual targets both by day and night he has maintained the highest degree of accuracy and has been largely responsible for the successes obtained.

This officer has rendered great service and is deserving of the highest praise.

On 20 August 1944 the Officer Commanding his station (place not stated) added his remarks:

During his 78 operational sorties, Squadron Leader Dow has acted as navigator bomb aimer of a master bomber crew on 15 occasions. He has never failed to put his markers exactly on the aiming point, a record which is probably unequalled. He has at all times set the highest standard and apart from his personal skill and courage, has been a great inspiration to the rest of his crew, who have been the most successful master bomber crew in the squadron.

DOW, S/L James Richard, DFC (J5691) - **Distinguished Service Order** - No.635 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945.

Since being awarded a Bar to the Distinguished Flying Cross, this officer has participated in many sorties against dangerous targets. The success achieved reflects the greatest credit on the efforts of Squadron Leader Dow, whose skill and determination have been outstanding. On one occasion, in September 1944, he was air bomber in an aircraft detailed to attack a target near Calais. Owing to the proximity of our ground forces, precise bombing was essential. Considerable anti-aircraft fire was directed at his aircraft whilst over the target. Nevertheless, Squadron Leader Dow executed a successful attack from low level. This officer has displayed the finest qualities of gallantry and devotion to duty.

Public Record Office Air 2/9044 has recommendation drafted 27 December 1944 by Air vice-Marshall Bennett, Air Officer Commanding, No.8 Group. He had flown 100 sorties (22 since last award) and 514 hours (86 hours five minutes since last award).

On 24th September 1944, this officer was air bomber in a crew detailed to control an attack on a pin point target near Calais on which absolute precision was essential. In order to ensure that the target was correctly identified owing to its extreme importance and the proximity of British troops, it was necessary for the aircraft to carry out a 20-minute reconnaissance of the area. During this time accurate and intense light flak was encountered from the enemy's ground defences, the aircraft sustained much damage and the bombsight rendered unserviceable. It was necessary to descend to a very low altitude to make accurate assessment of the target indicators. Disregarding all the hazards, and although receiving personal attention from the many light anti-aircraft guns,

Squadron Leader Dow carried out his duties as Master Bomber in a most commendable manner that despite prevailing conditions the attack was most successful.

Since being awarded a Bar to the Distinguished Flying Cross this officer has completed another 22 operational sorties against the enemy making his total 100.

During his long periods of operational duty he has attacked many of the enemy's most heavily defended targets including Frankfurt, Stuttgart and Berlin, and throughout his cooperation, coolness and devotion to duty have contributed in a large measure to the success of these many operational flights. On recent operational sorties Squadron Leader Dow has been air bomber in a Master Bomber crew often detailed to attack targets in close support to our ground forces and other vitally important strategic targets, where absolute precision has been essential and during these and all his other operations his marking has always been extremely accurate.

He has at all times displayed gallantry of the highest order which has been a shining example and inspiration to other members of his squadron, and his fine record, which has seldom been equalled, is deserving of the highest praise. I strongly recommend him for the award of the Distinguished Service Order.

* * * * *

DOWDING, F/O Edward George (J23224) - **Distinguished Flying Cross** - No.254 Squadron - Award effective 26 October 1944 as per **London Gazette** dated 7 November and AFRO 1/45 dated 5 January 1945. Born 19 January 1920 in Toronto; home there; enlisted there 14 November 1941. To No.1 Manning Depot, 21 December 1941. To No.1 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.9 EFTS until 2 August 1942; may have graduated 25 September 1942 but not posted to No.6 SFTS until 10 October 1942; graduated and commissioned 5 February 1943. To No.31 General Reconnaissance School 19 February 1943. To "Y" Depot, Halifax, 8 May 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 5 August 1943. Repatriated 23 November 1944; to No.1 Training Command, 9 January 1945. Promoted Flight Lieutenant, 5 February 1945. To No.9 SFTS, 12 February to 25 June 1945. Released 7 September 1945. Rejoined RCAF Auxiliary, (160378), 19 January 1954 to 30 March 1964 in Flying Control and Intelligence, serving with N.2400 Aircraft Control and Warning Squadron, Toronto. DFC presented 22 June 1949. Died in Scarborough, Ontario, 8 January 2010.

Flying Officer Dowding has completed many operational sorties including fourteen major anti-shipping attacks. He has always pressed home his attack despite strong enemy opposition. The courage, determination and devotion to duty consistently displayed by him have always been of a high order.

* * * * *

DOWDING, F/O Harry James (J16027) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 22 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born 27 September 1921, Sarnia, Ontario; home there. Enlisted in London, Ontario, 14 March 1941 and posted to No.1 Manning Depot. 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, 14 July 1941 when posted to No.12 EFTS; graduated 13 September 1941 when posted to No.1 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, Halifax, 20 December 1941. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 19 June 1942. Posted for further training to No.9 (P) AFU on 2 March 1942 and to No.58 OTU on 14 April 1942. At this latter unit he wrote off a Spitfire on 21 April 1942 on landing after his first solo on the type. Commissioned 15 October 1942. With No.403 Squadron, 16 June 1942 to October 1943; promoted Flying Officer, 15 April 1943; to No.8 AFDU, 11 October 1943. Promoted Flight Lieutenant, 8 March 1944. With No.442 Squadron, 11 March 1944 to October 1944 including command. Reported to have been the first fighter pilot to touch down in then occupied France. Repatriated to Canada, 28 October 1944; released 6 February 1945. His brother, John Frederick Dowding, had been a wartime casualty (Air Gunner, No.19 OTU, killed in flying accident, 17 October 1944, Whitley AD685). Later employed locally by Mueller Limited where he began in the production department as a time study recorder. He later advanced to Plant Manager and finally to President. Credited with the following victories: **13 May 1943**, one Bf.109 destroyed on his own plus one FW.190 destroyed (shared with two other pilots); **15 July 1943**, one Bf.109 destroyed (shared with H.D. McDonald); **19 August 1943**, one Bf.109 destroyed (shared with Brannagan); **6 September 1943**, one FW.190 destroyed; **8 September 1943**, one FW.190 damaged; **11 September 1943**, one Bf.109 destroyed; **27 June 1944**, two Bf.109s destroyed; **28 June 1944**, one FW.190 damaged. In all he claimed 220 operational sorties. Awards presented 28 May 1947. Died in Sarnia, 2 April 2003. See photos PL-19720 (full length portrait), PL-28938 (leading on tail of Spitfire), PL-34096 (with F/O W.A. Lindo) and PL-47295 (portrait by Robert Hyndman now in Canadian War Museum).

This pilot has at all times displayed the utmost keenness to engage the enemy, and has destroyed three enemy aircraft as well as sharing in the destruction of two others and damaging two more. He has taken part in numerous operations over enemy territory, many of which were deep penetrations on escort duty. In a period of five days he recently succeeded in destroying two enemy aircraft and damaging another. His flying skill and fighting spirit have at all times been of the highest order.

DOWDING, S/L Harry James, DFC (J16027) - **Bar to Distinguished Flying Cross** - No.442 Squadron - Award effective 1 December 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945.

This officer continues to display the highest standard of skill, courage and devotion to duty. His example has greatly inspired the squadron which, within a period of a few weeks, has inflicted much loss on the enemy. More than 500 mechanical vehicles have been put out of action, many of them by Squadron Leader Dowding. In addition, this officer destroyed two of the nineteen enemy aircraft which were shot down by the squadron during the period.

RCAF Press Release No. 2742 dated 11 September 1943 from D. Martin reads:

Another German fighter was destroyed Saturday night by F/O Harry J. Dowding (John Street), Sarnia, Ontario, the second he had shot down in a week as the Canadian fighter wing escorted U.S. Marauders to the bombing targets in France.

The slim, blond 21-year-old veteran of 85 sweeps into enemy territory shot down an FW.190 on September 6th, badly damaged another two later and destroyed an Me.109 last evening. The kill brought the Wolf Squadron Pilot's total to four destroyed. On Monday, Dowding saw the FW.190 burst into flames as he turned up into it and sent a short burst into the belly of the enemy's kite. Last night, he chased an Me.109 which started to climb after the German thought he had eluded the young Canadian in a steep dive. But F/O Dowding got on the enemy's tail and fired a short burst at about 200 feet as the plane sped at several miles a minute. "He flipped right over and went down helpless in a spin," F/O Dowding reported. Seven other members of the Canadian wing saw the German crash in flames.

* * * * *

DOWIE, F/L Charles Stuart (J6008) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born 29 November 1914 in Leader, Saskatchewan; home there; educated there, and Moose Jaw College, 1929-1932. Farmed in summer but worked three winters as tobacco processing in Delhi, Ontario. Enlisted in Saskatoon, 9 December 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.6 EFTS; to No.2 Manning Depot, 4 March 1941; to No.4 SFTS, 17 March 1941; graduated and commissioned, 4 July 1941. To "Y" Depot, 20 July 1941. Taken on strength of No.3 PRC, 20 July 1941. To No.25 OTU, 9 August 1941. To No.408 Squadron, 31 October 1941. To No.26 OTU, 8 May 1942 as instructor. Promoted Flying Officer, 4 July 1942 and Flight Lieutenant, 20 October 1942 (simultaneous promotion to Squadron Leader) when posted from No.26 OTU to No.426 Squadron on its formation. Invested with DFC by the King, 8 December 1942. To RCAF Overseas Headquarters, 6 May 1943; repatriated to Canada, 22 May 1943. President, Special Cases Board, Rockcliffe, to 2 January 1944. Officer Commanding, No.1 Repatriation Depot, Rockcliffe, 2 January to 28 November 1944. Promoted Wing Commander, 1 February 1944. To command No.6 Release Centre, Regina, 1 December 1944; to War Staff College, Toronto, 1 July 1945. To No.2 Air Command, Winnipeg, 18 December 1945. To No.7 Release Centre, Calgary, 25 January 1946. Released 24 February 1946. Died in Rosetown, Saskatchewan, 13 October 1990 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1990/January 1991.

This officer has completed a large number of sorties involving attacks on targets both in Germany and German occupied territory. He is a skilful and determined pilot who has achieved success against heavily defended targets. His courage in the face of enemy fire has set an inspiring example.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 27 May 1942 when he had flown 33 sorties (195 hours 25 minutes). Sortie list and submission as follows (some times added from application for operational wing):

7 November 1941 - Ostende
9 November 1941 - Ostende
15 November 1941 - Emden
23 November 1941 - Lorient - unsuccessful; returned after intercepting recall meant for another aircraft.
11 December 1941 - Kiel Fjord - unsuccessful, vegetables planted in mouth of Elbe.
14 December 1941 - Brest - unsuccessful, 10/10 cloud in target area, icing conditions.
17 December 1941 - Brest - successful, 5/10 cloud
23 December 1941 - Cologne - successful, bombed town on ETA.
27 December 1941 - Dusseldorf
28 December 1941 - Huls
8 January 1942 - Brest - unsuccessful, 10/10 cloud
10 January 1942 - Wilhelmshaven
21 January 1942 - Bremen
25 January 1942 - Brest
27 January 1942 - Brest
31 January 1942 - Brest
12 February 1942 - battleships at sea - bombed second battlecruiser in line.
14 February 1942 - Mannheim - unsuccessful; bombed built-up area, approximately 48° 20' North, 08° 23' East
16 February 1942 - GARDENING, Rosemary
18 February 1942 - GARDENING, Nectarines
3 March 1942 - Renault Works, Paris (5.00)
8 March 1942 - Essen (5.25)
24 March 1942 - GARDENING, Artichokes (5.20)
26 March 1942 - GARDENING, Deodars (6.45)
6 April 1942 - Essen (7.10)
8 April 1942 - Hamburg (6.50)
10 April 1942 - Essen (6.35)
15 April 1942 - Dortmund (7.15)
17 April 1942 - Hamburg (7.05)
19 April 1942 - GARDENING, Nectarines (5.10)
22 April 1942 - GARDENING, Forget-me-Nots (7.10)
24 April 1942 - Rostock (8.00)
26 April 1942 - Rostock (8.00)

Flight Lieutenant Dowie has taken part in numerous sorties over enemy and enemy occupied countries, carrying out successful operations in adverse weather conditions and on heavily defended targets. This officer's courage and determination in the face of enemy fire has been an outstanding example to the other members of the squadron.

DOWIE, S/L Charles Stewart (J6008) - **Bar to Distinguished Flying Cross** - No.426 Squadron - Award effective 4 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Award presented 23 November 1943.

One night in February 1943, this officer captained an aircraft detailed to attack a target in Hamburg. In the face of heavy opposition fire from the ground defences Squadron Leader Dowie pressed home a vigorous attack, but immediately after releasing his bombs the aircraft was hit. The hydraulic system was damaged, causing the bomb doors to open and the flaps to sag. Nevertheless, Squadron Leader Dowie set a direct course for home. Although his aircraft was subject to almost continuous anti-aircraft fire, until the enemy's coast was crossed, he flew the damaged bomber to an airfield in this country where he effected a masterly landing. His skilful airmanship was undoubtedly responsible for the safe return of the aircraft and its crew.

NOTE: Public Record Office Air 2/4951 has recommendation drafted by W/C L. Crooks 2 March 1943 when he had flown 44 sorties (262 hours 50 minutes) of which ten sorties (58 hours 50 minutes) had been since his previous award.

Squadron Leader Dowie was captain of a Wellington attacking Hamburg on February 3rd, 1943. He pressed home his attack in the face of heavy enemy anti-aircraft fire and bombed the aiming point. Immediately after the release of the bombs his aircraft was hit by flak which damaged the hydraulic system. The wheels came down, the bombs doors fell open and the flaps sagged.

Under these conditions Squadron Leader Dowie found that high power with consequent high fuel consumption was necessary to keep his aircraft in the air. Without hesitation he set course for England, knowing full well that he would have to fly over heavily defended territory. Though under almost continuous anti-aircraft fire from the target area to the enemy coast, he brought his Wellington home to the pre-arranged advance aerodrome, where he landed without further damage. The landing was made without the use of flaps or brakes which had been rendered useless over the target.

In pressing home his attack Squadron Leader Dowie did no more than is expected of every bomber captain, but his skilful handling of a damaged aircraft saved it and the crew. Such a display of skilful flying and coolness in emergency is an inspiration to other captains and crews, and warrants recognition. I recommend a Bar to the Distinguished Flying Cross.

On 2 March 1943 the Officer Commanding, Station Dishforth (G/C J.L. Plant) wrote:

The display of coolness and courage by Squadron Leader Dowie on the night of February 3rd, 1943, undoubtedly saved his aircraft and his crew. Since the sortie referred to Squadron Leader Dowie has completed successfully six sorties. I strongly recommend the award of a Bar to the Distinguished Flying Cross.

On 4 March 1943 this was minuted by Air Vice-Marshal G.E. Brookes, Air Officer Commanding, No.6 Group:

Concur. Squadron Leader Dowie is a splendid type of officer and is an outstanding .captain. Recommend the award of Bar to Distinguished Flying Cross (immediate) as the appropriate award in this case.

Application for Operational Wing dated 11 January 1944 lists sorties with No.426 Squadron:

14 January 1943 - Lorient (5.30)
15 January 1943 - Lorient (5.00)
26 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (6.15)
7 February 1943 - Lorient (6.35)
14 February 1943 - Lorient (7.00)
19 February 1943 - Wilhelmshaven (5.15)
21 February 1943 - GARDENING, Ameland (4.35)
24 February 1943 - Wilhelmshaven (5.15)
28 February 1943 - St. Nazaire (6.30)
23 March 1943 - GARDENING, Frisians (3.40)
26 March 1943 - Duisburg (4.35)
28 March 1943 - Bochum (3.20)
11 April 1943 - GARDENING, Dutch coast (3.10)

Training: Interviewed 7 December 1939 by F/L W.L. Scandrett, London, Ontario. "No superficial polish but natural refinement. Fully up to average requirements."

Interviewed again, London, 6 April 1940. "Rather strong personality which only requires development to make him a preferred type. Has natural refinement. Fully up to standard in every way. Has worked on farm in Saskatchewan and comes to Delhi, Ontario for tobacco processing season."

Interviewed again in Saskatoon, August 1940 by F/L G.M. Marshall. "Average type, good build, erect, good intellect, accustomed to work, familiar with Power Machinery (farm). Playing OHA hockey intermediate. Appearance, dress, etc. unfavourable but just drove in from farm. Good average intellect, courteous, natural, pleasant and keen to serve in RCAF."

Course at No.2 ITS was 11 December 1940 to 11 January 1941. Courses in Mathematics (87/100), Armament, practical and oral (78/100), Drill (86/100), Law and Discipline (82/100), scored "A" in Link. Placed sixth in a class of 148. "Good solid type."

Course at No.6 EFTS was 16 January to 5 March 1941. - Tiger Moth aircraft - 30.50 dual, 40.30 solo. Logged five hours 15 minutes in Link. "This pupil is sensible and mature; well mannered. Good average ability; consistent in his progress. (F/O A.F. Madore). Ground courses in Airmanship (155/200), Airframes (78/100), Engines (80/100), Signals, practical (100/100), Theory of Flight (82/100), Air Navigation (158/200), Armament, oral (150/200). Placed eighth in

a class of 33. "Well mannered and mature; should develop into a valuable service pilot. His flying is a good standard, His conduct at this school was very satisfactory." (S/L A.T. Chesson).

Course at No.4 SFTS was 17 March to 3 July 1941. Cessna Crane aircraft - 39.20 day dual, 41.40 day solo, 2.20 night dual, 9.00 night solo. Was 15.55 on instruments. Logged 20 hours in Link. "An average pilot throughout, smooth and steady on instruments and safe at night." Courses in Airmanship and Maintenance (164/200), Armament, written (77/100), Armament, practical (76/100), Navigation and Meteorology (159/200), Signals, written (86/100) and Signals, practical (50/50). Placed tenth in a class of 45. "An exceptional student. Possesses a high degree of ability and industry. Aptitude and attitude towards the service excellent."

Notes: Accident, 23 March 1943, 2207 hours, Dishforth. Wellington X, serial HE588. Category AC (For repair by contractor's working party). Crew were Dowie (who had 332 hours on type, 104.15 at night), R126792 Sergeant R.E. Todd (second pilot), R136325 Sergeant H. Martin (navigator), R145232 Sergeant G.F. Gubb (air bomber), and R171776 Sergeant J.A. Bailey (air gunner). "On return from an operational flight I approached to land in bad visibility. I misjudged and never touched down until I was almost to the fourth flare. Owing to the wet conditions of the field my brakes were not as effective as I expected. Unable to stop in time I overshot the field caused damage to the aircraft. The aircraft was normal in every way previous to the landing." He had been permitted to make the approach due to his experience. Following his incident, all other aircraft were diverted.

Assessments: "This officer showed himself to be very energetic in his work and considerable initiative. Held good discipline as a Deputy Flight Commander in this squadron." (W/C W.D. Ferris, No.408 Squadron, 1 October 1942, when he had flown 274.40)

"An average officer who has no outstanding qualities; is inclined to lack confidence in himself. He will probably get over this now that he is a flight commander in an operational squadron." (W/C Briggs, No.26 OTU, 18 February 1943, noting he had flown 680 hours, of which 153 were in previous six months).

"Has completed 48 operational sorties with a total of 277.33 hours operational flying. Qualities of leadership and personality well above the average standard." (W/C L.C. Brooks, No.426 Squadron, 9 May 1943). To this, G/C J.L. Plant added, 12 May 1943, "Assessed as Flight Commander in a Bomber Squadron, I agree whole-heartedly with the foregoing. Squadron Leader Dowie has not sufficient administrative knowledge and ability to command a squadron without the help of a first class adjutant." At the time he was credited with 419 hours five minutes flying by day, 360 hours 20 minutes by night. In the previous six months he had flown 34.55 by day and 86.00 by night.

Letter dated 29 June 1945 - "The annual inspection of No.6 Release Centre was carried out by the Air Officer Commanding on the 27th June 1945. The Commanding Officer, W/C Dowie, performed his duties in a satisfactory manner and has now been posted. The unit was found to be in good condition, the release staff very efficient, displaying considerable interest in the methods and procedure of discharging personnel. The morale and discipline are good." (A/V/M K.M. Guthrie, No.2 Air Command).

“Not considered suitable for any type of Service employment appropriate to his present rank. Note - On this officer's last tour of operations in Bomber Command his final sortie was an unusually 'shaky do.' It is not known here to what extent this event has shaken W/C Dowie's nerves. He still appears nervous and unable to concentrate.” (G/C C.L. Annis, excerpt from Staff College assessment, 15 December 1945)

* * * * *

DOWIE, G/C Henry Russell (C884) - **Officer, Order of the British Empire** - No.7 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Joined RCAF in Winnipeg, 17 July 1938 in Equipment and Administration Branch. Attained rank of Squadron Leader, 1 December 1940. To No.6 Repair Depot, 13 September 1941. To No.4 SFTS, 19 June 1942. To No.7 Equipment Depot, 8 October 1942. Promoted Wing Commander, 1 January 1943. Promoted Group Captain, 1 March 1945. To No.5 Release Centre, 13 December 1945. Released 19 May 1946. Died in Peterborough, Ontario, 10 August 1970.

This Commanding Officer has contributed the full benefit of his capabilities to the efficient administration of the Service. His administrative ability, experience in all phases of equipment procedure, leadership qualities and fine example have been of invaluable assistance in securing from all personnel under his direction the utmost in endeavour and co-operation.

* * * * *

DOWLER, Sergeant George Duncan (R107352) - **Mention in Despatches** - Croft - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. AFRO gives unit only as "Overseas". DHist file 181.009 D.4364 (RG.24 Vol.20648) gives unit and has recommendation submitted 3 May 1945, CO Croft to CO No.64 Base. Born 10 December 1919 in Saskatoon. Attended University of Saskatchewan, 1939-1940 (Engineering). Home in North Saskatoon (Eaton salesman). Basic army training, 20 March to 15 May 1941. Enlisted in RCAF in Saskatoon in armament trade, 16 June 1941; to No.1 Manning Depot that date; to Air Armament School, Mountain View, 1 September 1941; to No.6 AOS, Prince Albert, 25 November 1941; promoted LAC, 1 April 1942; to No.1 CNS, Rivers, 12 September 1942; to "Y" Depot, Halifax, 16 November 1942; to RAF overseas, 10 December 1942; disembarked in United Kingdom, 18 December 1942; promoted Corporal, 1 January 1943. To No.431 Squadron, 9 January 1943, Promoted Sergeant, 1 February 1944. To No.64 Base, 16 September 1944. Repatriated 5 June 1945; released 21 September 1945. Died 8 June 1983.

This NCO by his constant cheerfulness and devotion to duty has greatly contributed to the success of bombing up operations. For a period of one year as deputy to the officer in charge of Armament Daily Servicing he performed outstanding work. His initiative and application have always been an example to all.

* * * * *

DOWLING, P/O Floyd Douglas (J94157) - **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 in Bladworth, Saskatchewan, 12 November 1922. Home in St.Catharines, Ontario from the age of 17; toolmaker's apprentice and bread delivery boy; enlisted in Hamilton, 28 October 1942. Granted Leave Without Pay until posted to No.5 Manning Depot, 8 March 1943. To No.14 Pre-Aircrew Education Detachment, 9 May 1943. To No.4 WS, 11 June 1943; promoted LAC, 12 July 1943; graduated 31 December 1943 when posted to No.1 BGS; graduated and promoted Sergeant, 14 February 1944. To "Y" Depot, 28 February 1944. Taken on strength of No.3 PRC, Bournemouth, 23 March 1944. Commissioned 24 January 1945. Repatriated 8 June 1945. Released 5 October 1945. Served again as a Radio Officer and (from 5 May 1953), Flying Control Officer, RCAF Auxiliary, No.406 Squadron, 29 September 1949 to 31 March 1961 (70106). Postwar he earned his Bachelor of Commerce degree from the University of Saskatchewan in Saskatoon and then went to Winnipeg to work as Credit Manager at Westeel. Died in Winnipeg 14 November 2004. 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.2618 (RG.24 Vol.20627) has recommendation dated 16 May 1945 when he had flown 27 sorties (166 hours 50 minutes).

On April 18th, 1945, the crew of which Pilot Officer Dowling is wireless operator was detailed to carry out a daylight raid on Heligoland. Shortly after leaving the English coast, Pilot Officer Dowling noticed that an aircraft was in difficulty. The aircraft was seen to break away from the stream and to dive towards the North Sea. His speedy action in transmitting the time and location of the accident resulted in a rescue plane being at the scene of the accident within three hours of the mishap. Two RCAF personnel were rescued from the North Sea. Throughout his whole tour of operations, Pilot Officer Dowling has been remarkably efficient in his capacity of Wireless Operator Air Gunner. His energy, enthusiasm and staunch devotion to duty have been largely responsible for the fine record set up by his crew.

The sortie list was as follows:

28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (7.00)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.55)
12 October 1944 - Wanne Eickel (5.30)
23 October 1944 - Homburg (5.10)
26 October 1944 - Cologne (6.05)
30 October 1944 - Cologne (6.15)
2 November 1944 - Dusseldorf (5.00)
16 November 1944 - Julich (5.35)
18 November 1944 - Munster (5.35)
21 November 1944 - Castrop Rauxel (6.25)
29 November 1944 - Duisburg (6.45)

30 December 1944 - Cologne (6.45)
 6 January 1945 - Hanau (7.25)
 13 January 1945 - Saarbrücken (7.10)
 14 January 1945 - Grevbroich (7.05)
 16 January 1945 - Magdeburg (6.50)
 17 February 1945 - Wesel (5.20)
 23 February 1945 - Essen (5.20)
 24 February 1945 - Kamen (6.45)
 7 March 1945 - Hemmingstedt (6.05)
 13 March 1945 - Wuppertal (5.35)
 31 March 1945 - Hamburg (5.50)
 4 April 1945 Harburg (5.30)
 13 April 1945 - Kiel (7.45)
 18 April 1945 - Heligoland (4.35)

* * * * *

DOWLING, WO John Patrick (R123580) - **Mention in Despatches** - No.120 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 12 January 1923 in Winnipeg; home there (delivery boy, apprentice butcher); enlisted there 8 August 1941. To No.2 Manning Depot, 14 September 1941. To No.3 Personnel Holding Unit, 15 December 1941; to No.2 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942 and posted to No.2 Manning Depot (No.3 Personnel Holding Unit); to No.3 WS, 9 May 1942; to No.2 BGS, 27 December 1942; graduated and promoted Sergeant, 3 February 1943. To No.31 Personnel Depot, Moncton, 14 February 1943; to No.111 OTU, Nassau, 22 February 1943; to No.45 Group, Ferry Command, 1 June 1943; to United Kingdom, 23 June 1943; disembarked in United Kingdom, 1 July 1943. To No.1 (Coastal) OTU, 24 July 1943. Promoted Flight Sergeant, 3 August 1943. Embarked for Iceland, 31 August 1943 on posting to No.120 Squadron; arrived there 3 September 1943. Numerous attachments while with No.120 Squadron - Skirton (2-9 September 1943), Kinloss (9-10 February 1944), Ballykelly (20-23 March 1944), Skirton again (23-24 March 1944), Tain (19-24 July 1944). Promoted WO2, 3 February 1944. Promoted WO1, 3 August 1944. To No.1674 Conversion Unit, 1 February 1945. To No.111 OTU again, 1 March 1945 but may not have arrived until 24 April 1945; repatriated 13 July 1945; released 23 September 1945. Died in Winnipeg, 10 May 1967.

Training and Operational Notes:

Course at No.2 ITS was 1 March to 24 April 1942. Marked on Mathematics (118/150), Armament (47/50), Signals (150/150), Anti-Gas (35/50), Aircraft Recognition (100/100), Drill (79/100), Law and Discipline (71/100), Navigation (107/200), and General Studies (89/100). Placed 60th in a class of 123. "This airman is rather below average in most respects but showed a fair aptitude for Signals. He is considered temperamentally unsuitable for pilot and has not the necessary ability to become an observer. He appears to be anxious to get overseas and see action and should succeed as a WAG."

Course at No.3 WS began 11 May 1942 (course 43) but he was deferred to course 45 on 19

November 1942 and completed course on 18 December 1942. Flying involved 21 hours 50 minutes flying (45 minutes in Flying Classroom as First Operator, 4.25 in Flying Classroom on Listening Watch, 16.40 in two-seater as sole operator). Courses in Theory (33.50), Radio Equipment (187/250), Morse, buzzer and lamp (200/200), Procedure (135/200), Signals Organization (113/150), Armament (78/100), Drill and P.T. (44/50). He also had one hour 25 minutes in Turret Training.

Course at No.2 BGS was 28 December 1942 to 3 February 1943. involved nine hours five minutes flying on Bolingbroke. Fired 1,880 rounds on ground, 300 rounds air-to-ground, 2,000 rounds air-to-air. Percentage of hits was amazing - 15 percent in Beam Test, 20.5 percent in Beam Relative Speed Test, 14.7 percent in Under Tail Test. Weak in academics but considered exceptional in Air Firing.

Course at No.111 OTU, 8 March to 30 May 1943 involved flying in Mitchells (24.45 day, 11.00 night) and Liberators (35.55 day, 14.10 night). Ground examinations in Armament (144/300) and Signals (151/300). "A poor NCO who does not give of his best. He lacks interest and could work much harder. Ground work below average. Discipline good." (S/L A.W. Easten, 23 June 1943)

Described as "An average crew member who is improving steadily." (W/C J. Avent, No.120 Squadron, 25 September 1944)

Flew on 48 sorties.

* * * * *

DOWNER, P/O William Watson (J86143) - **Distinguished Flying Cross** - No.93 Squadron (deceased) - Award effective 15 April 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 30 July 1922 at Wybridge, Tiny Township, Ontario. Educated in Separate School No.5, Tiny Township (1929-1934) and Midland High School, Home in Midland, Ontario; warehouse truck driver for Maple Leaf Milling, Port Colborne, 1941. Enlisted in Hamilton, 20 October 1941 and posted to No.1 Manning Depot. To Station Trenton, 11 November 1941. To No.6 ITS, Toronto, 5 January 1942; graduated and promoted LAC, 27 March 1942; to No.12 EFTS, Goderich, 29 March 1942; graduated 20 June 1942 when posted to No.1 SFTS, Camp Borden; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 24 October 1942. To RAF Trainee Pool, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.5 (P) AFU, 22 December 1942 and to No.53 OTU, 23 February 1943. Promoted to Flight Sergeant, 9 April 1943 To No.5 PDC, 5 May 1943; posted to North Africa, arriving 27 May 1943. With Headquarters, No.325 Wing, 7 June 1943 and No.108 RSU, 21 June 1943. Joined No.93 Squadron on 4 September 1943. Promoted Warrant Officer (2nd Class) on 9 October 1943; commissioned 27 March 1944. Killed in action (Spitfire MH623) 16 April 1944, returning from sortie in failing light over sea, misjudged height and crashed at sea. Grave not known; name on Malta Memorial. He had four brothers including P/O James A. Downer, age 30, serving in the United Kingdom. Chris Shores, in **Aces High** (2nd edition) gives the following listing of victories: **15 October 1943**, one Bf.109 damaged, Volturno River (Spitfire BR487); **13 February 1944**, one Bf.109 destroyed, Anzio (Spitfire

EN138; on this occasion he was one of ten Spitfire pilots covering the beaches; he gained his victory at 1300 hours but then his engine failed due to a glycol leak; throttled back and was able to land at Nettuno); **16 February 1944**, one FW.190 destroyed and one FW.190 damaged, Anzio (Spitfire EN138); **19 February 1944**, one Bf.109 destroyed, Anzio (Spitfire MH602); **27 March 1944**, two FW.190s destroyed north of Rome (Spitfire MH602).

Pilot Officer Downer has flown as a pilot with this squadron throughout the Italian campaign. In his first combat in October 1943, he damaged a Messerschmitt 109 and over the Anzio beachhead he destroyed three enemy aircraft in one week. He has since destroyed two more bringing his total victories to five. Pilot Officer Downer has proved himself a keen and determined fighter pilot. He has always shown the utmost keenness to press home his attacks.

NOTE: Public Record Office Air 2/9629 has the original recommendation (by Squadron Leader J.H. Cloete), made on 29 March 1944 when he had flown 504 hours (130 in the previous six months); his operational hours totalled 117 (79 sorties). The text was much longer than the final citation:

Warrant Officer Downer joined the squadron in September 1943 and has flown throughout the Italian campaign. His quiet, diffident manner gave no hint of the cool determination with which he would face the enemy, though he damaged a Messerschmitt 109 in his first combat in October 1943.

It was when the testing time came, over the Anzio beachhead, that he showed his true quality. He opened his score on 13th February 1944 by destroying one Messerschmitt 109, following this on 16th February 1944 by destroying one Focke-Wulf 190 and again destroying one Focke-Wulf 190 on 19th February, making a total of three in a week.

On 27th March 1944 he destroyed two Focke-Wulf 190s in the course of a single sortie. With a total of five destroyed and two damaged to his credit, Warrant Officer Downer is strongly recommended for his courage and example which is an inspiration to all who have flown with him.

The Group Captain who commanded his wing concurred on 31 March 1944, writing:

Warrant Officer Downer has proved himself to be a keen and determined fighter pilot. He has always shown great enthusiasm to press home his attacks on the enemy. I strongly recommend this award.

RCAF press release 3052 issued 11 April 1944 described much of his actions. It noted that gone ashore at Salerno with a landing craft, as an advance element for his squadron, and that he had slept in a tent that shook from blasts of German and Allied artillery. The damaged claim of **15 October 1943** had been "over Capodichino airfield at Naples". The action of **13 February 1944** was described as a direct chase - two Spitfires after two Messerschmitt 109s and he was able to catch one. "Almost immediately afterward, his Spitfire has engine trouble and he had to do some

fancy flying to get back to Allied territory before forced-landing at Nettuna. [sic]”.

Re the combat of **16 February 1944** the press release read:

A couple of afternoons later, Downer and another fighter pilot found themselves over Rome in the middle of twenty Focke-Wulf 190s and fourteen Me.109s. Ack-ack was adding to the confusion.

“The Germans were up above and they kept diving down in twos from either side,” Downer explained. “They’d pull up on the other side, doing beautiful upward rolls - I don’t know why - and then they’d wait their turn to peel off and come down again.

“This went on for about ten minutes. I managed to get strikes with cannon and machine gun fire all down the side of one FW.190. I knocked off the starboard tailplane too, and she burst aflame. A few minutes later, I got the top of the tail off another. Then we broke away. Somehow my kite wasn’t hit at all.”

The engagement of **19 February 1944** was written up as follows:

The third engagement that week, Downer says, “was just a running fight.” It was on the fringe of Rome and at low altitude.

“Some FW.190w were trying to lead us into the tall radio towers on the edge of Rome. I got one FW.190, closing in from 150 to 50 yards, and he went into the deck. I was chasing another and a couple more came in behind me. One got in a burst but he wasn’t a very good shot. A couple of rounds went into my cockpit.”

They missed by about a foot and a half. He returned to base.

RCAF Press Release No. 4492 dated 14 April 1944 reads:

Advanced Allied Fighter Base in Italy: -- If you are getting complacent again about the war, then this is for you. It’s an account mainly of a few hours in the life of a tall, fair-haired, 21-year-old fighter pilot named Bill Downer who came from a farm near Midland, Ontario, to fly with an R.A.F. Spitfire squadron that is always on the most forward landing strip in Allied Italy.

Warrant Officer Downer went out on a sweep with his squadron the other day but no enemy aircraft were seen. The Germans wouldn’t come up and fight. The squadron returned to base. In the dispersal hut, they were told there would be no further operations for them that day. There was no need for any pilots to remain on readiness. Everybody could have the rest of the day off. You’d think that a coterie of young bloods in their early twenties would take an opportunity like that to whistle off to town and have some sport. They stood around in the dispersal hut and discussed how they’d like to hurl another challenge at the Nazi airmen,

defy them over their own airfields. The C.O. phoned headquarters and asked permission for the squadron to go out on what they call a freelance sweep. "Go ahead," said H.Q. "You're on your own." So instead of taking a holiday, the squadron took off on a mission more hazardous than usual.

"We went up north of Rome," said Bill Downer the next day, sitting in the grass in the warm sunshine in front of the squadron orderly tent, talking casually, grinning occasionally and showing neat rows of white teeth. "We raised bags of flak all the way up."

Deep into enemy territory the fighters flew. This was no earthbound contribution to the war effort, a dozen young men flying high swiftly, not playing at some harmless afternoon pastime but sticking their necks out, gunning for the enemy, playing for keeps. Split seconds would mean life or death. They wafted over the German airfields above Rome. "We saw plenty of kites on the fields," Bill Downer said. "But they wouldn't come up." The Spits were under orders not to go down and try to shoot up the German aircraft on the ground since they were well covered by anti-aircraft batteries.

"We headed for home as we figured there was nothing doing. It wasn't until we were almost back at our own 'drome that we saw fifty plus of them. I counted thirty-six 190s but others saw twenty 109s above."

Even with their numerical superiority the Germans didn't want to fight. They ran but the Spitfires chased them to twenty miles northeast of Lake Bracciano where the Germans turned and fought. There were swirling dogfights, furious dives with indicators at 500 m.p.h. and cannon and machine-guns blazing away. "I got on the tail of one 190," said Bill Downer who only a month earlier had started his combat score by destroying three enemy fighters in one week over the Anzio beach-head area.

"He led me about thirty miles. He seemed to know the country pretty well. He led me down through a little gulley – it was only about twice as wide as a Spitfire's wings – but very deep. We were flying along there well below the level of the ground on both sides. I couldn't get a good shot at him at all. I think he was trying to get me to prang (crash). But then he came out and I got close. One of my bursts knocked a piece out of his kite. I couldn't say where it came from myself. That slowed him down. I closed to a hundred yards and let him have everything. One burst knocked the cowling off the engine and the whole cockpit cover off. He rolled over the side and tried to bail out at 150 feet. His parachute streamed out but didn't fill. After he fell out, his kite rolled over and went down into the ground after him. Just as his kite went in another 190 came across in front of me. I fired at him and he caught fire right away. It was mountainous country where we were. I followed him for about ten miles firing repeatedly. Smoke and flame were streaming from his machine. He could only do 160 miles an hour and I had to throttle everything back to go slow enough to stay behind

him. I used up all my ammunition on him. The side of his engine was all burned away. He had just flown into a valley at low level and I realized he could never get the altitude now to get out. Then I looked at my petrol gauge and it said fourteen gallons. I looked up above and there were sixteen 190s overhead. I was scared then. I got down on the deck and headed for our emergency landing field in the beach-head.

W/O Downer was credited with two destroyed for the day out of the squadron's total of four destroyed and three damaged. Three of the Spitfire pilots made force landings and one received a machine-gun bullet through the thigh. But none were lost. Dark closed in shortly after Bill Downer landed in the beach-head and he spent that night in a tent between the German artillery and their target. He could hear the blast of the cannon and the screeching of the shells all night. "I didn't sleep much," he said. In the morning, his Spitfire was refuelled and he flew back to his squadron. Well, that's what Bill Downer and his friends did instead of taking an afternoon off in Italy.

Press release 3240, issued 18 May 1944 (and noting that he had now been reported missing) , appears to describe the action of **27 March 1944**:

His pals around the squadron like to recall Bill Downer's farewell exploit - how he went out on a sweep with his RAF squadron but sighted no enemy aircraft. The Germans wouldn't come up to fight. The pilots were told there would be no further operations; everybody could have the rest of the day off.

The fighter pilots didn't whip off to town for some fun. They stood around in the dispersal hut and discussed how they'd like to defy the Nazis over their own airfields. The CO phoned headquarters and asked permission for the squadron to go out on a free lance sweep.

"Go ahead", said headquarters, You're on your own." So instead of taking a holiday, the squadron took off on a mission more hazardous than usual. Deep into enemy territory the fighters flew - sticking out their necks, gunning for the enemy, playing for keeps. They roared over the German airfields above Rome. "We saw plenty of kits on the field," Bill Downer said on his return that day. "But they wouldn't come up.

"We headed for home as we figured there was nothing doing. It wasn't until we were almost back at our own drome that we saw twenty enemy fighters above."

Even with the odds of 20 to 12 the Germans didn't want to fight. The Spitfires chased them northeast of Lake Bracciano, where the Germans turned and fought. There were swirling dogfights, furious dives with indicators at 500 m.p.h. and cannon and machine guns blazing away.

"I got on the tail of one," said Downer. "He led me about thirty miles. He seemed to know the country well. He led me down through a little gully - it was

only about twice as wide as a Spitfire's wings - but very deep. We were flying along there well below the level of the ground on both sides.

"I couldn't get a good shot at him at all. I think he was trying to get me to 'prang' (crash). But then he came out and I got close. One of my bursts knocked a piece out of his kite. That slowed him down. I closed to a hundred yards and let him have everything. One burst knocked off the engine cowling and the whole cockpit cover. He rolled over the side and tried to bale out at 150 feet. His parachute streamed out but did not open. After he fell out, his kite rolled over and went down into the ground after him.

"Another enemy fighter came across in front. I fired and he caught fire right away. It was mountainous country where we were. I followed him for about ten miles, firing repeatedly. Smoke and flames were streaming from his machine. He could only do 160 miles an hour and I had to throttle back to go slow enough to stay behind him.

"I used up all my ammunition. The side of his engine was all burned away. He had flown into a valley at low level and I realized he could never get the altitude now to get out.

"When I looked at my petrol gauge and it said fourteen gallons, I looked up above and there were sixteen enemy fighters overhead. I was scared then. I got down on the deck and headed for our emergency landing field on the beachhead."

Warrant Officer Downer was credited with two destroyed out of the squadron's total for the day of four destroyed and three damaged. Three of the Spitfire pilots made forced landings and one received a machine-gun bullet through the thigh, but none was lost.

Dark closed in shortly after Bill Downer landed in the beachhead and he spent the night in a tent between German artillery and their target. He could hear screeching shells all night. "I didn't sleep much," he said. In the morning his Spitfire was refuelled and he flew back to his squadron.

Accident: On 13 February 1944, 1300 hours, Spitfire EN138, he had been airborne 95 minutes on a beach patrol. "I was following an Me.109 that I had shot down when my engine stopped completely. Finally, by throttling right back and reducing my R.P.M. it started with a great deal of black smoke and puffs of white smoke from the exhaust stubs. I could not get more than 2,500 R.P.M. or minus two boost without my engine cutting completely. I got it to the Nettuno strip at 300 feet and made a normal wheels down landing. The Engineering Officer of 306 Servicing Squadron told me that my intercooler had blown up. I returned to Lago airfield the same evening by an American transport ship." Assessed as due to a glycol leak.

Circumstances of Death: On 16 April 1944 he was flying one of eight Spitfires which took off from Lago airfield at 1835 hours to patrol the Anzio area. Two enemy aircraft were reported

flying at 30,000 feet and the formation climbed to intercept them. The enemy were not sighted and the Spitfires returned to base. "It is believed that Pilot Officer Downer broke away to carry out a cannon test over the sea, west of the base. An American anti-aircraft post on the shore saw an aircraft crash into the sea, one mile off shore west of Lago Landing Ground. An Air/Sea Rescue search was made that night and continued all during the next day, but nothing was seen or heard of P/O Downer or Spitfire MH623," There was speculation that his windscreen had frosted over and thus he would have had difficulty judging height. A further report stated that Beaufighters and a launch had searched in the night, followed by Warwicks and a Walrus on the 17th (about 20 Spitfire sorties also looked out for him). "A piece of driftwood, which closely resembled a dinghy from above, raised false hopes during the afternoon, but was exposed upon investigation by the ASR Launch which had been directed on to it." Search called off at dusk of the 17th.

* * * * *

DOWNES, FS George William (R680) - **Mention in Despatches** - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944 - No.145 Squadron (since moved to No.10 SFTS). Born 22 December 1901 in Suffield, England; educated at Selkirk Public School. Home in St.James, Manitoba. Enlisted in Winnipeg, 18 May 1940 as airframe mechanic. To Technical Training School, St. Thomas, 14 June 1940. To No.9 SFTS, 14 October 1940. Promoted AC1, 18 October 1940. Promoted LAC, 19 January 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 March 1942. To Newfoundland, 25 May 1943. To No.145 (BR) Squadron, 21 August 1943. Promoted Flight Sergeant, 1 December 1943. To No.10 SFTS, 24 April 1944. To No.2 Training Command, 12 September 1944. Released 16 October 1945. Re-engaged 1 January 1947 (commissioned that date) and serving to 31 August 1952. Died in Summerland, British Columbia, 22 October 1979 as per **Legion Magazine** of January 1980.

This NCO has distinguished himself by his continued excellent work in a squadron maintenance unit. His dependability in the performance of his duties has been outstanding.

* * * * *

DOWNEY, F/O Wilfred (J35760) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 8 August 1915 in Toronto; home there (time keeper); enlisted there 10 June 1942 and given. Leave Without Pay. To No.1 Manning Depot, 8 October 1942. To No.3 FIS, 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943; to No.4 AOS, 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Repatriated 13 August 1945. Released 1 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (Public Archives RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 34 sorties (166 hours 25 minutes). Invested at Buckingham Palace, 13 July 1945. RCAF

photo PL-45280 (ex UK-22719 dated 19 July 1945) taken after investiture, with Miss Florence Clark and Miss Ethelle Clarke (both of Glasgow).

Flying Officer Downey, as Navigator in Flying Officer Gellen's crew, has displayed throughout his tour exceptional qualities of leadership and coolness in action. His ability as navigator is unquestionable and although his sorties included some of the enemy's most heavily defended areas, Flying Officer Downey, with complete disregard of any opposition, guided his aircraft directly to the target. The success of this crew on their operational tour was due in no small measure to the co-operation, coolness and devotion to duty of this officer.

The sortie list was as follows:

23 June 1944 - Bientque (4.05)
24 June 1944 - Bamieres (4.25)
27 June 1944 - Foret d'Eauvy (4.15)
1 July 1944 - Biennais (4.30)
3 July 1944 - Biennais (3.50)
6 July 1944 - Coquereux (4.25)
7 July 1944 - Caen (5.05)
12 July 1944 - Thiverny (4.25)
17 July 1944 - Caen area A.1 (4.40)
18 July 1944 - Wesseling (5.25)
20 July 1944 - Ferme de Forestel (3.50)
31 July 1944 - Oeuf en Ternois (4.35)
3 August 1944 - Foret de Nieppe (4.55)
4 August 1944 - Bois de Cassan (4.45)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (5.35)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Falaise (4.25)
15 August 1944 - Brussels/Melsbreck (4.05)
16 August 1944 - Kiel (5.35)
18 August 1944 - Connantres (6.40)
25 August 1944 - Brest (5.15)
31 August 1944 - Ile de Cezembre (4.35)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.15)
15 September 1944 - Kiel (6.20)
16 September 1944 - Boulogne (3.55)
30 September 1944 - Sterkrade (5.00)
4 October 1944 - Bergen (6.35)

6 October 1944 - Dortmund (6.45)

Note: In crew of F/O R.M. Gallen. At No.1664 Conversion Unit, 17 May to 15 June 1944 where he was assessed as follows: "Good average. A good navigator. Neat and accurate plotter. Timing and track keeping good. Works hard throughout his trips." (F/L J.K. Bell, Navigation Officer).

* * * * *

DOWNING, F/O George Oscar (J24544) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 1 September 1917 in Toronto; home there; enlisted there 28 April 1942. At No.1 Manning Depot, 12 May to 2 July 1942 when posted to No.4 Manning Sepot. To No.6 ITS, 12 September 1942. Promoted LAC, 6 November 1942. To No.1 BGS, 7 November 1942; to No.1 AOS, 6 February 1943. Promoted Sergeant, 14 March 1943. Commissioned 19 March 1943). To "Y" Depot, Halifax, 3 April 1943; to RAF overseas, 7 April 1943. Repatriated to Canada, 9 March 1945. Released 19 May 1945. Died in Toronto, 8 October 2009. Medal sent by registered mail, 19 February 1949.

Flying Officer Downing has taken part in a large number of operational sorties. In March 1944 he was air bomber in an aircraft detailed for a mining operation. The mission, which called for a high degree of skill and accuracy by the bomb aimer, was successfully accomplished and an excellent photograph obtained. This officer has consistently displayed a high standard of efficiency, keenness and great devotion to duty.

* * * * *

DOWNS, FS Delbert Leroy (R92638) - **British Empire Medal** - No.23 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 26 June 1910. Enlisted in Calgary, 24 February 1941 as a cook. To No.1 Manning Depot, 24 February 1941. To Technical Training School, St. Thomas, 21 March 1941. To No.5 BGS, 16 May 1941. Promoted AC1, 24 May 1941. To No.7 BGS, 31 May 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 January 1942. Promoted Sergeant, 6 June 1942. To No.2 Flying Instructor School, 2 September 1942. To No.23 EFTS again, 9 November 1942. Promoted Flight Sergeant, 1 October 1943. To No.2 Flying Instructor School, 16 September 1945, remaining there until 15 November 1945. Released 17 November 1945. After the war he settled in Manitoba. Ran unsuccessfully as a Social Credit candidate in Swan River (provincial, 1953) and Churchill (federal, 1953). Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. See DHist file 181.009 D.1262 (RG.24 Vol.20597); recommended for Canada Medal, 29 February 1944; stated he had been in charge of messing at the school since 26 October 1942, attending to his duties "in a more than zealous manner" and "continually searching for and finding new ways and means leading to the improvement of both the meals themselves and the surroundings in which they are served."

This non-commissioned officer, in charge of Messing at this Unit, has, over a long period of time, performed arduous and difficult duties far above those normally

expected. His leadership and personal example have inspired those under him and he has been personally responsible to a large extent for the excellent state of morale of the personnel on this Unit. His work has been invaluable.

* * * * *

DOYLE, F/L Edmund O'Flynn (J11471) - **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 8 August 1915. Home in Belleville, Ontario; enlisted in Kingston, 6 June 1940. Posted to No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940; to No.1 EFTS 19 July 1940, To No.1 SFTS, 13 September 1940. Promoted Sergeant, 18 November 1940. Posted to Trenton, , 6 January 1941. To No.1 BGS as staff pilot, 25 March 1941. To No.6 BGS, 23 June 1941. To "Y" Depot, 24 November 1941. To RAF overseas, 8 December 1941. Commissioned 15 April 1942. Promoted Flying Officer, 15 October 1942. Promoted Flight Lieutenant, 15 April 1944. Repatriated to Canada, 31 January 1945. Posted overseas again, 14 March 1945 but repatriated 7 August 1945 and released 26 September 1945.

* * * * *

DOYLE, G/C Michael Guy (C195) - **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. Home in Jacquet River, New Brunswick. Joined RCAF, 9 June 1936; qualified for pilot wings, 4 May 1937. Prewar service with No.6 (Torpedo Bomber) Squadron; appointed CO of that unit, May 1940. Promoted Squadron Leader, 1 November 1940. To No.116 Squadron as CO, August 1941; promoted Wing Commander, 1 April 1942; to Torbay, 5 April 1942; to Station Shelburne as CO, 7 December 1942; promoted Group Captain, 1 June 1944; to EAC as staff officer, 7 July 1944. To "Y" Depot, 6 April 1945; to RAF overseas, 13 April 1945. Repatriated 12 July 1946. Postwar service included posting to Winnipeg, 1 March 1947; to Station Rivers, 2 April 1947, Canadian Joint Air Training Centre, 27 November 1947; to Rockcliffe, 5 March 1950; command of Station Goose Bay, date uncertain and Air Attache to Prague, date uncertain. Awarded Queen's Coronation Medal, 21 October 1953, while on staff of AFHQ. Retired 17 September 1962. Died in Ottawa, 25 June 1984 in 73rd year. Photo PL-104152 is good shot.

Throughout his service in operational squadrons, and latterly in command of an operational station in Eastern Air Command, this officer has at all times carried out his duties in the best interest of the service. His sound judgement and fair treatment of those under him have earned the respect and loyal support of all personnel who have served under him.

* * * * *

DRAIMIN, F/L Theodore King (C16015) - **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 April 1911. Enlisted in Ottawa, 17 April 1941 as Radio Mechanic. To No.4A Manning Depot, 4 May 1941. To McGill University, 31 May 1941. Promoted LAC, 6 September 1941; to

Embarkation Depot, 25 September 1941; to RAF overseas, 27 September 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Commissioned as Radar Officer, 8 April 1943. Promoted Flying Officer, 8 October 1943. Promoted Flight Lieutenant, 1 February 1945. Repatriated 28 August 1945. Retired 12 October 1945. Died in Toronto, 11 March 2001. No citation in AFRO.

* * * * *

DRAPER, F/O John William Patterson (J10159) - **Distinguished Flying Cross** - No.111 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 15 July 1921 in Toronto; home there; enlisted there 23 April 1941. Granted Leave Without Pay until 4 May 1941 when posted to No.4A Manning Depot; to Trenton, 9 June 1941; to No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS; graduated 10 October 1941 when posted to No.2 SFTS; graduated and commissioned 16 January 1942. To "Y" Depot, 14 February 1942; to RAF Training Pool, 1 March 1942. Arrived overseas 18 March 1942. Promoted Flying Officer, 1 October 1942. Further trained at No.9 (P) AFU and No.58 OTU. To No.611 Squadron, 18 August 1942; to No.111 Squadron, 11 November 1942 to 3 June 1943. Posted to Fighter Pilot's Practice Unit, 28 June 1943; to UK by aircraft, 1 January 1944; promoted Flight Lieutenant, 16 January 1944. In Canada, 8-17 February 1944; returned to UK, 31 March 1944 (arrived 7 April 1944); to No.53 OTU, 25 April 1944; to No.91 Squadron, 14 June 1944; slightly injured at Maldegam, Belgium, 28 February 1945; engine cut while taking off for an operational sortie, aircraft crashed and did two somersaults. He walked away. Posted to Cranfield, 26 June 1945; to Canada, 2 August 1945. Released 7 January 1946 but subsequently served in RCAF Auxiliary (100222), attaining the rank of Group Captain, 1 January 1962 before retirement on 1 October 1964. In all he was credited with 157 sorties (202 operational hours). Photo PL-29326 taken after investiture shows W/C R.C. Fumerton, F/L N. Smith, S/L B.R. Walker, F/O D.E. Berry, F/O S.C. Aistrop, W/C R.J. Lane and F/L J.W.P. Draper. PL-108055 shows him in 1957 (in flying gear); PL-108070 also taken in 1957 (at desk). Victory claims as follows (courtesy of Chris Shores): **18 November 1942:** one Ju.87 probably destroyed, Bone area; **29 November 1942:** one Ju.88 probably destroyed plus one Ju.88 destroyed (shared); **26 January 1943:** two FW.190s destroyed, Tabarka-Souk el Arba; **5 April 1943:** one Bf.109 damaged, Hamman Lif; **1 May 1943:** one Bf.109 destroyed, Ras Zebib; **19 June 1944:** one V-1 destroyed, Beachy Head; **24 June 1944:** one V-1 destroyed, northwest of Hastings; **28 June 1944:** one V-1 destroyed, Channel; **9 July 1944:** one V-1 destroyed, Goudhurst; **12 July 1944:** one V-1 destroyed, Newchurch; **20 July 1944:** one V-1 destroyed, Tonbridge.

During the campaign in North-West Africa, Flying Officer Draper has destroyed three enemy aircraft and shared in the destruction of a fourth. He invariably displays outstanding courage and enthusiasm for flying operations. On one occasion he brought his aircraft into collision with an enemy aircraft, causing its destruction without serious damage to his own. His continued keenness and devotion to duty have been a valuable inspiration to his fellow pilots.

Public Record Office Air 2/8961 has recommendation drafted 24 April 1943 when he had flown 479 hours (162 on operations) of which 156 had been in previous six months. He had flown 133 operational sorties.

During this campaign, Flying Officer Draper has destroyed three enemy aircraft and shared in the destruction of another. He has probably destroyed two more, and damaged two. He has also made successful attacks on enemy ground targets. At all times he shows great keenness to engage the enemy.

To this the officer commanding No.324 Wing added:

Flying Officer Draper has shown outstanding courage and enthusiasm for engaging the enemy. On one occasion brining his aircraft into collision head on with an enemy aircraft, he caused its destruction without serious damage to his own. His continuous keenness has had a very valuable effect on his fellow pilots, and I most strongly recommend this award.

RCAF PR Handout dated 17 July 1943 read as follows:

F/O J.W.P. (Bill) Draper, (J10159), 9 Humewood Drive, Toronto, Ontario, has been awarded the Distinguished Flying Cross, it has been announced.

Draper, who was 22 on July 15, flew throughout the North Africa campaign as pilot with a top-scoring RAF Spitfire Squadron and now, having finished a tour, is acting as an instructor at an Operational Training Unit in this country.

The husky pilot finished the campaign with 41 confirmed victories, plus a few probables and damaged. [Transcriber's note - this must either include ground targets or be a squadron figure,]

His most notable victory was scored when he downed an FW 190 without firing a shot. The FWs had attacked the RAF aerodrome and the Spits went up to attack the invaders. Draper shot down one FW in flames and then turned to attack another kite. He and an enemy pilot flew their machines at each other head on, until, when not more than 25 yards apart, they both dived sharply. Draper dived the steepest, however, and the prop of the German aircraft was shattered on the tail of Draper's Spit. The FW spun into the ground and Bill landed his damaged aircraft safely.

Draper is a former Trinity College school, Port Hope student and played football on the school team. He took private flying lessons at Barker Field, Toronto, before the war and held a private pilot's license. His hobby is guns, and at the present time, he has a private arsenal consisting of a Luger, a P.38 (German parachuter's automatic pistol), an Italian Biretti pistol, a German rifle, a German machine gun and his service weapons.

Draper enlisted in the RCAF in April 1941 and took his training at Toronto Hunt Club ITS, Oshawa EFTS, and Uplands SFTS, receiving his wings and commission at the latter.

* * * * *

DRAPER, F/L Leonard Alvin (J5704) - **Distinguished Flying Cross** - No.113 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 25 March 1922 at Toronto. Attended Earl Grey School and Riverdale Collegiate Institute. Enlisted in that city, 24 October 1940. Trained at No.2 ITS (graduated 23 December 1940), No.10 EFTS (graduated 29 March 1941) and No.5 SFTS (graduated 16 June 1941). Attached to Ferry Command, 25 June to 2 August 1942 (no delivery flights). Retired 20 May 1946. Rejoined RCAF, 5 November 1946 (20863); retired again 8 October 1969, settling in Downsview. As of award had flown 1,200 hours, 706 operational hours (124 sorties).

This officer has completed over a hundred operational sorties in the North Atlantic area and in Bomber Command. Throughout his operational career he has displayed exceptional fortitude and devotion, and his untiring efforts in the continuous execution of his duties have been outstanding.

* * * * *

DRECHSLER, FS Walter William Adolphe Joseph (R75287) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 23 April 1943 as per **London Gazette** dated 14 May 1942 and AFRO 1078/43 dated 11 June 1943. Born 14 June 1918 in Saskatchewan; home given variously as Mimico (trapper) and Etomami, Saskatchewan (student); enlisted in Saskatoon, 13 November 1940. To No.1A Manning Depot, 9 December 1940. To No.5 Equipment Depot, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.3 EFTS; ceased training 15 May 1941 when posted to Trenton; to No.6 AOS, 12 June 1941; graduated 30 August 1941 when posted to No.3 BGS; promoted Sergeant on 13 October 1941; posted next day to No.1 ANS; graduated 10 November 1941 and posted next day to "Y" Depot. To RAF overseas, 12 December 1941. Reported missing, 16 September 1942. Promoted WO2, 13 October 1942; reported safe, 21 February 1943; repatriated 25 March 1943 via No.31 Personnel Depot, Moncton. Promoted WO1, 1 May 1943. To No.31 BGS, 30 April 1943. To No.1 BGS, 23 September 1944. Commissioned 21 December 1944 (J42028). To St. Hubert, 15 April 1945. Retired 1 September 1945. A Walter William Drechsler died in Picton, Ontario on 1 January 2012, age 93 and gives his date of birth as 14 June 1918 - almost certainly our man.

In most hazardous circumstances this airman displayed courage and fortitude worthy of the highest praise during air operations.

Public Record Office WO 208/3312 has MI.9 evasion report drafted after interview of 25 February 1943. He had left Gibraltar on 24 February 1943, arriving in Portreath the same day. The SPG references are evader reports of other members of the crew.

I was bombardier in an aircraft which took off from Snaith about 2030 hours on 16 September 1942 to bomb Essen. The other members of the crew were:

Sergeant Randle, W.S.O (SPG-936)
Sergeant Frost, R. (SPG 937)
Sergeant Mounts, D.C. (SPG 938)
Sergeant Brazill, W. (SPG 1014)
Sergeant Graham - wireless operator and air gunner.

I do not know what happened to Sergeant Graham.

We were hit by flak on the return flight and baled out near Louvain. I baled out first and came down about 0300 hours, 17 September, in a market garden, about ten miles north of Louvain. I slipped out of my parachute and Mae West and left them in the garden, walking off in battledress and the bedroom slippers which I had been wearing under my flying boots. I walked across country all night and about 0800 hours I had reached the outskirts of the village of Lubbeck, about five miles east of Louvain.

There I met two young Belgians who were out shooting. When they realised who I was they went home and brought me civilian clothes - trousers, a sweater and shoes. I kept on my RAF shirt. I spent about an hour with the young men, who then directed me to Louvain. I walked along the highway and was overtaken by a civilian on a bicycle who spoke to me. I do not know French and could not answer him. When he saw that I was English he took me home and, after giving me a meal, put me on the tram for Brussels.

I travelled alone to Brussels, arriving about 1600 hours. I got off at the wrong stopping place, but met a Belgian ex-officer who said that if I came back to the same square at 2200 hours, he would help me. I walked about Brussels until that hour, and kept the rendezvous, but the ex-officer did not turn up. I waited in the square until midnight and then asked a civilian for help. He appeared to be quite well-off, and took me to his home on the outskirts of Brussels, and allowed me to sleep there until 1600 hours next day (18 September). He gave me a suit of clothes, a hat, and a scarf, as well as a satchel full of food, and bought me a railway ticket, for which he paid, to Mons. He also changed my Dutch money for me. He took me to the station and put me on the train, which left for Mons at 1600 hours, telling the people in the carriage that I was a deaf mute. I had no difficulty on the journey to Mons.

From Mons I took a tram to Dour about ten miles to the southwest. Owing to my ignorance of French, I was unable to ask the way and so crossed the frontier alone, walking through fields. I walked all night and crossed the frontier on the morning of 19 September.

After crossing the frontier, I walked to Avesnes and continued south for about 15 miles to La Capelle, where I got a train for Hirson. At the station there the French Customs officer asked me for my passport, and I handed him a letter from my helper in Brussels which stated that I was an Englishman and asked all true

Frenchmen to help me. The Customs officer, a young man, took me to his home, where I stayed the night. He gave me food, new shoes, a suitcase and 500 francs, and advised me to go to Rheims. I walked there, the walk taking me probably two days, via Laon, which I skirted. I could not find the railway station in Rheims, and so decided to continue my journey on foot.

I went to the neighbourhood of Chalons-sur-Marne, by way of Epernay. I did not enter Chalons, but went on to the region of Fere Champenoise. From Hirson to this stage I had done all my walking on the roads, but I now began to go across country, partly because my feet were troubling me and walking in the fields was easier than on the roads, partly because I wished to take short cuts, and partly because I thought that there was less danger of being caught if I kept clear of the roads. After reaching Arois-sur-Aube, I continued south by by-roads, following a route to the east of Troyes and the west of Bar-sur-Seine. About this time I was sick through insufficiency of food and through sleeping out, but I managed to get shelter for a night and a day in a barn, the farm people providing me with food. I did not tell them that I was sick in case they should send for the police.

I then continued to Montbard, about 30 miles south of Bar-sur-Seine, and then west of Arny-le-Duc and past Chagny on the east. I crossed the Line of Demarcation where it runs along the highway south of Foret de Givry and continued through the Foret de la Ferte to Martailly-les-Brancion. In the district I found shelter in a café for 17 days. On the morning after my arrival my host produced a friend who was a member of a De Gaullist organisation. The friend was able to put me in touch with an organisation in Lyons, to which I was taken by train, spending four days on the way at another village. I arrived in Lyons about 3 November.

From Lyons my journey was arranged by an organisation. On my arrival in Spain about 25 January 1943 I was arrested by the Spanish Civil Guard at Seo de Urgel, where I was kept in prison for 17 days. Conditions there were bad. We had no blankets. Food was good, though insufficient. I was released on 12 February and taken to Madrid, where I remained for nine days. I arrived in Gibraltar on 21 February.

* * * * *

DREW, P/O Charles Cyril (J23033) - **Air Force Cross** - No.2 SFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born in Lachute, Quebec, 1 April 1917. Educated in Lachute and Montreal West High School. Bell Telephone builder and inspector, 1936 to enlistment. Enlisted in Montreal, 14 September 1940. To No.5 (BR) Squadron, 8 October 1940. To No.1 ITS, 2 January 1941; graduated and promoted LAC, 8 February 1941 but not posted to No.4 EFTS until 20 February 1941; graduated 10 April 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 21 June 1941. To Trenton on 22 June 1941. To No.2 SFTS to instruct, 25 September 1941. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 21 June 1942. Commissioned 13 October 1942.

To No.1 GRS, 22 January 1943. Promoted Flying Officer, 13 April 1943. To "Y" Depot, 1 May 1943; embarked from Canada, 9 May 1943. Disembarked in Britain, 23 May 1943. To No.15 (Pilots) AFU, 15 June 1943. Attached to No.1531 Beam Approach Training Flight, 20-27 July 1943. To No.8 (Coastal) OTU, 28 September 1943. To No.540 Squadron, 14 December 1943. Killed in flying accident, 13 April 1944 (Mosquito LR416, No.540 Squadron). The following citation found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943; it indicates he was recommended while still an NCO (R56434). RCAF photo PL-34538 taken 12 December 1944 on occasion of presentation of AFC to Mrs. A. Walker (aunt), accompanied by W.M. Drew (brother) and John Drew (cousin), all of Lachute.

This Warrant Officer has been employed as a Flying Instructor for fifteen months during which time he has always carried out his duties in a most painstaking and dependable manner. This, together with his initiative and extreme devotion to duty, has set an example which is especially commendable. These factors become evident by the skill and knowledge displayed by the pupils of Warrant Officer Drew. He has completed 1,400 instructional flying hours.

Recommendation raised 26 January 1943 as an AFM as follows:

This Warrant Officer has been employed as a Flying Instructor at No.2 SFTS for the past fifteen months. He has worked exceedingly hard with the sole object in mind of turning out pilots of a high standard. The example he has set by his deportment, initiative and devotion to duty as an instructor is especially commendable. Many skilful pilots have been trained by this efficient and painstaking Warrant Officer during the more than 1,400 hours service flying that he has to his credit as a flying instructor,

This Warrant Officer was posted to Course No.75, No.1 GRS, Summerside, on January 22nd, 1943.

Notes: Assessment at No.1 GRS dated was interesting (late April 1943). He flew Ansons (41.20 by day) and placed 23rd in a class of 24. "A very willing, hard worker who has been employed on flying instruction for 19 months since SFTS with disastrous results to his ground subject standards. Has been fighting this handicap and suffering from a severe inferiority complex as a result of it. Has managed to pass the course, however, and with time to assimilate the information more thoroughly he will make a sound G.R. navigator."

At No.8 (Coastal) OTU, 29 September to 7 December 1943, he flew Mosquito aircraft (4.35 dual to first solo - which was all his dual time) and 41.10 solo (45 minutes on instruments) plus 8.20 in Link. Graded in air under following headings: General Flying (343/400); Applied Flying (160/200), Instrument Flying (200/250); Link (37/50). Ground subjects were Airmanship (250/300), Meteorology (76/100), Navigation (158/200) and Signals (74/100). "High average. Probably the keenest pupil who has been through 'D' Flight. Would turn out well under any circumstances. Full of character." (W/C E.C. Le Mesurier, 11 December 1943).

Circumstances of death: He was killed with Flight Sergeant J.I. Shearer. They took off at 0950 hours on an operational sortie. At 1040 hours Flying Control received a returning signal. At 1100 hours Flying Control was advised by VHF radio they were over base and they were given a vector. Contact was then lost. Witnesses said that the aircraft lost height rapidly through cloud and built up a very high speed. It was seen under the cloud base (2,000 feet) in a very steep dive at very high speed where it started to break up in the air. The disintegration continued all the way down to the ground and the wreckage was widely scattered. Crash occurred one and three-quarter miles west of Kingston Bagpuize, Oxfordshire. According to the Aviation Safety Network website (<http://aviation-safety.net/wikibase/wiki.php?id=144519>), an escape hatch had come off, aircraft lost wing while recovering from a dive.

* * * * *

DREW, F/O William (J44132) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born 16 February 1912. Home in Timmins; enlisted North Bay, 13 August 1942. To No.1 Manning Depot, 8 December 1942. To No.8 Manning Depot, 5 January 1943. To No.7 ITS, 17 April 1943; graduated and promoted LAC, 25 June 1943 but not posted to No.7 BGS until 9 July 1943; graduated 26 February 1944 when posted to No.7 AOS; and commissioned, 7 April 1944; to No.2 Aircrew Graduate Training School, 21 April 1944; to No.5 OTU, 19 May 1944; to "Y" Depot, 13 September 1944; taken on strength of No.3 PRC, 4 October 1944. Promoted Flying Officer, 7 October 1944. To No.159 Squadron, 19 January 1945. Repatriated 25 January 1946. Retired 15 March 1946. RCAF photo PL-60366 (ex UK-19904 dated 12 April 1945) is captioned as follows - "Night bombing of the important Japanese supply line between Bangkok and Rangoon has played a big part in the support of the XIVth Army in its sweep through central Burma to Mandalay and the Irrawaddy. Some of the Canadians who have been doing this bombing are seen above. Left to right, standing, are Flight Sergeant Ray Fontaine (WAG, Timmins, Ontario), Flight Sergeant A. Meisenheimer (WAG, North Bay, Ontario), and Flight Sergeant R.L. Montgomery (air gunner, Coniston, Ontario). Seated, left to right are F/O George Magwood (navigator, Fort William, Ontario), F/O Bill Drew (bomb aimer, Timmins, Ontario) and Flight Sergeant Rene St. Pierre (air gunner, Timmins)." RCAF photo PL-60823 (ex UK-22614 dated 10 July 1945) is captioned as follows - "With more than 400 operational hours in bombing missions against the Japs in Southeast Asia, F/O W. Drew, bomb aimer of Timmins, Ontario recently completed his tour. He is attached to an India-based RAF squadron."

Flying Officer Drew has completed a tour of operational duty during which he has participated in numerous target marking and low level sorties. He is a bomb aimer of outstanding ability and skill, and on one occasion he was responsible for the destruction of an enemy depot ship at Satahib Bay. This officer also shared in the destruction of a span of the Kanchanaburi Bridge cutting the vital supply line between Bangkok and Moulmein. Throughout his tour Flying Officer Drew by his skill and devotion to duty has largely contributed to the successes achieved.

* * * * *

DREWERY, F/O John Ronald (J28817) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 3 August 1924 in Markham, Ontario (obituary notice); home in Stouffville (?) or Lemonville, Ontario; enlisted in Toronto, 9 September 1942. To No.1 Manning Depot, 22 October 1942; to No.8 Manning Depot, 5 January 1943; to No.5 SFTS for guard duty, 7 March 1943. Posted to No.6 ITS, 5 April 1943; graduated and promoted LAC, 4 May 1943 but not posted to No.2 BGS until 10 July 1943; to No.5 AOS, 16 October 1942; graduated and commissioned, 26 November 1943. To "Y" Depot, 16 December 1943. To No.1 Aircrew Graduate Training School, 2 February 1944. To "Y" Depot again, 17 February 1944. Subsequent postings uncertain. Attended Carleton School of Journalism after the war; worked in the Motion Picture division of the Canadian Army, serving in Korea, Cyprus and Germany. Joined CBC in 1961 as a Parliamentary reporter, war correspondent and news anchor. Died in Ottawa, 3 February 2002. RCAF photo PL-43579 (ex UK-20693 dated 20 April 1945) is captioned as follows: "When a bomber goes out of its way to attack a Nazi fighter and shoots it down in flames, that is news. It reverses the usual priorities of air combat as much as the old news definition of 'man bites dog'. F/O G. Withenshaw, DFC (left), Verdun, Quebec, pilot, did not wait for a jet propelled fighter to attack his Lancaster bomber. As soon as he saw it he dived to the attack and his air bomber manned the nose guns. F/O J.R. Drewery, DFC, Stouffville, Ontario, right, knocked it down with three bursts. They were awarded immediate DFCs for this feat."

Flying Officer Drewery has participated in many sorties as an air bomber and has at all times displayed a high standard of ability and determination. One night in February 1945 he was detailed to take part in an attack against Pforzheim. When over the target area, an enemy fighter was sighted. Flying Officer Drewery promptly manned the front gun turret, gave his pilot the necessary combat manoeuvre, and then opened fire. His bullets struck the enemy aircraft which caught fire, dived [diving ?] towards the ground where it exploded on impact. By his vigilance, promptitude and good shooting, this officer contributed in good measure to the safety of his aircraft. Flying Officer Drewery is a most devoted and fearless member of aircraft crew.

* * * * *

DREWETT, Corporal Gordon Rae (R100121) - **Mention in Despatches** - Station Leeming - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 22 June 1918. Home in Portage la Prairie, Manitoba. Enlisted in Winnipeg 21 March 1941 as Armourer. Posted to No.1 Manning Depot on enlistment. To Trenton, 4 April 1941; to Air Armament School, 23 April 1941. Promoted AC1, 30 June 1941. To No.7 BGS, 1 July 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 27 November 1941. To RAF overseas, 12 December 1941. Promoted Corporal, date uncertain. Promoted Sergeant, 1 January 1943. Repatriated 15 February 1945. Released 19 April 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters. Had served nine months in Canada, 37½ months overseas. Postwar attended the University of Manitoba; subsequently employed with North Star Oil Company, British American Oil Ltd. (Marketing Division), and Commonwealth Construction Company. In 1960, he entered

the Automotive Trades Association in Toronto. Continued working in various divisions until his retirement in Winnipeg in 1980. Died in Winnipeg, 18 September 2011.

This NCO, since returning from Africa, where he served for six months, has been filling the establishment of Sergeant and has carried out his duties in a most efficient and conscientious manner.

* * * * *

DRIMMIE, F/O Gordon Robert (J16306) - **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 in Revelstoke, British Columbia, 25 April 1922; home in Vancouver; enlisted Calgary 17 February 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 16 May 1941. To No.2 ITS, 21 June 1941; graduated and promoted LAC, 8 August 1941 when posted to No.19 EFTS; graduated 25 September 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 23 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.2 (Pilots) AFU, 13 April 1942. To No.1517 Beam Approach Training Flight, 20 May 1942. To No.17 OTU, 23 June 1942. To No.88 Squadron, 3 August 1942. Commissioned 2 December 1942. Attached to Farnborough, 22 May 1943 (apparently for one day only ?). To No.22 OTU, 29 May 1943. Promoted Flying Officer, 2 June 1943. To No.1659 Conversion Unit, 7 July 1943. To No.428 Squadron, 28 July 1943. To No.405 Squadron, 30 August 1943. Killed in action 14 January 1944 (Lancaster ND423); buried in Germany. Medal sent to next-of-kin, 8 March 1946 via Governor General. 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 31 sorties (180 hours 16 minutes) as follows:

1 November 1942 - St.Omer (1.50)
6 December 1942 - Eindhoven (2.30)
15 January 1943 - Cherbourg (1.30)
22 January 1943 - St.Omer (2.15)
26 January 1943 - St.Omer (2.40))
13 February 1943 - St.Malo (4.55)
15 February 1943 - Dunkirk (1.50))
30 July 1943 - Remscheid (6.10)
2 August 1943 - Hamburg (6.25)
9 August 1943 - Mannheim (8.14)
10 August 1943 - Nuremburg (8.55)
12 August 1943 - Milan (9.45)
17 August 1943 - Peenemunde (7.35)
22 August 1943 - Leverkusen (6.45)
23 August 1943 - Berlin (8.10)
27 August 1943 - Nuremburg (8.45)
15 September 1943 - Montlucon (5.57)
22 September 1943 - Hanover (5.41)

23 September 1943 - Mannheim (6.01)
4 October 1943 - Frankfurt (5.46)
8 October 1943 - Hanover (5.18)
18 October 1943 - Hanover (5.57)
20 October 1943 - Leipzig (6.53)
22 October 1943 - Kassel (4.50)
3 November 1943 - Cologne (4.31)
10 November 1943 - Modane (7.10)
22 November 1943 - Berlin (6.21)
23 November 1943 - Berlin (6.02)
26 November 1943 - Berlin (7.06)
3 December 1943 - Leipzig (6.32)
16 December 1943 - Berlin (7.11)

This pilot has displayed coolness and devotion to duty of a very high order during the many operational sorties he has carried out with this squadron. He has set a high example to his crew and to the rest of the squadron. He has participated in attacks on most of the enemy's heavily defended targets including Leipzig, Frankfurt, Mannheim and Berlin. This officer is strongly recommended for the award of the Distinguished Flying Cross.

Notes: Interviewed 24 July 1940 in Vancouver by F/O O.D. Evans. "This boy has never been on his own, but has lived at home in a small town. This is strongly reflected in his personality. He opens up when at ease and seems nicely brought up. Has done well enough at school. Believe he will fit into the Army; is prepared for a major personal adjustment and will accept the experience as a necessary part of his education. Is ambitious, keen to serve (came 400 miles to enlist) and is a likeable lad. Skills a good deal which probably means he has 'something'. His immaturity really tends to becloud his real abilities which should be adequate to permit him to meet the requirements of flying."

Course at No.2 ITS was 21 June to 21 July 1941. Subjects and marks as follows: Mathematics (89/100), Armament, practical and oral (69/100), Signals (95/100), Hygiene and sanitation (36/40), Drill (70/100), Law and Discipline (53/60). Visual Link, 75 %. Placed 57th in a class of 157. "Average type of aircrew who applied himself very well on his course. Is rather immature but will develop with experience."

Course at No.19 EFTS was 8 August to 25 September 1941. Flew Tiger Moths (32.50 dual, 36.00 solo of which nine hours were on instruments. Also logged ten hours in Link. "Average ability, keen, no bad faults. Punctuality and deportment good." (CFI, 22 September 1941). Ground courses and marks were Airmanship (170/200), Airframes (73/100), Aero Engines (82/100), Signals, practical (100/100), Theory of Flight (59/100), Air Navigation (179/200), Armament, oral (148/200), Quality as officer (125/200). Placed 24th in a class of 52. "Very good student and good worker; very reserved, pleasing approach and good deportment."

Course at No.10 SFTS was 25 September to 19 December 1941. Flew Cranes (54.30 day dual, 32.10 day solo, 4.30 night dual, 7.45 night solo. Of this, 18.45 on instruments. Logged 24 hours in Link. "An average pilot in all respects. No outstanding faults. Weak on formation flying." (F/L B.C. Andrew). Ground courses were Airmanship and Maintenance (154/200), Armament, written (89/100), Armament, practical (97/100), Navigation (101/150), Meteorology (37/50), Signals, written (39/50), and Signals, practical (80/100). Placed 28th in a class of 45.

Course at No.17 OTU was 23 June to 3 August 1942. Flew Oxford aircraft - 8.55 day dual, 38.45 day as first pilot, one hour day as second pilot, 2.30 night dual, 1.25 night as first pilot, 1.45 night as second pilot. Flew 4.05 on instruments and 4.50 in formation. Put in 15 hours in Link. Ground marks in Armament (65 %), Signals, practical (77 %), Navigation (46 %) and Aircraft Recognition (75 %). Considered an average pilot in most categories but above average in Natural Aptitude, Airmanship and Instrument Flying. Dropped 70 bombs by day. 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 ? ("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 ? ("Above average")

Deliberation: Does he act decisively for reasons or on impulse ? ("Average")

Initiative: Does he want to try things on his own ? ("Above average").

Dash: Is he quick and decisive in action ? ("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")

Overall described as "A good, reliable pilot. He has shown no particularly outstanding qualities, but has completed his course in a most competent manner. Not recommended for a commission." (W/C E.T.T. Nelson, 8 September 1942).

Assessed at No.88 Squadron, 1 June 1943 by W/C J.E. Pelly. He had flown 402 hours 20 minutes of which 61.40 were in previous six months. "A good average pilot and a sound officer who will be useful with more experience."

The website "Lost Bombers" gives the following on his last sortie. Lancaster ND423, No.405 Squadron (LQ-K), target Brunswick. This aircraft was delivered to No.405 Squadron on 9 January 1944 and llost on its first operation with a total of eight hours flying. ND423 was one of three No.405 Squadron Lancasters lost on this operation; the others were ND341 and JA974 Airborne at 1657 hours, 14 January 1944 from Gransden Lodge. Crew (all killed) were F/O G.R.Drimmie DFC, RCAF (who had recently passed the halfway point of his Pathfinder tour); Sergeant E.A.Lane; F/O R.B.Jarvie; F/O J.F.Gilbey, RCAF; Sergeant J.J.Waddell; Flight Sergeant R.F.Peterson, RCAF; Sergeant D.F.Smith.

* * * * *

DRINKWATER, LAC William Caleb (R170699) - **Mention in Despatches** - Middleton St.George (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 12 February 1916. Home in Guelph, Ontario. Enlisted in Toronto, 11 June 1942 as "Tradesman" and posted to No.1 Manning Depot. Remustered to Armourer, 8 August 1942 when posted to Mountain View; to No.4 BGS, 15 September 1942; promoted AC1, 16 September 1942. To "Y" Depot, 16 November 1942; to RAF overseas, 28 December 1942. Promoted LAC, 1 January 1943. Repatriated 13 June 1945. Retired 4 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945 when he had served five months in Canada, 24 months overseas. Armourer.

This airman is a very hard worker and extremely dependable. Always he can be depended upon to do more than is asked or required from him. He has been an outstanding example for the remainder of his section.

* * * * *

DRIVER, P/O Paul Edward (J85612) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Toronto, 3 March 1924. Home in Toronto (lamp salesman). Enlisted in Toronto, 8 September 1942 and posted to No.1 Manning Depot. To No.5 SFTS, Brantford, 7 November 1942 (guard). To No.9 Pre-Aircrew Education Detachment, McGill University, 22 February 1943. To Station Trenton, 21 March 1943. Promoted LAC, 1 May 1943. To No.3 BGS, Macdonald, Manitoba, 2 May 1943. Graduated as Air Gunner, 11 June 1943 and promoted Sergeant. To "Y" Depot, 26 June 1943. Embarked from New York, 30 June 1943. Disembarked in Britain, 7 July 1943. To No.22 OTU, 20 July 1943. To No.1664 Conversion Unit, 30 September 1943. To No.,432 Squadron, 2 October 1943. Attached to No.1484 Flight,

16-22 October 1943. Commissioned 2 April 1944. Killed in action with No.432 Squadron, 27/28 April 1944, Halifax LW592. Buried in Belgium. The crew when he went missing consisted of the following:

J18716 P/P Harold Harvey Whaley - pilot - 20 1/6 trips (132.04 hours)
J22599 F/O John Woollatt Burrows - navigator - 18 2/3 trips (123.06 hours)
R157883 Flight Sergeant Kenin Joseph Doyle - air bomber - 19 1/6 trips (128.51 hours)
R90369 Warrant Officer Donald Campbell MacDonald - WOP/AG - 19 1/6 trips (128.51 hours)
J35656 Pilot Officer Daniel Albert McCoy - Air Gunner - 12 2/3 trips (89.10 hours)
R190764 Sergeant Paul Edward Driver - Air Gunner - 17 2/3 trips (120.50 hours)
1604824 Sergeant Alfred Clarence Phillips - Flight Engineer - 19 2/3 trips (130.06 hours)

* * * * *

DROLET, WO1 Albert Carroll (Can 2071) - **Member, Order of the British Empire** - No.9 BGS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 10 May 1915 as per RCAF Press Release reporting award. Educated there including Osgoode Public School, Glebe Collegiate and Ottawa Technical School. Home in Ottawa; enlisted there 6 February 1936 as Aero Engine Mechanic. At Trenton as of 19 February 1939; promoted Sergeant, 1 September 1939. To "R", 20 January 1940. Promoted Flight Sergeant, 15 October 1940. To No.3 Training Command, 28 November 1940. To No.8 SFTS, 15 December 1940. Promoted WO2, 1 April 1942. To No.9 BGS, 2 July 1942. Promoted WO1, 1 February 1944. To No.6 Repair Depot, 11 May 1945. To Rockcliffe, 30 August 1945. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946. Commissioned in Technical Branch, 1 January 1949 with rank of Flying Officer. Promoted Flight Lieutenant, 1 June 1952. Photo PL-37608 with wife and father after investiture.

Warrant Officer Class I Drolet has been on strength at this unit for the last two and a half years. During this time he has shown exceptional ability in his trade and is an outstanding organizer. He has been responsible on various for introducing improved methods of maintenance procedure, which have contributed greatly in enabling this unit to maintain a high standard of aircraft serviceability and efficiency in the operation of the maintenance wing. He has a keen sense of devotion to duty and is an outstanding warrant officer whose service ethics are of a very high standard.

* * * * *

DRYDEN, F/L Robert Page (J24224) - **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 23 September 1921 in Galt, Ontario (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home in Guelph (bank teller); enlisted in

Toronto 2 April 1942 and posted to No.2 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, 12 September 1942 when posted to No.1 BGS; graduated 7 November 1942 when posted to No.10 AOS; graduated and commissioned 5 March 1943. To No.34 OTU, 19 March 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 5 September 1943. Shot down and taken prisoner, 18 July 1944. Promoted Flight Lieutenant, 5 March 1945. Repatriated 1 June 1945.. To No.5 Repair Depot, 20 June 1945. To No.4 Release Centre, 23 August 1945. Retired 28 August 1945.

Flight Lieutenant Dryden, as navigator, 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 15 July 1944 when he had flown 30 sorties (147 hours ten minutes) as follows:

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 (4.45)
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 (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)
3 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (4.35)
7 July 1944 - Caen "B" (4.20)

12 July 1944 - Thiverny (4.15)

15 July 1944 - Nucourt (4.20)

This officer during the course of his operational tour as navigator, demonstrated exceptional ability and a very high degree of courage and coolness. He has made 30 operational sorties, only one of which has not been successful in bombing the target. His cheerful confidence has been an inspiration to all navigators as well as the rest of his crew. For his fine record, skill and determination, this officer is strongly recommended 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 based on interview of 16 May 1945. He stated he had flown 30 sorties. For comparison, see similar report by F/L John Herbert Cooper, DFC.

We set course over base at approximately 3.00 a.m. and had an uneventful trip down to the target which was just inside the enemy coast. Just after releasing our bombs we could see the stream splitting up with only about half the force sticking to the route laid down and skirting south of Caen and out to the north west. The remainder turned off at the target and went north of the town. Anyway, we stuck to track and just as we were starting our turn, flak (heavy) hit the aircraft just behind the main spar, cutting the fuel lines and starting a large fire which extended from just behind the engineer back past the mid-upper turret. The engineer investigated the fire and reported it uncontrollable and the skipper gave the order to bale out immediately as he feared an explosion. The intercom then went unserviceable. Everyone seemed to remain fairly cool and there was no suggestion of panic. It was quite light by this time and that fact made the getting out much easier. The Rear Gunner believed the Mid-Upper had gone out the front exit and he could not get near the turret for fire; similarly we in the front thought he would go out the rear. As no sound was heard from him before the intercom packed in we believe that the first flak burst hit him. Right ankle sprained badly. Did a delayed drop looking at aircraft falling and chute opened in just enough time.

* * * * *

DRYNAN, W/C Norman Livingstone (C349) - **Air Force Cross** - No.16 SFTS - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Hamilton, Ontario, 16 August 1905 (RCAF Press Release 4907 reporting award). Attended St. Andrew's College. Commissioned in the 91st Battalion, Princess Louise and Argonne Southern Highlanders, 28 May 1925 to 15 September 1932 when placed on Reserve of Officers. Businessman in food industry. Appointed Pilot Officer (Provisional) with No.19 (Bomber) Squadron, Hamilton, 1 July 1936. Took summer training at Camp Borden on Moth and Tiger Moth aircraft (30 hours 35 minutes as pilot and 18 hours 25 minutes as passenger in 1937; 108 hours 25 minutes as pilot and three hours 35 minutes as passenger in 1938). Promoted Flying Officer in No.119 (B) Squadron, 25 July 1938. Completed an instrument flying course, 19 July to 30 November 1938 ("Flying Officer Drynan completed the course in a satisfactory manner. He flies with confidence on instruments." - F/L N.B. Petersen, 20 December 1938). Authorized to wear flying badge, 12 February 1939. Taken on strength of Active Force, 3 September 1939. To Trenton, 11 September 1939 for course of advanced flying including Harvard, Wapiti Battle and Oxford aircraft. Assessed as "Above average as a pupil pilot, having had considerable previous civil as well as service flying experience." To No.119 (Bomber) Squadron, Hamilton, 30 October 1939. To No.2 (Army Cooperation) Squadron, Ottawa, 6 November 1939. To No.110 (Army Cooperation) Squadron, Ottawa, 16 December 1939. To Station Trenton, 28 December 1939. To AFHQ, Ottawa, 15 January 1940. To Trenton, 10 August 1940. To No.10 EFTS, Mount Hope, 21 September 1940. Promoted Flight Lieutenant, 1 October 1940. To No.3 EFTS, London, Ontario, 5 March 1941. Promoted Squadron Leader, 1 June 1941. To No.20 EFTS, Oshawa, 21 June 1941. To No.16 SFTS, Hagersville, 4 January 1942. To AFHQ, 8 March 1942. Promoted Wing Commander, 15 October 1942. Temporary duty to Labrador and units in Eastern Air Command, 28 August to 9 September 1942. Duty beyond the territorial boundaries of Canada, 28 February to 26 March 1943. Relinquished Acting Wing Commander on posting to Central Flying School, Trenton, 2 October 1943. To No.5 SFTS, Brantford, 7 November 1943; regained the rank of Wing Commander on 15 November 1943. To No.16 SFTS, Hagersville, 4 April 1944. To No.4 Release Centre, 24 November 1944. Retired 28 November 1944, Living in Islington as of May 1950. Died in Hamilton, 1992. Had flown 1,400 flying hours to date, 596 flying hours as instructor, 120 hours in previous six months. Retired 28 November 1944.

This officer, as chief instructor at this school, has helped to organize and effect a new programme of combined training, which has proved of outstanding value to all aircrew. His initiative and resourcefulness have resulted in a higher standard of personnel graduating from this school. He is a most capable and efficient pilot whose good leadership and unfailing devotion to duty have been an example and inspiration to those serving under him.

First recommended for a AFC by Air Marshal G.M. Croil, 4 September 1943 when he had flown 1,385 hours (148 in previous six months) of which 548 were as instructor. Employed in Inspector General Office.

For exceptional zeal and devotion to duty in the capacity of Flying Instructor and Chief Supervisory Officer and for valuable services in the capacity of Executive Officer.

He has been responsible for the initial organization of two successful flying training schools and has at all times worked assiduously for the betterment of flying training standards and for the greater economy of flying training operations. He has proposed measures which have been adopted and have proved of far reaching benefit to the service.

Recommended again by G/C D.A. Harding, 15 August 1944 when he had flown 1,406 hours 35 minutes (129.55 in previous six months), 595 hours 55 minutes as instructor.

As Chief instructor at No.16 SFTS, Wing Commander Drynan has helped organize and effect a new program of combined training, which has proved of outstanding value to all aircrew. His initiative ability have resulted in a higher standard of personnel graduating from this school than otherwise would have been possible.

This officer has completed 15 years of service between the militia and Air Force and to the best of my knowledge has always been a most conscientious and efficient officer. Therefore the granting of the Air Force Cross is considered to be most fitting at this time.

* * * * *

DUBAS, P/O John (J87988) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 8 January 1916 at Narol, Manitoba; home at Narol Post Office, Manitoba (school teacher); enlisted in Winnipeg 1 May 1942. To No.2 Manning Depot, 28 July 1942. To No.10 SFTS (guard), 25 September 1942; to No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.2 AOS, 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 29 May 1943. To United Kingdom, 22 June 1943. Commissioned 10 July 1944. Repatriated 18 October 1944. To No.2 Air Command, 2 December 1944. To No.18 SFTS, 7 December 1944, To No.1 CNS, 1 April 1945. To No.2 Air Command Headquarters, 19 May 1945. To No.1 CNS again, 1 June 1945. Retired 22 September 1945. Living in Bracebridge, Ontario, 1950.

Throughout a large number of sorties this officer has proved to be a determined and gallant member of aircraft crew. He has materially contributed to the many successes achieved by his crew. In April 1944, Pilot Officer Dubas was navigator in an aircraft detailed for a sortie to Karlsruhe. Enroute to the target his aircraft was attacked by a Messerschmitt 110 and driven off the course. By cool and accurate navigation this officer guided his aircraft to the target and despite two separate attacks by enemy fighters when on the return flight he navigated it safely back to base.

* * * * *

DUBE, P/O Joseph Roland Gerard (J16994) - **Mention in Despatches** - No.20 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Grand'Mere, Quebec, 6 January 1921; home there; printer's apprentice with Consolidated Paper, 1940 and clerk with Banque Nationale. 1941. Enlisted in Montreal, 13 May 1941 and posted to No.4A Manning Depot. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 1 September 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 when posted to and No.2 ANS; graduated 2 February 1942 and posted next day to "Y" Depot. To RAF overseas, 27 February 1942. Disembarked in Britain, 9 March 1942. To No.3 AOS, 11 May 1942 (23 hours in Ansons, photography). To No.23 OTU, Pershore, 16 June 1942 83 hours in Wellingtons - night and day cross countries, bombing, photography with flashes and flares, Bullseye exercises). To No.425 Squadron, 1 September 1942. Commissioned 16 September 1942. Served with No.425 Squadron in North Africa, June to September 1943. Promoted Flying Officer, 3 August 1943. Recommended for a Non-Immediate DFC, 3 August 1943, for services as a navigator with No.425 Squadron. Award not granted. At that time he had flown 31 sorties (189 operational hours); described as having "set a fine record by his keenness, cool judgement and determination". To No.82 OTU, 26 September 1943. To No.20 OTU, 20 December 1943. His instructional duties at No.20 OTU included work with Free French aircrew. Repatriated 18 November 1944. Released from RCAF, 20 January 1945 but re-engaged, 15 October 1948 (17608). To No.103 SAR Flight, 30 October 1948. Attended Summer Survival Course at Fort Nelson, British Columbia, 8-22 June 1949. Assessment from that course interesting - "This officer has had no experience in the bush but was a very able student. His desire for knowledge prompted many questions that gave the instructors, rather than the instructors, a chance to enlarge on topics which they had covered, by basic principles." To No.2 (Maritime) OTU, 1 February 1950. To No.405 Squadron, 31 March 1950. Killed in crash of Lancaster KB965, 31 July 1950. While dropping supplies at Alert, Northwest Territories, supply parachute caught in tail assembly and fouled controls; aircraft crashed from 1,000 or 2,000 feet altitude. Killed were W/C D.T. French, F/L L.M. McLean, F/L F. L. Swinton, F/O J.R.G. Dube, F/O J.E. McCutcheon, F/O T.D. Martin and LAC R.L. Sprange. Also civilians C.J. Hubbard (Head of Arctic Division, United States Weather Bureau) and Dr. D.W. Kirk (Department of Mines and Technical Surveys), both present to observe ice conditions. RCAF photo PL-15999 (ex UK-3974 dated 24 May 1943) shows Sergeant W.D. "Bill" Pettit (rear gunner, Kirkland

Lake), P/O E.C. "Eric" Hodgson (bomb aimer, Winnipeg), P/O H.R. "Mike" Manning (WOP, Saint John, New Brunswick), P/O J.R. "Roly" Dube (navigator, Grand Mere), and P/O R.A. Stutt (pilot, Montreal). No citation to MiD.

Training: Course at No.3 ITS was 27 July to 1 September 1941. Courses in Mathematics (83/100), Armament, practical and oral (88/100), Signals (90/100), Drill (70/100), Law and Discipline (39/60) and Hygiene and Sanitation (32/40). Placed 14th in an Observer Class of 20. "Pleasant. Language difficulty. Earnest. English not good enough, but he will not admit it." (W/C D.D. Findlay).

Course at No.9 AOS was 31 August to 21 November 1941. Anson aircraft (30.55 as first navigator by day, 23.45 as second navigator by day, 5.57 as first navigator by night, 10.13 as second navigator by night). "Slow but sure; handicapped by language difficulty - clever - has made marvellous progress." Ground courses in DR plotting (90/150), DR and DF, W/T, written (155/200), Compasses and Instruments (96/150), Signals (40/100 but 70/100 on supplemental), Maps and Charts (79/100), Meteorology (51/100), Photography (74/100) and Reconnaissance (50/100). "Very keen. Hardest worker in class. Handicapped by language difficulty but excellent progress. Good potentialities. Deserves a lot of credit." Placed 31st in a class of 40.

Course at No.1 BGS was 24 November 1941 to 3 January 1942. Battle aircraft (11.30 day bombing, 45 minutes night bombing, 5.45 day gunnery). Dropped 43 bombs high level and 14 bombs low level. Scored ten percent hits on Beam Test, seven percent hits on Beam Relative Speed test, 3.5 percent hits in Under Tail Test. Written Bombing test scored 117/150, practical bombing scored 121/150, written gunnery test was 51/100, practical gunnery test was 78.5/100. Placed 32nd in a class of 37. "A hard worker with plenty of energy and persistence. Difficulty with English (which he is quickly overcoming) is the only reason for not recommending this man for a commission. He should be kept in mind for future promotion."

Course at No.2 ANS was 5 January to 2 February 1942. Anson aircraft - 3.10 as first navigator by day, 10.40 as second navigator by day, 5.20 as first navigator by night, 14.20 as second navigator by night. "Needs more training in map reading. Slow but sure worker. Has confidence that he will be able to do well on operations." Another assessment read, "Insatiable. Always eager for knowledge. Would be a credit to any operations crew."

Postwar course at No.2 (M) OTU, 12 December 1949 to 14 March 1950. Ground courses in Navigation, Meteorology, Bombing, Ship Recognition, practical plots and Morse. Scored 803 out of possible 1,100 points. Air work included day and night cross-countries, bombing, LORAN and Radar. Scored 815 out of possible 1,000 points. "Flying Officer Dube has shown exceptional keenness in all phases of the course, but is inclined to make hasty decisions rather than give sufficient consideration to problems. Although this officer has desirable bilingual qualifications, this may be a contributing factor to his lack of self-confidence. He has always shown himself as being very cooperative. His planning and thinking requires more

organization. He has shown unquestionable loyalty and dependability, with some limitations on his ability."

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/bk340.html> has the following report:

WELLINGTON BK340 DAMAGED BY FLAK, LANDED AT DISHFORTH AIRFIELD

On the evening of 1st March 1943 the crew of this 425 Squadron aircraft had taken off from Dishforth at 18.18 hours to undertake a mine laying operational flight. No. 425 Squadron supplied seven Wellingtons for this mine laying flight. While in the dropping area the aircraft was fired upon by a flak ship and the aircraft received damage to a wing and the fuselage fabric. The crew were able to make a safe landing back at base at 23.57 hrs. Crew were - Pilot - P/O Ralph Adrian Stutt, RCAF (J/16178), of Outremont, Quebec; Navigator - Sgt Joseph Roland Gerard Dube, RCAF, of Grand'Mere, Quebec; Wireless Operator - Sgt H R Manning; Bomb Aimer - Sgt E C Hodgson; Air Gunner - Sgt W D Pettit; Second Pilot - Sgt H A Jackson.

* * * * *

DUBE, P/O Ronald Archie Hugh (J17405) - **Distinguished Flying Cross** - No. 102 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born 24 May 1921 in Edmundston, New Brunswick; home there; enlisted in Moncton, New Brunswick, 15 March 1941 and posted to No. 1 Manning Depot. To Technical Training School, 4 May 1941. To No. 3 ITS, 20 June 1941; graduated and promoted LAC, 25 July 1941; posted next day to No. 17 EFTS; ceased training and posted to Trenton, 6 August 1941; to No. 6 BGS, 31 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941; to RAF overseas, 22 October 1941. Commissioned 16 April 1943. Promoted Flying Officer, 16 October 1943. Repatriated 25 March 1944. To No. 10 BGS, 9 May 1944. To Release Centre, 8 February 1945. Retired 9 February 1945. Award presented 5 July 1945. Died in Edmundston, New Brunswick, 9 June 2005 as per **Legion Magazine** of November 2005. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

* * * * *

DUBOIS, F/O Maurice Leo (J25922) - **Distinguished Flying Cross** - No. 550 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 24 April 1924 in St. Boniface, Manitoba; home in Norwood, Manitoba (clerk); enlisted in Winnipeg, 30 April 1942 and posted to No. 2 Manning Depot. To No. 3 BGS (guard), 22 June 1942. To No. 3 ITS, 30 July 1942; graduated and promoted LAC, 26 September 1942 but not posted to No. 4 EFTS until 21 October 1942; may have graduated 23 December 1942 but not posted to No. 8 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer,

30 October 1943; promoted Flight Lieutenant, 16 July 1944. Repatriated 23 November 1944. To No.170 Squadron, 24 January 1945. To "Y" Depot, 6 April 1945; to United Kingdom, 15 April 1945. Repatriated 28 August 1945. Retired 17 October 1945. Reported killed in an air crash, 12 June 1959.

In August 1944, Flying Officer Dubois was detailed to attack an oil storage depot at Dugny. On the bombing run his aircraft was twice hit by anti-aircraft fire and on the second occasion this officer was severely wounded in the neck by shrapnel. He fainted momentarily but recovered to find the aircraft in a steep dive. Regaining control of the aircraft, he called for a first aid kit and had his wounds dressed by a member of the crew. Although feeling very weak from loss of blood, he made another bombing run and successfully attacked the target. He afterwards flew his aircraft back to base and made a successful landing. Flying Officer Dubois has participated in many sorties and his determination to complete his missions regardless of his own personal safety has set a fine example to his squadron.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 11 August 1944 by W/C A.F.M. Sisley, Commanding Officer of No.550 Squadron, when he had flown 22 sorties (105 hours 21 hours). The text adds little to the citation other than to give the date of the incident (10 August 1944). Others in his crew were Sergeant H. Tulip, DFM (RAF, flight engineer), F/O J.C. Young (RCAF, navigator), F/O W.F. Cox (RCAF, bomb aimer, later awarded DFC), Sergeant H. Wood (RAF, WOP). Sergeant R. Ives (RAF, gunner) and Sergeant R.R. Haynes (RCAF, air gunner). Dugny (the target is a commune in the northeastern suburbs of Paris, France, north of Le Bourget.

* * * * *

DUBOIS, Sergeant Pierre Calixte (R130114) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 24 October 1908 at Cache Bay, Ontario. Enlisted in North Bay, 30 September 1941 as Clerk/Stenographer and posted to No.2 Manning Depot. To Trenton, 6 November 1941. To No.9 SFTS, 13 December 1941. Promoted AC1, 30 December 1941. To "Y" Depot, 9 March 1942; promoted LAC, 1 April 1942; to RAF overseas, 24 April 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 July 1943. Repatriated 23 December 1945. To No.4 Release Centre, 31 December 1945. Retired 2 February 1946.

Sergeant Dubois is one of the outstanding NCOs at this Headquarters both in appearance and ability. He is a former Court Reporter and his civilian experience has been very beneficial to the Service. He is a keen and conscientious worker who sets a fine example by his interest in those working with him. He is never too busy to help in the training of junior members of the staff and, in addition, he has frequently been called upon to act as reporter in Service Courts and Inquiries.

These extra duties have been assumed with a willingness and spirit of co-operation. Sergeant Dubois is an excellent organizer who is willing to accept responsibility.

* * * * *

DUBOIS, FS (now P/O) Raymond (R114911/J18861) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born 4 December 1921 in Coderre, Saskatchewan; home there; enlisted in Regina, 30 July 1941. To No.2 Manning Depot, 1 September 1941. To No.5 Personnel Holding Unit, 24 October 1941. To uncertain posting, 23 November 1941. To No.4 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942; posted next day to No.16 EFTS; graduated 22 May 1942 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 23 October 1942. Promoted Flight Sergeant, 11 March 1942. Commissioned 16 September 1943. Promoted Flying Officer, 10 March 1944. Repatriated 18 December 1944. Retired 22 February 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

* * * * *

DUCHAK, Sergeant John Dana (R176475) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Regina, 24 July 1921; enlisted there 24 July 1942. Employed as a commercial artist in Regina, 1941-42. Posted to No.2 Manning Depot, Brandon, 29 August 1942; to No.12 SFTS, Brandon, 6 November 1942; to No.3 BGS, Macdonald, 21 February 1943; promoted to LAC, 5 April 1943; promoted Sergeant on graduation, 14 May 1943; to "Y" Depot, Halifax, 19 May 1943; embarked for overseas 15 June 1943; arrived in UK, 24 June 1943; to No.23 OTU, 6 July 1943; repeatedly suffered airsickness and was posted to RCAF Overseas Headquarters, 22 November 1943; to No.6 Group Headquarters, 21 December 1943; reclassified as "General Duties", 25 January 1944; to "R" Depot, 11 July 1945; considerable Temporary Duty in York until repatriated to Canada, 15 February 1946; released in Winnipeg, 15 April 1946. RCAF photo PL-42303 (ex UK-19238 dated 6 March 1945) is captioned as follows: "A former favourite of the York Repertory Company paid a return visit to the Theatre Royal, February 4th, 1945, to participate in the Anglo-Polish Benefit concert staged by the RCAF, and is shown here chatting with two Canadian artists of the show. She is Mrs. Cornelius, formerly known as Betty Caswell, while the Sergeant is John Duchak of Regina, Saskatchewan, bereft of his costume as 'the lightning artist' and the trombonist of the RCAF band is Corporal Ken Wade, Windsor, Ontario." Photo PL-42304 (ex UK-19239 dated 6 March 1945) is captioned as follows: "Sergeant John Duchak, RCAF, disguised as a 'lightning artist', whips off a sketch of Mrs. Viblet Bruce, Brown Cow Inn, Walmgate, Yorkshire, a member of the Anglo-Polish Society which presented a very successful concert at the Theatre Royal on 4th February 1945." RCAF photo PL-46615 (ex UK-23923 dated 29 January 1946) is captioned as follows: "He can make

them slick or he can make them sloppy. Sergeant John (Happy) Duchak of Regina, Saskatchewan has the knack of exaggerating certain things and minimizing others so that it appeals to air force people. Give him a brush and he can turn you into a 'delicious hunk of manhood' or a Frankenstein. Right now Duchak is working at the RCAF Repatriation Depot. He paints for campaigns, does posters and numerous subjects and makes decorations for messes. Before coming to the Depot he worked in Canadian Bomber Group Headquarters where he finished a book of sketches on bombing. At home he was in the art department of R.H. Williams and Sons." RCAF photo PL-46616 (ex UK-23924 dated 29 January 1946) shows Duchak with portrayal of Torquay Repatriation Depot Commander, G/C J.A. Hutchinson, OBE (Edmonton) playing darts.

He was employed as a cartoonist at No.6 Group Headquarters. On 19 February 1945, W/C T.S. Mackay (General Intelligence Officer) wrote of him, "This airman has been employed at 6 Group Headquarters as an artist. He possesses marked ability and originality, is untiring in his efforts, and creates a spirit of harmony in his section." A report dated 11 July 1945, while at Torquay, stated, "Since February 1944 recommended for art work on training and operational duties. NCO in charge of section (with 3 men)." Another report dated 10 April 1946 stated he had been "highly recommended for art work on training and operational duties", that he "was commended in despatches for art work overseas" and "had charge of own section in Bomber Command". In January 1999, Sergeant Andre Ravary, No.415 Squadron, Greenwood, Nova Scotia, reported that the Greenwood Aviation Museum was in possession of two watercolour cartoon drawings of RCAF personnel, signed by Duchak and autographed by "Bomber" Harris.

There is another document which indicates his skill. On 29 September 1944, S/L R.M. Anderson (AFHQ, Ottawa) wrote to the Air Officer Commanding, RCAF Overseas. The subject was "V.D. Control - Education - Special V.D. Poster". The letter read as follows:

1. The original coloured V.D. Poster drawn up in No.6 (RCAF) Group was received by the Headquarters.
2. The difficulties of having such a multi-coloured lithograph reproduced are about as great here as they apparently are Overseas. Since this poster is one of the best that has yet been produced, every effort will be made to have it printed. However, this Headquarters is not too optimistic about the printing.

The letter carried a minute, directing that a copy be placed on Sergeant Duchak's file, "as he was responsible for this poster which has received such favourable comment".

He intended to go into art work and cartooning after the war. As of 1986 he was living in Rockland, Maine. Died in Camden, Maine, 25 September 2012. His on-line obituary makes remarkable reading:

ROCKLAND, MAINE - John D. Duchak, 91, died Tuesday, September 25, 2012, at Windward Gardens in Camden, Maine, following a period of declining health.

Born in Regina, Saskatchewan, Canada, July 10, 1921, he was the son of Mike and Mary Duchak. He was educated in Regina schools and from an early age, played hockey and lacrosse. He later attended Martin School of Art in London, England and Warrington School of Art in Manchester, England.

Throughout World War II, Mr. Duchak served overseas with the Royal Canadian Air Force as a cartoonist. He was mentioned in several dispatches and was ultimately awarded the Oak Leaf by the late King George V of England.

Returning from military duty, he appeared in several movies with Tom Tryon and Steve McQueen. On August 17, 1947, he married Lois A. Ross in Regina, Saskatchewan. The couple made their home in North Reading, Massachusetts where they raised their family. Throughout his career, Mr. Duchak worked as an advertising artist with W.T. Grant & Company, S.S. Kresge Company, and F.W. Woolworth & Company. During that same period, he served as cartoonist for the Boston Bruins Hockey team and illustrated the book "Hockey Tip-Ins", written by longtime Bruins Captain, Ferny Flaman.

In 1990, Mr. Duchak moved with his wife to Rockland, Maine, where until last year they enjoyed their quaint harbor side cottage. Since moving to Rockland, Mr. Duchak was pleased to express his artistic gift by painting windows on Main Street, announcing the Lobster Festival, Blues Festival and Maine Boats, Homes and Harbors Show. While providing that service, he made and enjoyed many friendships with Rockland merchants and residents. For the past year, Mr. Duchak resided at Windward Gardens in Camden.

Besides his beloved wife Lois, now of North Reading, MA, Mr. Duchak is survived by three sons, Dana C. Duchak and his companion Rochelle Pauletti of Lynnfield, MA, Kevin W. Duchak and his wife Pamela of Jupiter, FL, Brian V. Duchak and his wife Linda of North Reading, MA; two daughters, Sharon M. Duchak of Manchester, NH, Patricia L. Duchak of Glendale, AZ; six grandchildren; four great-grandchildren; as well as several nieces and nephews.

A celebration of Mr. Duchak's life will be held at 4:00 p.m., Wednesday, October 3, 2012, at Burpee, Carpenter & Hutchins Funeral Home, 110 Limerock Street, Rockland, where friends are invited to visit with the Duchak family following the service, until 6:00 p.m.

The following was published with a photograph in "Wings Abroad" (RCAF newspaper), 13 March 1944:

DUCHAK OF THE DRAWING BOARD

Regina Lad, Former Wimpy Tail-Gunner, Draws the Funny Side of Life on a Bomber Station

For several years past, Johnny Duchak's mind has been a battle front on its own where the urge to draw and the urge to fly have struggled for mastery.

In civilian life, Johnny was a cartoonist. He took art for four years at the Balfour Technical College in Regina, his hometown, and went to work for a national advertising agency. He was a good cartoonist, but he couldn't get flying out of his head.

On July 24, 1942, a Regina paper told of Johnny's enlistment in the RCAF under the heading "Cartoonist to Air Gunner". Johnny said good-bye to his pencils and thought he could see his future in the air. He had been in uniform for only two weeks when he found himself behind a desk. Word reached the officers at his station about his unusual ability, and they decided the Air Force needed his cartoons more immediately than his services in the air.

In the Air Force his progress was impeded by his talent as a cartoonist. His training was often interrupted by drawing assignments. He had been in uniform for only two weeks when he found himself behind a desk. Word reached the officers at his station about his unusual ability, and they decided the Air Force needed his cartoons more immediately than his services in the air.

He was upset to see his friends continue their training without him, but he had his orders. For seven months he stayed at his drawing board, until at last he pestered his superiors into letting him get on with his course.

Even at gunnery school, it was hard for Johnny to get through. Officers, instructors and fellow-trainees alike kept after him for cartoons and posters. It was only by hard work and perseverance that he won his wing and sergeant's hooks in May, 1943.

But still the cartoon admirers wouldn't let him alone. At the embarkation depot in eastern Canada, his reputation as an artist and a "good-natured guy" earned him hours of work doing artistic favors.

At the reception depot in Britain, the same thing happened. A group captain even tried to interest him in camouflage work.

But Sergeant Duchak was determined to stay with the boys of his class. They were going in a group to another station and he finally was allowed to go with them. He finished his course there – and turned out training cartoons in the evenings.

At last he started operational flying behind guns of a Wellington rear turret.

During training, Johnny had suffered a good deal from air sickness. He did not report it for he hoped that in time he would become adapted to flying. But the strain of real war brought it on again in far worse form. Seventeen pounds wasted from his small frame. He still tried to bluff the doctors, but this time they were taking no chances. His bouts of illness might endanger the lives of his flying mates as well as his own. He was grounded.

So Johnny has surrendered to the inevitable. He is doing cartoons for the Air Force as a full-time job. He could have returned to Canada, but he preferred to stay near the RCAF bombers in Britain, so that, when he goes back to draw for the larger training scheme there, he will know his subjects thoroughly.

He feels the Air Force has done well by him. It has shown him where his career lies and is giving him the practice he needs.

Johnny lost his good humor for a time during a recent leave-stay in London. Somebody stole his boots from his hotel room and the little Regina man faced the world in his socks. He bought a pair of shoes from another Service man, but they were much too big for him. So he spent the rest of his leave clumping around the city and drawing smiles from all who saw him. Then, it was that the British sense of humor baffled him completely.

* * * * *

DUCHARME, Sergeant Joseph John Leon (R53828) - **British Empire Medal** - No.5 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Ottawa; enlisted there 17 May 1940. Served in postwar RCAF and still active as of 1968 (21163). Qualified for aircrew. Died in Ottawa, 26 October 2011 aged 94.

This non-commissioned officer has been at this Operational Training Unit since it was first organized. In this period he has proved an outstanding airframe mechanic and non-commissioned officer whose interest in work is far beyond the call of duty and has never flagged. By this he has set an excellent example to his associates and is an inspiration to the airmen with whom he serves.

* * * * *

DUCHESNAY, F/O Adolphe Antoine Henri Jules Noel Andrew (J11502) -**Distinguished Flying Cross** - No.10 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 19 December 1922 in Chicoutimi; home in Quebec; enlisted there 17 March 1941 following service with Royal Rifles of Canada and Quebec Artillery. To No.3 ITS, 27 May 1941; graduated 2 July 1941, promoted LAC and posted that day to No.21 EFTS; graduated 1 September 1941 and posted to No.9 SFTS. Ceased pilot training on 18 October 1941. To No.8 AOS, 9 November 1941; to No.4 BGS, 11 February 1942; promoted Sergeant, 28 March 1942 and posted that date to No.2 ANS. Graduated and commissioned 27 April 1942. To "Y" Depot, 28 April 1942. To No.31 OTU, 12 May 1942. To RAF Ferry Command, 1 June 1942. To RAF overseas, 15 February 1943. Further trained at No.10 OTU (Abingdon) and No.1658 Conversion Unit (Riccall). Reported to No.3 PRC, Bournemouth, 27 September 1944 for non-operational duties overseas. Repatriated 14 May 1945. Released 14 August 1945, settling in Sherbrooke. Died at Pointe-Claire, Quebec, 8 August 2008. Reported to have written his war memoirs, **Les anges gardiens de la guerre**, published in 2008 by Carte blanche. NOTE: Christian names also given as "Adolphe Antoine Henri Jules Noel Andre".

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

NOTE: Public Record Office Air 2/9159 has recommendation drafted 28 July 1944 when he had flown 27 sorties (172 operational hours).

Flying Officer Duchesnay was posted to No.10 Squadron in July 1943 and has now completed 27 sorties comprising 172 operational hours.

He was the navigator of a Halifax aircraft detailed to attack Dusseldorf on the night of 3rd November 1943. On the way to the target his aircraft was attacked by enemy night fighters. The Flight Engineer and Wireless Operator were seriously wounded and a fire broke out inside the aircraft. Flying Officer Duchesnay with extreme coolness altered course and with great skill navigated the severely damaged aircraft back to this country although all navigational aids were rendered unserviceable. Four members of the crew received decorations for their part during the flight.

Flying Officer Duchesnay continued to operate with great enthusiasm and he proved himself to be a fearless and most reliable member of aircraft crew. The aircraft in which he was the navigator failed to return from operations on a certain night in April this year. This Canadian officer, however, eventually reached this country.

During his particularly successful and arduous operational tour he has operated against some of the enemy's most heavily defended targets including Berlin (three times), Nuremberg, Leipzig (twice), Frankfurt (twice), Mannheim, Essen and Hanover.

I regard Flying Officer Duchesnay as a navigator of outstanding skill, and strongly recommend that his superb courage, skill and outstanding devotion to duty be recognised by the immediate award of the Distinguished Flying Cross.

Public Record Officer WO 208/3320 has MI.9 report based on interview of 11 July 1944. He had left Gibraltar on 10 July and arrived at Whitechurch on the 11th. Pilot (S/L Trobe), bomb aimer (P/O Fernyhaugh) and flight engineer (name not recalled) believed safe in Holland at the time. Others in crew included a wireless operator (name not recalled, fate unknown), Flight Sergeant Mowatt (mis-upper gunner, believed POW) and Flight Sergeant Smith (rear gunner, in German hands in hospital in Holland).

I was a member of a Halifax III aircraft which took off from Melbourne about 2330 hours on 22 April 1944 to bomb Dusseldorf.

We reached our target although we had trouble with the engines while crossing the target area. On the way home the engines caught fire and caused the tanks to blow up. On the orders of the pilot we baled out.

I came down in the middle of a canalised area at Helenaven (not marked on North-West Europe 1:250,000 Sheet 3) about five kilometres northeast of Liesel (E 6515). I buried my parachute and flying kit and walked all through the night (23 April). As it was Sunday and there were very few people about I continued on in daylight. Later that morning I rested for two or three hours. In the evening while I was waiting for dark before attempting to swim across a canal near Neerkant, about six kilometres southeast of Liesel, a man came up to me and asked me who I was. He went away and returned a little later with an English-speaking man and they took me to a hiding place in the woods just south of Sevenum (E 8214). There I met three Dutchmen in hiding and also three members of the Royal Air Force - Sergeant Kevern (No.12 Squadron), Sergeant Munsell Williams and Sergeant Firth, both of No.578 Squadron, RAF. We all remained in these woods until 11 May. On that day one of the boys was cooking on an overstacked fire and the hut, which was made only of wood and straw, caught fire. There was ammunition stored in the hut, and very soon both the hut and the woods were blazing fiercely.

During this period I had been given some civilian clothes, but when we left to go and hide in the marshes I took my uniform with me. The clothes belonging to one

of the Dutchmen had been burned and I gave him my suit and wore my uniform again.

From 12-24 May I was in the hands of helpers. I decided to go on alone on 24 May as I was told that the organisation had been broken up. I also knew that the railways had been badly disorganized by bombing. My helpers wanted me to wait with the others until the invasion.

At Helden (E 7904) I stole a bicycle and from there I cycled along the main highway. My bicycle did not have a plaque and I cycled through Holland, Belgium and France without ever being questioned about this. People living in country villages seldom seem to worry about plaques but I believe one runs a serious risk of being arrested if cycling without one in large towns.

I crossed the Dutch-Belgian frontier at Ittervort that day (24 May). I side-tracked across some lanes and across the fields, and when I had passed the customs house I got back on the main road. I stopped at a farm at Diepenbeek (K 35) and after I had been given a meal I was allowed to sleep in a barn.

The next morning (25 May) I cycled through Charleroi (J 60) and about five miles north of Beaumont I again stopped at a farm and asked for a meal and a bed. Before leaving Holland on my bicycle I had been given a suit of civilian clothes, and when I stopped at French farms I always had to ask three or four times before I was taken in. I speak fluent French and had great difficulty in convincing the farmers that I was not a German agent.

The next day (26 May) I crossed the French-Belgian frontier somewhere near Beaumont in the same way that I had crossed the Dutch-Belgian frontier. That day I cycled on through La Capelle (O 2660). When I reached Vervins (Sheet 5, O 24) I stopped at a farm and was allowed to sleep in a barn. These farmers gave me some money and some bread coupons, and the next morning they took me to the railway station at Vervins. I had decided to abandon my bicycle as it was beginning to give me trouble. I went by rail to Laon (O 01) and during the journey we were machine gunned from the air.

At Laon I found that the town had been badly bombed and I decided that it would be useless to try to find someone to put me up. I therefore went back to the station and spent the night there. There were about 200 Germans also spending the night in the station and during the night we had two alerts and had to go down to the shelters.

The next day (28 May) I took the train to Tergnier (N 7928). While getting on the train I saw a woman with a small baby and a lot of luggage. I helped her with the

child and luggage and travelled in the same compartment. At first I did not tell the woman who I was. When we came to Terngier we found that the trains had been stopped, and we therefore walked eight kilometres to Chauny (N 7423). After we had had a meal we caught a train in the afternoon for Paris. On the way I decided to tell this woman who I was and she said that she would do what she could to help me. She gave me some food coupons and I gave her my uniform, which I was still carrying, to put in her suitcase. In Paris she made an appointment to meet me the next day and told me to spend the night either in the station or in a hostel for bombed-out people.

I spent that night (28 May) in the station and the next day I wandered round Paris. I did not meet the woman again. In the afternoon I tried to buy a ticket for Toulouse. I had some trouble at the booking office as I was told that all seats on the train had been booked for several days. I therefore told the woman that I was an escaped French POW, whereupon she gave me a ticket without further questions.

I left Paris about 2000 hours, arriving in Toulouse the next day (30 May). On the train I spoke to a man in civilian clothes who, I thought, looked the "right type". I told him who I was and asked him if he could give me any help or advice. He told me that he had been a Sergeant in the French Air Force and when we arrived in Toulouse he took me to his flat. I stayed with this man (name and address not known) until 8 June and during this time he tried to find someone who would help me. Eventually I was put in touch with an organisation and the remainder of my journey, which I made with Lieutenant-Colonel Stephens (S.P.G. [G] 997) was arranged for me.

DUCHESNAY, F/L Adolphe Antoine Henri Jules Noel Andre, DFC (J11502) - **Bar to Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Navigator to F/O A.C. Davies.

Flight Lieutenant Duchesnay has recently completed his second tour of operations and has proved himself to be an outstanding navigator of exceptional skill and courage. The extreme accuracy of the bombing done by his crew on many occasions has been largely due to this officer's navigational ability and his close co-operation with the other members of his crew.

DHH file181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has original recommendation drafted by W/C C.M. Black, 31 March 1945 when he had flown a total of 46 sorties (296 hours 40 minutes) of which 20 sorties (127 hours 50 minutes) had been since previous award; second sortie list and submission as follows; see also award to F/L A.C. Davies:

First Tour

9 August 1943 - Mannheim (7.45)
10 August 1943 - Nuremburg (8.25)
12 August 1943 - Milan (8.50)
22 August 1943 - N. Cologne (6.10)
27 August 1943 - Nuremberg (8.00)
31 August 1943 - Berlin (8.40)
15 September 1943 - Montlucon (6.20)
16 September 1943 - Mudane (8.20)
4 October 1943 - Mining, Baltic (5.30)
7 October 1943 - Frankfurt (7.35)
13 October 1943 - Hanover (5.30)
3 November 1943 - Dusseldorf (5.10)
18 November 1943 - Ludwigshaven (6.50)
19 November 1943 - Leverkusen (6.30)
22 November 1943 - Berlin (6.55)
3 December 1943 - Leipzig (8.30)
20 January 1944 - Berlin (7.30)
3 February 1944 - Mining, Kiel Bay (5.35)
19 February 1944 - Leipzig (7.15)
2 March 1944 - Meulan les Mureaux (5.00)
6 March 1944 - Trappes (4.45)
22 March 1944 - Frankfurt (6.10)
26 March 1944 - Essen (5.00)
10 April 1944 - Osnabruck (4.55)
20 April 1944 - Ottignies (3.40)
22 April 1944 - Dusseldorf (4.00)

Second Tour

5 January 1945 - Hanover (5.50)
6 January 1945 - Hanau (7.00)
28 January 1945 - Stuttgart (6.45)
2 February 1945 - Wanne Eickel (5.50)
4 February 1945 - Bonn (5.40)
12 February 1945 - Chemnitz (8.35)
17 February 1945 - Wesel (6.30)
20 February 1945 - Monheim (7.20)
21 February 1945 - Worms (6.20)
23 February 1945 - Essen (6.05)
5 March 1945 - Chemnitz (8.40)
8 March 1945 - Hamburg (6.25)
11 March 1945 - Essen (5.50)

14 March 1945 - Zweibrucken (6.25)
15 March 1945 - Castrop Rauxel (6.10)
18 March 1945 - Witten (6.50)
21 March 1945 - Rheine (5.15)
22 March 1945 - Dorsten (4.35)
24 March 1945 - Gladbeck (6.05)
25 March 1945 - Munster (4.45)

Flight Lieutenant Duchesnay is an outstanding navigator and his second tour of operations recently completed with this squadron has been marked by an excellent display of navigational skill on every mission. On the 24th March 1945 his captain acted as "Gaggle Leader" on a highly successful daylight attack on Gladbeck. This attack turned out to be one of the most successful daylight raids and the entire accuracy of the bombing done was in no small measure due to the navigational ability of this officer and the cooperation of the other members of his crew.

This officer has displayed a commendable attitude towards operational flying throughout his second tour and has shown a spirit of aggressiveness that has been an inspiration to the other members of his squadron. Such devotion to duty and determination to attack the enemy should not go unrecognized and I therefore strongly recommend that he be awarded the immediate Bar to the Distinguished Flying Cross.

Public Record Office Air 50/180 has the following Combat Report for the action of 3/4 November 1943, Halifax HR921, D/10. Position 54 degrees North, 06 degrees 17 minutes East. Height given as 1,850 feet (must mean 18,500 feet), Indicated Air Speed 150, Time 1540 hours. Visibility good; no searchlights or flak.

Rear gunner first saw ME.210 on port quarter below coming out of cloud at 400 yards. He immediately told captain to corkscrew to port and opened fire. Fighter also opened fire and its first burst damaged intercom and call light, then broke away at 150 yards below. At the same time an unidentified aircraft also attacked from port quarter above and opened fire at 400 yards. By this time rear turret was unserviceable and rear gunner fired one gun manually; mid-upper gunner was firing all guns. This aircraft also broke away below about 200 yards. The 210 then attacked from port quarter above and mid-upper claimed hits on enemy aircraft; flame coming from engines; this is claimed as probably destroyed. In this attack mid-upper turret was damaged and mid-upper gunner wounded. Another attack from port beam during which pilot was doing violent corkscrew was made by unidentified aircraft which broke away below and was finally lost.

The ORB of No.10 Squadron (Form 541) provides the following details for the night of 3/4 November 1943. Crew was F/O J.H. Trobe (captain), F/O A. Duchesney (navigator), Sergeant Ferneyhough (air bomber), Sergeant T.E. Bisby (WOP), Sergeant T. Mowatt (mid-upper gunner), Sergeant E. Bridge (flight engineer) and Sergeant D.B. Smith (rear gunner). Airborne 1700 to 2210 hours. "Target not attacked. Bombs jettisoned at 1943 hours at position 51.00 North by 06.25 East owing to attacks by enemy fighters. Between 1942 hours and 1948 hours aircraft received attacks from four enemy fighters. All W/T equipment was hit and the hydraulics and emergency system rendered unserviceable. Bomb doors and flare chute were damaged. Tanks in port wing were damaged and the port inner engine stopped. Both gunners returned the fire of the enemy aircraft, the mid gunner claiming one enemy fighter (not identified) as probably destroyed. During these encounters the Flight Engineer and Wireless Operator received injuries and the mid gunner was slightly wounded in addition. Aircraft returned safely on three engines and made a normal landing."

The website "Lost Bombers" provides the following details of two important sorties:

Halifax HR921 of No.10 Squadron (ZA-D), target Dusseldorf 3/4 November 1943. This was one of three 10 Squadron Halifaxes lost on this operation; the others were HX179 and JN947. Airborne at 1700 hours, 3 November 1943 from Melbourne. Badly shot about during sustained night-fighter attacks. Returned safely to base at 2210, but was declared damaged beyond economic repair. On 3 December 1943, the **London Gazette** published a detailed account of the courage, fortitude and skill displayed by this crew in overcoming great difficulties in order to ensure their safe return. Sergeant T.E. Bisby, who had been badly wounded, received a CGM, F/L J.H. Trobe (RAAF) gained a DFC, while DFMs were awarded to Sergeant R.C. Bridge (injured) and Sergeant W. Mowatt (RAAF, mid-upper gunner, injured). Others in crew were F/O A.Duchesney, Sergeant G.W. Ferneyhough and Sergeant D.B.Smith (rear gunner).

Halifax LV867, No.10 Squadron (ZA-D), target Dusseldorf, 22/23 April 1944. LV867 was initially issued to No.35 Squadron. Airborne at 2225 hours, 22 April 1944 from Melbourne. Engine failure and fire. Aircraft was partially abandoned, before being force-landed 2 km southwest of Griendsveen, (Limburg) Holland, south of the rail line linking Helmond and Venlo. Flight Sergeant D.B.Smith was repatriated aboard the SS Arundel Castle, 6 February 1945. Others in crew were S/L J.H.Trobe, DFC (RAAF, evader), P/O K.F.H.Wright (evader), F/O A.A.H.J.N.A.Duchesnay (evader), P/O G.W.Ferneyhough (evader), Flight Sergeant R.Gardner (evader), Flight Sergeant W.Mowatt, DFM (RAAF, POW), Flight Sergeant D.B.Smith (RAAF, injured).

Further Note: The DNW catalogue for auction of 12 December 2012 gives a detailed account of the events of 3/4 November 1943 in the context of the sale of medals of Sergeant Ernest Thomas Bisby, Wireless Operator (CGM Flying). The citation to that award read:

Sergeant Bisby was the Wireless Operator of a Halifax detailed to attack Dusseldorf on the night of 3 November, 1943.

At 19.42 hours, the aircraft in which he was flying was attacked by an enemy night fighter, later identified as an Me. 210, from below on port quarter. The Rear Gunner gave instructions for his captain to take evasive action. During this attack, the following damage was sustained by our aircraft: rear turret, D.R. compass and intercom unserviceable.

At 19.43 hours, a second attack was made by an unidentified aircraft. During this attack, hydraulics, emergency system and W./T. equipment were rendered unserviceable. During this attack, Sergeant Bisby was painfully wounded in the calf of his legs and the Flight Engineer was also wounded in the thigh.

At 19.45 hours, a third attack was made by an Me. 210 or Ju. 88 and our aircraft had all the navigational aids rendered unserviceable, tank feeds on the port side holed and both port engines out. The port outer engine was restarted later by the Flight Engineer.

At 19.46 hours, the aircraft was attacked for the fourth time by an unidentified aircraft and the elevators were shot away on the port side. Another fire started inside the fuselage during this encounter, which was extinguished by the Mid-Upper Gunner with the assistance of the Flight Engineer.

During all these encounters, Sergeant Bisby, although badly wounded in the legs and working under terrific strain, succeeded in temporarily repairing the wireless set. After the aircraft set course for base, Sergeant Bisby obtained a W./T. fix which was the only navigational aid for the whole of the return journey and passed a message to Group. Shortly afterwards, the equipment broke down again and, although he was on the point of collapse, he continued with his job of repairing the damaged W./T. equipment.

As all the R./T. equipment was rendered unserviceable during these encounters, the only means of getting permission to land at Woolfox Lodge was by the flashing of an Aldis lamp and Sergeant Bisby, although needing assistance to stand up, obtained permission by this means.

Sergeant Bisby, although wounded and in great pain, never once complained to his captain and through his skill and magnificent courage, enabled his captain to return to this country and make a successful landing at Woolfox Lodge. This is undoubtedly a case of exceptional airmanship and devotion to duty and I strongly recommend that he be awarded the Conspicuous Gallantry Medal for his outstanding gallantry.

Of Bisby, the catalogue read:

Ernest Thomas “Tom” Bisby, a native of Darfield, Sheffield, was working in the laboratory of the Houghton Main Colliery on the outbreak of hostilities.

Having qualified as a Wireless Operator back in August 1941, he was posted to No. 10 (Blackburn’s Own) Squadron, a Halifax unit operating out of Melbourne, Yorkshire, in June 1943. and first went operational in August, when his crew comprised:

Pilot: Flying Officer Jack Trobe, an Australian

Navigator: Flying Officer Andre Duchesnay, a Canadian

Bomb Aimer: Sergeant George Fernyhough, an Englishman

Flight Engineer: Sergeant Bob Bridge, an Englishman

Mid-Upper Gunner: Sergeant Bill Mowatt, an Australian

Rear Gunner: Sergeant Doug Smith, an Australian.

They flew their first operational sortie on 9 August, against Mannheim, followed by Nuremburg on the 10th, Milan on the 12th, Leverkusen on the 22nd, Nuremburg again on the 28th and, on the last day of the month, Berlin. Of this trip George Fernyhough, the Bomb Aimer, recalled how they were all horrified by the sheer scale of flak and searchlight activity, not least when one engine was hit - though Bisby felt somewhat cheated by having to stay at his wireless behind a curtain and miss all the action. He later had a word with George Fernyhough to say in future would he give him notice so that he could go up front to the Bomb Aimer’s “office” and enjoy the view. Fernyhough takes up the story (accompanying typescript refers):

“On a raid over Germany some time later, I opened Tom’s curtain and called him to his “office” in the nose. At the time flak was rising and exploding all around the aircraft, searchlights were arcing around and the target was obvious by the exploding bombs, Path Finder flares and markers and incendiaries. Within two seconds flat, Tom had fled to his curtained cubby-hole and said, “Don’t ever let me see that again! I’ll stick to my set” (Wireless).’

September saw Bisby and his crew detailed to attack Montlucon on the 15th and Modane on the 16th, while in October the targets included Frankfurt on the 4th and Hanover on the 8th. Next up was Dusseldorf on the 3 November - undoubtedly his most memorable sortie. Fernyhough takes up the story:

‘We took off at 1645 hours and headed eastward. A fairly clear and safe run into the target area and a straight bombing run and it was 'Bombs Gone!' Almost immediately the Rear Gunner Aussie Doug Smith called over the inter-com to the Skipper that there was a Me, 210 following just out of range of his guns and had

switched on its nose lights. The Skipper said "Keep him in sight and watch him." The fighter then came in and fired at the same time as Doug Smith fired, causing the Me. to break away. The Skipper cork-screwed but we were then attacked by an unidentified fighter from above which knocked out Doug's turret leaving him with one serviceable gun which had to be fired manually. The Me .210 attacked again and Bill Mowatt scored hits on it and flames were seen coming from one of its engines. There was a further fighter attack but it was fought off. The damage to the bomber and the crew by the fighters was extremely severe. Bob Bridge, the Flight Engineer, had been shot in the leg, Bill Mowatt, the Mid-Upper Gunner, had been shot in the foot and Tom Bisby the Wireless Operator, had leg wounds - the crew did not know of his wounds until later. Doug Smith reported that his guns and turret were u/s and even the belt feed mechanism had been shot up. From then on the Skipper used Doug as a messenger to various crew positions. Tom Bisby had managed to send a wireless message to Melbourne to say that we had been attacked and had wounded on board. By this time the Halifax was shaking very badly. Two of the four engines had failed, but Bob Bridge the Flight Engineer managed to restart one of them. Later he managed to extinguish a fire that had started under the Mid-Upper Gunner's position and later assisted Bill Mowatt to quell another fire in the fuselage. The Skipper was worried that the aircraft might begin to break up. Tom Bisby, despite his wounds and the pain, managed to do a temporary repair on the wireless and get a fix for base. His wireless failed again and almost on the point of passing out he continued trying to repair the wireless. There was no hydraulics and there was a huge hole in the floor of the fuselage. As we flew out of the danger area and approached coast, Jack asked the crew how they thought about baling out. It was then when they all found out that there were not two but three wounded men on board. They all found out about Tom Bisby's leg wounds. Not only that, but Doug Smith's parachute was full of bullet holes. The Skipper decided to try and land at the nearest base in England, which was Woolfox Lodge near Grantham. On the final run in to the English coast I had vacated his position in the nose and was assisting the Skipper to fly the aeroplane - it was common practice for the Bomb Aimer to assist the pilot. On approach to Woolfox Lodge Tom Bisby gave a signal by Aldis Lamp to control for permission to land and the permission was given. Meanwhile I sat next to the Skipper assisting with the throttle controls. With bated breath and fingers crossed we went straight into land with no hydraulics, no flaps and no brakes. The undercarriage held up as we hit the tarmac, but with nothing to slow us down the aircraft soon reached the end of the runway, then the end of the field, then across a road into another field and then - it came to rest. I breathed a heart felt, Thank God!"

Bisby was admitted to Grantham Hospital and awarded an immediate C.G.M., while Trobe, the pilot, received a D.F.C., and the two gunners D.F.Ms. His crew, meanwhile, with the exception of Bob Bridge, again ran out of luck over

Dusseldorf in April 1944, though the gallant Trobe - by then a Squadron Leader - achieved a forced-landing in Dutch territory: the two gunners were taken P.O.W. and the remainder managed to evade capture.

Having recovered from his wounds, Bisby gallantly volunteered for a second tour of duty with his old squadron, and, with Squadron Leader Turner as his pilot, completed his first sortie - against Bochum - on 9 October 1944. And a further 20 sorties ensued in the period leading up to March 1945, with heavily-defended German targets very much the order of the day, including daylight raids on Cologne and Essen.

Post-war, and having been commissioned in October 1944, he joined Transport Command and flew a number of missions during the Berlin Airlift in the periods July-August 1948 and June-October 1949, latterly in Hastings aircraft of No. 297 Squadron. He was placed on the Retired List as a Flight Lieutenant and died in the 1970s.

* * * * *

DUERN, F/O Stewart Barclay (J21786) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 2 August 1919 in Ottawa; home in Hamilton (commercial artist; ex-Signals Corps); enlisted there 30 September 1941. To No.5A Manning Depot, 12 October 1941. To No.3 Training Command and No.5 Manning Depot, 23 November 1941. To No.3 ITS, 17 January 1942. Graduated 11 April 1942 when promoted LAC. To No.8 AOS, 11 April 1942. Posted "elsewhere", 8 August 1942. To No.7 BGS, 12 September 1942; to No.4 AOS, 7 November 1942. Promoted Sergeant, 18 December 1942 but subsequently commissioned with effect from that date. To Station Mountain View, 27 December 1942 for duties at the Bombing and Gunnery School there. To "Y" Depot, Halifax, 19 July 1943. To United Kingdom, 21 August 1943. On the night of 17-18 May 1944, at No.1664 Heavy Conversion Unit, he was in the crew of Halifax V serial EB200, coded ZU-A. Took off at 2135 hours from Dishforth for a night cross-country exercise. Just before 0155 the starboard inner engine cut. Bomber descended barely under control and crashed at 0155 one mile south of Norton le Clay and five miles east of Ripon. Pilot was F/O N.E. Streight (uninjured, later awarded DFC). Sergeant D.S. Smith was killed. Repatriated to Canada, 13 August 1945. Released 3 October 1945. Medal sent by registered mail, 30 March 1949. Recommended 22 October 1944 when he had flown 34 sorties (161 operational hours). 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." Recommendation read:

A bomb aimer in a Halifax bomber, Flying Officer Duern has recently completed a tour of operations against enemy targets. Among the more important targets bombed were Stuttgart, Kiel, Wesselling, Hamburg and Osnabruck.

On the night of July 18th, 1944, his crew was detailed to bomb Wesseling, Germany. The target was heavily defended and the aircraft was riddled with heavy flak while coned. Undaunted by this adverse condition, Flying Officer Duern, making use of all the skill at his command, drove home a successful attack.

In times of stress, his cool efficiency and unfailing accuracy have been largely responsible for the splendid record set up by his crew. His ability for precise bombing has been a constant source of encouragement and confidence to the other members of his crew.

The sortie list was:

14 June 1944 - St. Pol (4.15)
16 June 1944 - Sautrecourt (3.35)
17 June 1944 - Oisemont-Neuville (4.05)
23 June 1944 - Bientques (4.35)
24 June 1944 - Bemieres (3.55)
6 July 1944 - Coqueraux (4.45)
7 July 1944 - Caen (4.20)
15 July 1944 - Nucourt (4.35)
17 July 1944 - Caen A.1 (4.05)
18 July 1944 - Wesseling (4.30)
20 July 1944 - Ferme-en-Forestel (4.05)
24 July 1944 - Ferfay (3.55)
25 July 1944 - Stuttgart (8.00)
28 July 1944 - Hamburg (6.15)
31 July 1944 - Oeuf-en -Ternois (4.45)
3 August 1944 - Foret de Nieppe (4.40)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St.Leu d'Esserent (4.55)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Foret de Chantilly (4.30)
9 August 1944 - Foret de Nieppe (4.00)
12 August 1944 - Foret de Montrichard (5.40)
15 August 1944 - Brussels (4.20)
16 August 1944 - Kiel (6.15)
18 August 1944 - Connatre (6.40)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.15)
10 September 1944 - Le Havre (4.45)
11 September 1944 - Castrop Rauxel (4.50)

12 September 1944 - Wanne Eickel (5.10)
13 September 1944 - Osnabruck (5.20)
15 September 1944 - Kiel (5.40)
17 September 1944 - Boulogne (3.50)
25 September 1944 - Calais (3.55)

* * * * *

DUFF, F/O Thomas Raymond Noel (J16125) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 25 December 1920 in Belfast, Ireland; home in Prince Albert, Saskatchewan; usher and clerk in theatre for 19 months; Gunner, 44th Field Battery, Royal Canadian Artillery, 4 May to 17 October 1939. Enlisted Saskatoon, 4 June 1940. To No.1 Manning Depot, Toronto, 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 WS; to No.4 BGS, 25 November 1940; graduated and promoted Sergeant, 23 December 1940; to Station Rockcliffe, 24 December 1940; to Eastern Air Command, Halifax, 6 February 1941; Taken on strength of United Kingdom, 2 March 1941; to No.19 OTU, 14 March 1941; to No.1 Signal School, 23 April 1941; to No.20 OTU, 17 May 1941. Posted to No.99 Squadron, 16 July 1941. Promoted Flight Sergeant, 1 September 1941. To Middle East, 28 October 1941 for service with No.109 Squadron (front gunner on Wellingtons). Returned to United Kingdom, 26 May 1942. Attended Air Gunner Instructor course at Manby (four weeks). Promoted WO2, 1 November 1942. Commissioned 3 November 1942. To No.29 OTU, 3 December 1942 (gunnery instructor). Promoted Flying Officer, 3 May 1943. To No.405 Squadron, 30 November 1943. Promoted Flight Lieutenant, 6 May 1944. Repatriated via Rockcliffe, 7 August 1944. To No.3 BGS, 18 September 1944. To AFHQ, 1 February 1945. To Mountain View, 17 February 1945. To Material Command Headquarters, Uplands, 22 November 1945. To No.2 Air Command, Winnipeg, 19 January 1946. To Lachine, 15 April 1946. To Overseas Headquarters, 4 May 1946 for advanced armament course. Returned to Canada, 30 August 1946. To No.2 Air Command, Winnipeg, 5 September 1946. Remained in postwar RCAF (27166), retaining rank of Flight Lieutenant. To Station Trenton, 1 March 1947. To Northwest Air Command, Edmonton, 31 May 1947 and assigned to No.2 RTAB (whatever that it). To Radar and Communication School, Station Clinton, 14 August 1948. To Air Armament School, Station Trenton, 25 April 1949. To No.123 Search and Rescue Flight, Vancouver, 20 July 1949. To Station Whitehorse (Watson lake Detachment), 1 October 1950; to Station Clinton, 9 August 1951. Promoted Squadron Leader, 19 June 1951. To Staff College, Toronto, 1 September 1952. To AFHQ, 1 June 1953 (Vice Chief of the Air Staff section). Attached to FAP (whatever that is), 24 September 1954 for Observer duty in Hanoi; appointed Air Advisor to MCCD, Hanoi. 18 February 1955 to 16 September 1955. Promoted Wing Commander, 10 August 1955. To Station Trenton (CADO), 2 August 1965. Retired 5 May 1971. Prince Albert Collegiate Institute website records him as being born 25 December 1921 and date of death as 15 September 1977. The latter date is incorrect; he died at Lucerne (Aylmer), Quebec, on 29 September 1977. Award presented 8 April 1949. RCAF wartime photo PL-25521R (right) shows him on repatriation to Canada. 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 2/9015 has recommendation dated 22 April 1944 when he had flown 41 sorties (240 hours 40 minutes).

20 July 1941 - Rotterdam (3.50)
22 July 1941 - Dunkirk (4.40)
24 July 1941 - Rotterdam (3.15)
27 July 1941 - Dunkirk and Ostend (3.45)
30 July 1941 - Cologne (4.30)
3 August 1941 - Mannheim (6.30)
5 August 1941 - Cologne (6.15)
12 August 1941 - Essen (6.15)
16 August 1941 - Duisburg (4.30)
22 August 1941 - Mannheim (6.35)
25 August 1941 - Karlsruhe (6.45)
28 August 1941 - Duisburg (5.35)
31 August 1941 - Cologne (6.25)
11 September 1941 - Kiel (7.50)
13 September 1941 - Brest (6.40)
16 September 1941 - Karlsruhe (6.35)
19 September 1941 - Stettin (9.55)
28 October 1941 - To Gibraltar (10.00)
30 October 1941 - To Malta (8.15)
1 November 1941 - Kabrit (7.05)
17 November 1941 - El Adam area (4.10)
21 November 1941 - Fort Capuzzo area (3.35)
21 November 1941 - Sidi Rezeigh area (1.30)
1 December 1941 - Sidi Rezeigh area (2.00)
4 December 1941 - Sidi Azeiz, Sollum area (4.00)
6 December 1941 - El Adam area (4.20)
12 January 1942 - Tripoli (10.00)
16 January 1942 - Fort Capuzzo area (3.50)
26 June 1942 - Bremen (6.00)
20 December 1943 - Frankfurt (5.20)
23 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.10)
1 January 1944 - Berlin (6.55)
2 January 1944 - Berlin (7.20)
5 January 1944 - Stettin (9.10)
15 March 1944 - Stuttgart (6.30)
18 March 1944 - Frankfurt (4.50)
22 March 1944 - Frankfurt (5.00)
27 March 1944 - Berlin (6.30)

30 March 1944 - Nuremburg (6.50)

18 April 1944 - Tergnier (3.00)

This officer is a very skilful Air Gunner who has completed 41 operational sorties against such important military objectives as Berlin, Frankfurt and Stuttgart. Throughout his operational service, Flying Officer Duff has displayed fine spirit and determination in performing the most difficult tasks, which has been a splendid example to the rest of his crew and to the squadron generally. Strongly recommended for the award of the Distinguished Flying Cross.

Notes: Application for 1939-1945 Star stated he had flown with No.99 Squadron, 19 July to 23 September 1941 (first sortie on 20 July 1941).

Application for Africa Star stated he had operated with No.109 Squadron (chiefly Landing Ground 104, Kabrit), 1 November 1941 to 3 March 1942 (first sortie had been on 21 November 1941 against Fort Capuzzo)

On repatriation form dated 11 September 1944 he stated he had flown 55 sorties (336 operational hours) with the last sortie being 12 June 1944. Total hours overseas were 586 (350 on Wellingtons and 236 on Lancasters). Application for Bar to Operational Wing dated 25 June 1944 stated he had flown 26 sorties (132 hours) with No.405 Squadron, December 1943 to June 1944.

* * * * *

DUFFIELD, P/O Gordon William (J17479) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 13 April 1916 in Maidstone, Saskatchewan; home in Lloydminster, Saskatchewan. Attending high school, he became an honor student, specializing in oratorical contests and debates. Gordon also made speeches at local groups including one speech on the history of the RCMP.. He was president of his high school student body. Enlisted Saskatoon 5 May 1941. To No.2 Manning Depot, 9 June 1941. To No.3 BGS (guard duty), 7 August 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; may have graduated 3 December 1941 although not posted to No.11 SFTS until 6 December 1941; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942; to RAF overseas, 30 April 1942. Commissioned 18 March 1943. Promoted Flying Officer, 18 September 1943. Repatriated 18 December 1944. Retired 20 March 1945. Played hockey for the Lloydminster Prolites and the Camrose Maroons before the war. While stationed overseas, he played hockey for his 424 squadron and they became champions of the R.C.A.F. European Bomber Command. Following the war, Gordon played hockey with the Lloydminster Huskies, later coaching this team. Became district store manager for the Alberta Liquor Control Board. Died in Edmonton, Alberta, 9 May 2002 as per **Legion Magazine** of November 2002. Edmonton newspaper obituary erroneously credited him with Bar to DFC.

This officer has completed numerous operational sorties, several of which have been against targets of major importance in Germany. Pilot Officer Duffield has obtained exceptionally good results throughout his tour of operational duty. He has displayed high courage and devotion to duty.

* * * * *

DUFFIELD, Sergeant Harold Clinton (R64743) - **Distinguished Flying Medal** - No.83 Squadron - Award effective 28 March 1942 as per **London Gazette** of that date and AFRO 649/42 dated 1 May 1942. Born 28 May 1915 at Glassville, New Brunswick. Home in Woodstock (daily truck driver). First applied for RCAF, Moncton, 11 December 1939. Enlisted in Moncton, 22 June 1940. No.1 MD, Toronto, 24 June to 30 June 1940; No.2 ITS, Regina, 30 June to 17 August 1940; No.1 WS, Montreal, 17 August 1940 to 15 March 1941; No.1 BGS, Jarvis, 16 March to 24 April 1941 (awarded AG badge, 12 April 1941); to Debert, 25 April 1941; arrived overseas 29 June 1941; No.1 Wireless and Signals School, 7 July to 6 September 1941; No.25 OTU, 6 September 1941 to 13 January 1942; No.83 Squadron, 13 January to 29 March 1942 (8th sortie; wounded with gunshot wounds to right knee, left thigh and over left ear; Manchester aircraft 5830; 0025 hours, five miles southwest of Schleswig; other gunner was Sergeant A.D. Ryan); invested with DFM at Buckingham Palace, 24 November 1942; repatriated to Canada, 27 December 1942; on strength of No.5 MD, Rockcliffe, 14 April 1943 to 29 January 1944; No.5 ITS, Belleville, 30 January to 19 May 1944; No.10 EFTS, Pendleton, 20 May to 16 June 1944; No.20 EFTS, Oshawa, 17 June to 20 August 1944; Overseas, No.61 Base, 14 September to 27 November 1944; Rockcliffe again, 27 November 1944 to 10 January 1945; Eastern Air Command Headquarters, 11 January to 27 March 1945; released 29 March 1945. AC2 on 22 June 1940; LAC on 17 August 1940; Sergeant, 12 April 1941; Flight Sergeant 1 April 1942; WO2 1 November 1942; P/O 18 October 1943; F/O 18 April 1944.

This airman was the rear gunner of an aircraft which participated in an attack on Lubeck. During the operation his aircraft was attacked by an enemy fighter whose fire rendered the rear turret unserviceable and wounded Sergeant Duffield in the head, stomach and in both of his knees. Undismayed he crawled from the turret and dragged himself to the mid-upper turret where he manned the guns in readiness to meet any further attacks. The gunner in this turret had been wounded in the arm. The fighter had broken away and did not return, however, and Sergeant Duffield was then extricated from the turret, being unable to walk. Throughout the return journey he displayed great fortitude and cheerfulness in spite of his wounds, and his great devotion to duty was a fine example.

Public Record Office Air 50/197 has the following Combat Report dated 30 March 1942:

Target: Lubeck

Weather: No cloud. Good visibility.

Time: 0025

Place: 54° 25' North 09° 05 East

At a position about 54° 25' North 09° 05 East whilst flying at a height of 1,100 feet [sic] on the 29th March 1942 at 0025 hours a Manchester I aircraft of this squadron, letter "L", R5830 comprising the following crew:

Squadron Leader McClure - captain

Flight Sergeant Rayment - 2nd pilot

Sergeant Ogilvie - navigator

Flight Sergeant Taylor - 1st WOP

Sergeant Steed - 2nd WOP

Sergeant Ryan - Mid Upper Gunner

Sergeant Duffield - Rear Gunner

was attacked by an enemy cannon fighter believed to be twin engined. It is believed the attack was delivered from astern, the enemy aircraft breaking away to port. The MU and Rear Gunner being wounded and the intercom made unserviceable by cannon fire entering the fuselage on the port side. No fire was returned by the MU or Rear Gunners. The rear turret was made unserviceable immediately the attack was delivered. The cannon shell holes in port side of the fuselage seem to confirm that the attack came from tail and slightly below. The second pilot caught a momentary glimpse of the enemy aircraft and was the only person besides the Rear and MU Gunners, now in hospital, to see the enemy.

Damage to Manchester: Rear turret and rear fuselage sections badly damaged by cannon shell, and aircraft hydraulics, rudders, tailplane, starboard propellor, bomb doors, port and starboard main plane also damaged.

Notes: He reported 85 hours training in the air, 1941 plus 60 hours flying with No.83 Squadron. His eight sorties on Manchesters totalled 48 hours flying. In addition he flew 72 hours 50 minutes on Ansons at No.51 OTU, 57 hours 15 minutes on Wellingtons and ten hours 45 minutes on Manchesters at same unit. Graded as "Average".

A narrative from DHH files lists the following sorties:

31 January 1942: Six Manchesters from No.83 Squadron to St. Nazaire. Only one reached objective and bombed; two brought bombs back, one jettisoned and two bombed alternates. St. Nazaire itself was obscured by cloud and ground haze, so F/L McClure's crew attacked Cherbourg docks instead.

6 February 1942 - Daylight mining operation; target located by map reading. Three aircraft involved; one crew unable to release mines, two others successful.

12 February 1942 - F/L McClure and crew detailed for daylight mission to find and attack **Scharnhorst** and **Gneisenau** in Channel dash. Only one of five crews sighted the target and dropped bombs but failed to observe results owing to evasive action. In air combats the Manchester crews claimed to have destroyed two enemy aircraft. McClure's crew failed to sight enemy vessels and brought home bombs.

16 February 1942 - Night mining using timed run to pinpoint.

22 February 1942 - Fifteen aircraft of No.83 Squadron detailed to for a dawn attack on Stavanger aerodrome to hamper fighter opposition while Coastal Command operating in Norwegian coast area. Snow and icing severe; only seven aircraft attacked the aerodrome; one crew jettisoned bombs to maintain height; McClure crew unable to locate target owing to snow and attacked an enemy convoy instead; no results observed owing to evasive action.

27 February 1942 - McClure now a Squadron Leader. Five Manchesters (out of a force of 68) to attack **Gneisenau** in the floating dock at Kiel. About two-thirds of force estimated to have reached and bombed the target; accurate identification and observation impossible owing to 10/10 cloud. McClure and crew had to jettison bombs safe to increase speed and gain height because of icing in cloud, having been unsuccessful in locating target.

Duffield may have been on sick list at the beginning of March because McClure crew made two sorties without him (Renault Woks at Billancourt, 3 March 1942 and Essen, 8 March 1942).

25 March 1942 - Target Essen and appeared successful. However, later reconnaissance and analysis of photographs proved bombing to have been wide of the target. Nearly 200 crews of 250 detailed thought they had bombed the city and in many cases claimed to have hit the Krupp Works. McClure's crew saw their bombs burst in what they presumed to have been the target area.

28 March 1942 - Weather excellent, and a high percentage of 234 aircraft detailed and bombed target, causing large fires and extensive damage to industrial and residential sections. S/L McClure's aircraft reported dropping four 500-lb bombs dropped manually, one 4,000-lb bomb brought back (unable to release). Aircraft did not reach target owing to damage from fighters. Some equipment jettisoned to maintain height.

* * * * *

DUFFY, Sergeant (now F/O) Gerald O'Gorman (U202115/J92321) - **Mention in Despatches** - No.415 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 6 December 1920. Home in Montreal; enlisted there 9 November 1942. To No.5 Manning Depot, 7 January 1943. To No.9 Pre-Aircrew Education Unit, 19 February 1943. To No.3 ITS, 15 April 1943. To No.1 Manning Depot, 7

May 1943. To No.1 ITS, 29 May 1943. Promoted LAC, 5 August 1943. To No.9 EFTS, 7 August 1943. Ceased training and returned to No.1 Manning Depot, 9 September 1943. To No.9 BGS, 15 October 1943; graduated and promoted Sergeant, 14 January 1944). To "Y" Depot, 28 February 1944; taken on strength of No.3 PRC, 25 March 1944. Commissioned 9 November 1944. Repatriated 23 March 1945. Retired 30 May 1945. NOTE: RCAF file 181.009 D.1715 (RG.24 Volume 20607) lists him as being in No.432 Squadron. DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation dated 9 October 1944 for awards to F/O George Albert Fox, F/O D.B. MacLennan, Sergeant P.E. Palmer, Sergeant G.O. Duffy and Sergeant William Bentley (RAF), all in No.432 Squadron at the time; he had flown four sorties (19 hours 20 minutes) at the time:

On the 27th of September, 1944 these officers and airmen were members of the crew of the aircraft captained by Flight Lieutenant J.A. Woodward (J9115). They were detailed to attack Bottrop. Over the target the captain was mortally wounded by enemy fire, and some instruments were damaged and two parachutes shot up. Between them they managed to bring the aircraft back to this country and although the undercarriage collapsed and the machine caught fire on landing they escaped uninjured and got the captain out with them. Throughout this ordeal each member of the crew assisted the others to the utmost extent, unmindful of his own distress and refusing to take the opportunity of saving their lives by bailing out. It was an outstanding example of crew co-operation and devotion to their comrade.

For their courageous action in face of enemy fire, their calmness and devotion to duty under adverse conditions, and for their dogged determination to assist their comrade they are recommended for the award of the DFC and DFM respectively. (Immediate).

* * * * *

DUFFY, F/O Warren Alvin (J7073) - **Distinguished Flying Cross** - No.617 Squadron (deceased) - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 25 August 1922 in Pulinico, Nova Scotia; home in Fredericton or Wolfville, Nova Scotia; enlisted in Moncton, 16 November 1940. To No.1A Manning Depot, 9 December 1940. To No.5 Equipment Depot, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.3 EFTS; graduated 21 June 1941 when posted to No.5 SFTS; graduated and commissioned 1 September 1941. To Trenton, 2 September 1941. To Embarkation Depot, 24 September 1941; to RAF overseas, 27 September 1941. Arrived UK, 14 October 1941; to No.20 OTU, 4 November 1941; to No.214 Squadron, 29 April 1942; to No.57 Squadron, 3 May 1942. Remained with that unit to 19 September 1942, flying 33 sorties (26 to Germany, one to France, six minelaying). To No.22 OTU (non-operational tour) where he remained until 4 January 1944. To No.617 Squadron, completing his tour on 6 July 1944 (one special sortie, ten night sorties to France, four

day sorties to France, one sortie to Germany, and four recalls (two Ju.88s destroyed on one of these recalls). At his own request he carried out four additional missions, two on Lancasters (17 and 20 July) and two on Mosquitos (31 July and 4 August 1944). On the morning of 7 August 1944 he was killed on Mosquito NT202 at Wainfleet during bombing exercise; wing failed as aircraft recovered from dive. See DHist file 181.009 d.1354 (RG.24 Vol.20597) which contains correspondence re his death. Correspondence arose when his mother, Mrs.L.L. Duffy, wrote RCAF Headquarters - "We feel it was very unwise as well as unkind for the RAF to allow our son to go on with air operations after he had finished a second tour. After so much nerve strain I would not expect him to be at his best. His receiving the DFC on July 18th as an immediate award has not been explained so it looks to us a sort of bait to encourage him to continue. In a letter to us written on July 24th he wrote that the RCAF were after him to finish. One would think he had done quite enough when he had lived through two tours and a year of instructing which he did not like." Medal presented to his father, Reverend L.L. Duffy, Wolfeville, 1 December 1944.

Recently this officer piloted an aircraft detailed to attack an enemy target in Northern France. The operation called for a high degree of resolution and to ensure success, accuracy was essential. In the face of considerable anti-aircraft opposition, Flying Officer Duffy made three runs over the target before releasing his bomb which exploded within a foot of the centre of the objective. He displayed great courage and devotion to duty, setting a very fine example. Flying Officer Duffy has completed a large number of sorties and has achieved much success.

See entry for SergeantP/O William George Evans re account of air combat, 15/16 March 1944 when enemy aircraft engaged and two Ju.88s shot down.

* * * * *

DUFRESNE, Sergeant Albert Laurent (R66804) - **Mention in Despatches** - No.425 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 1 April 1914. Enlisted in Montreal, 6 August 1940 as Aero Engine Mechanic. To Technical Training School, 10 September 1940. Promoted AC1, 1 February 1941. To No.3 SFTS, 5 February 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 May 1943. Repatriated 23 April 1945. Released 7 June 1945. No citation with AFRO. Recommended for MiD, July 1944, at which time he was a Fitter IIE and Deputy NCO in charge, "A" Flight, No.425 Squadron. Recommendation noted that he had served 18 months in Canada, 29 months overseas including five months in North Africa. Recommendation noted, in part;

...On one recent occasion he displayed great presence of mind and initiative in extinguishing a fire in a Halifax bomber. Hearing the aircraft back-firing, and

observing flames shooting out from under one of the engine nacelles, this courageous NCO rushed to the scene, ripped open the cowling and, using the contents of two extinguishers, succeeded in putting out the fire. Sergeant Dufresne has shown outstanding initiative and great zeal in safe-guarding valuable equipment.

* * * * *

DUFRESNE, Corporal Joseph Etienne (R117134) - **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 29 January 1918. Home in North Bay, Ontario. Enlisted in North Bay, 21 July 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 1 August 1941. Promoted AC1, 6 December 1941. To Paytricia Bay, 10 December 1941. Promoted LAC, 1 July 1942. To "Y" Depot, 1 September 1942; to RAF overseas, 25 September 1942. Repatriated 4 September 1945. Released 17 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. Fitter IIE. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945; enlisted 21 July 1941; had been 14 months in Canada, 28 months overseas.

During his long period of service with this unit, this NCO has justly earned the admiration and praise of all those who know him. His cheerful and relentless efforts under very trying conditions have been an inspiration for his comrades.

* * * * *

DUGAL, Sergeant Arthur (R54081) - **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 425/45 dated 9 March 1945. Born 21 January 1919. Home in Ottawa; enlisted there 25 June 1940 as Airframe Mechanic (Fitter IIE). To Technical Training School, St. Thomas, 7 August 1940; to No.8 SFTS, 18 December 1940. Promoted AC1, 1 January 1941. Promoted LAC, 1 July 1941. To Embarkation Depot, 13 July 1941; to RAF overseas, 20 July 1941. Promoted Corporal, 1 July 1942. Repatriated 14 December 1944. To No.2 SFTS, 15 January 1945. To Mountain View, 15 April 1945. To Ottawa, 24 April 1945. To Release Centre, 10 August 1945; released 11 August 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation submitted 15 August 1944. Had served 13 months in Canada, five months in North Africa, 31 months in UK.

Sergeant Dugal is employed as Non-Commissioned Officer in charge Riggers on daily and other inspections and maintenance. Both during the African campaign and in this country, he consistently and willingly has undertaken extra duties which have carried far beyond normal working hours, and which have been carried out efficiently under extremely trying conditions on many occasions. His

outstanding dependability, leadership and devotion to duty merit the award of "Mention in Despatches".

* * * * *

DUGGAN, W/C Eric Thomas Milwyn (C3043) - **Mention in Despatches** - No.76 Base (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 8 October 1905 in Solsgirth, Manitoba. Educated at Garneau Public School, 1913-1918, Strathcona High School, 1919-1922 and University of Alberta, 1923-1924 (Commerce). Employed by Northwestern Utilities (1924-1928), Solloway Mills (1928-1930, manager of Grain Options Department) and D.M. Duggan Investments (partner and branch manager). Brief service, 1940 with 19th Alberta Dragoons (elementary training in armoured cars). Home in Edmonton; enlisted there 9 November 1940 in Administrative Branch. Attended RCAF School of Administration, Trenton, 18 November to 14 December 1940. To No.3 WS, 17 February 1941. Promoted Flight Lieutenant, 10 November 1941. To "Y" Depot, 10 August 1942. To RAF overseas, 20 August 1942; disembarked in Britain, 1 September 1942. To No.418 Squadron, 13 September 1942. To No.6 Group Administrative Unit, 1 August 1943 when promoted Squadron Leader. To No.61 Base, 8 April 1944. Promoted Wing Commander, 12 May 1944. To RCAF Overseas Headquarters, 22 January 1945. Repatriated via Eastern Air Command, 30 May 1945. To Release Centre, 13 September 1945. Retired 2 October 1945. Died in Winterburn, Alberta, 1984. Public Records Office Air 2/9056 has recommendation for an OBE that appears to have been downgraded to MiD.

Since his arrival in the United Kingdom in 1942, Wing Commander Duggan has rendered continuous and outstanding service in various administrative appointments in No.6 Group. For the past year he has been Officer in Charge of Administration at Base Headquarters and during that period he has provided essential stabilization during many changes of senior staff as well as during the move of No.61 (RCAF) Base to No.7 Group. In addition, this officer's thorough knowledge of RAF Administration and his outstanding qualities of tact and diplomacy have proved an invaluable asset. Wing Commander Duggan is an outstanding officer who has displayed great devotion to duty.

Selected Assessments: "As a Squadron Commander in the Training Wing this officer has proved himself to be a leader. He is accurate, possesses initiative and is thoroughly competent. He is a keen sportsman. An excellent officer." (W/C H.B. Godwin, No.3 WS, 15 June 1941).

"Has been officer in charge an entry of 180 pupils and has been administering it well. Excellent at sports organizing - good at drill - excellent personality." (W/C H.B. Godwin, No.3 WS, 12 December 1941).

“A keen officer who carries out his duties conscientiously and well. He is a little lost at present, due no doubt to the fact that he is not conversant with RAF Administration at Home.” (W/C A.E. Saunders, No.418 Squadron, 19 December 1942)

“An ideal type of officer as Squadron Adjutant. He obtained the liking and respect of all aircrews during his time with the squadron which is not always an easy matter for an administrative officer, which speaks highly of his quality. He has high qualities of leadership which are to a certain extent wasted in his present branch of the service. He has undoubted ability and should go far in the service.” (W/C J.H. Little, No.418 Squadron, endorsed by W/C G. Maxwell, 11 June 1943).

“Acting Squadron Leader Duggan has been filling the P.1 position at this Group since August 1, 1943. He has fulfilled his duties in a most capable manner; sincere of purpose, conscientious and rates above average. Strongly recommended for promotion to temporary rank effective date of August 1, 1943.” (G/C G.M. Scott, No.6 Group, 22 January 1944).

“Knows and does his work as Base Administrative Officer well. Is tactful and considerate and definitely promotes harmony amongst the stations,” (A/C F.G. Wait, No.61 Base, 10 July 1944)

* * * * *

DUGGAN, LAC Francis Robert (R66296) - **Air Force Medal** - No.2 BGS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Toronto, 13 May 1920. Home in Niagara Falls, Ontario; enlisted there 26 October 1940 for General Duties. To No.2 BGS, 18 November 1940. Promoted AC1, 26 January 1941. Promoted LAC, 26 April 1941. Discharged 24 February 1943.

LAC Duggan is employed as a drogue operator. This airman has flown a total of 400 hours. He is most energetic and reliable. His skill in the performance of his duties whilst flying, and his keenness and untiring efforts, have been a splendid example to all others in his trade. His services have been invaluable in the carrying out of training at this unit.

* * * * *

DUGGAN, F/O Jack (J89754) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 8 July 1914 in Toronto (birth date in obituary notice); home there (salesman and buyer). Enlisted in Toronto, 16 November 1942 and posted to No.1 Manning Depot. To Ottawa, 15 January 1943. To No.16 SFTS (guard duty), 28 March 1943. To No.4 ITS, 17 April 1943; graduated and promoted LAC, 25 June 1943 but not posted to No.20 EFTS until 10 July 1943; graduated 4 September 1943 when posted to No.9 SFTS; ceased training and posted on 5 December 1943 to No.16 SFTS; to Technical Training School, 11 February 1944; to

No.4 BGS, 5 May 1944. Graduated as Flight Engineer, 20 May 1944 when promoted Sergeant. To "Y" Depot, 3 June 1944; taken on strength of No.3 PRC, 16 June 1944. Commissioned 29 September 1944. Repatriated 30 December 1945. Retired 11 February 1946. Presented 24 May 1946. Postwar he worked with Air Cadet League of Canada and was Chairman of the Toronto Board of Trade; Chairman and Chief Executive Officer of Fire Detection Devices and Electronic Surveillance Corporation. Died in Toronto, 2 July 2005.

As flight engineer, this officer has taken part in many sorties. He has invariably displayed a high degree of skill and determination and has proved himself to be a most valuable member of aircraft crew. His devotion to duty was well illustrated in an attack against Wangerooge in April 1945. During the bombing run the aircraft came under heavy anti-aircraft fire. Flying Officer Duggan was wounded in the leg. In spite of this, he remained at his post to execute his engineering tasks with his usual efficiency. His conduct was exemplary.

DHH file 181.009 D.1502 (LAC RG.24 Volume 20599) has the original recommendation and sorties list, drafted 17 May 1945 by W/C R.W. Norris, Commanding Officer, No.424 Squadron: he had flown 16 sorties (94 hours ten minutes operational time).

29 December 1944 - Gelsenkirchen (7.20)

5 January 1945 - Hanover (5.25)

6 January 1945 - Hanau (7.50)

14 January 1945 - Merseburg (9.30)

16 January 1945 - Zeitz (8.35)

4 February 1945 - Osterfeld (6.45)

7 February 1945 - Goch (6.25)

17 February 1945 - Wesel (6.40)

21 February 1945 - Worms (7.25)

24 February 1945 - Kamen (6.50)

1 March 1945 - Mannheim (7.10)

12 March 1945 - Dortmund (6.25)

25 March 1945 - Munster (5.50)

8 April 1945 - Hamburg (6.15)

13 April 1945 - Kiel (6.05)

25 April 1945 - Wangerooge (4.40)

Pilot Officer Duggan was Engineer of an aircraft detailed to attack Wangerooge on 25 April 1945. This aircraft was one of the Gaggles. While on the bombing run, the aircraft was subjected to intense, heavy predicted flak, and a piece of flak struck the aircraft, severely wounding Pilot Officer Duggan in the leg. Although he found it difficult to move about because of his wounded leg, Pilot Officer Duggan continued to carry out his duties in a very efficient manner, assisting his Captain in returning the aircraft safely to base.

Pilot Officer Duggan has attacked targets which have required deep penetrations into enemy territory and his work both on the ground and in the air has been of the highest order. I recommend Pilot Officer Duggan for the immediate award of the Distinguished Flying Cross.

* * * * *

DUGGAN, F/L John Philip (J35871) - **Distinguished Flying Cross** - No.431 Squadron (deceased) - Award effective 21 March 1945 as per **London Gazette** dated 1 March 1946 and AFRO 418/46 dated 18 April 1946. Born 30 December 1918 in Petrolia, Ontario, the son of John Dennis Duggan of Petrolia and Katherine Gleeson (deceased when he enlisted). Served in 47th Battery, Non-Permanent Active Militia, Watford, Ontario, August 1940 to September 1941 (attained rank of Lance Bombardier). Home in London, Ontario; enlisted there 12 September 1941. To No.1 Manning Depot, Toronto, 19 October 1940. To No.31 Radio School, Clinton, Ontario, 11 November 1941. To No.1 Initial Training School, Toronto, 5 January 1942. Promoted Leading Aircraftman, 27 February 1942. To No.10 Elementary Flying Training School, Hamilton, Ontario, 15 March 1942. To No.16 Service Flying Training School, Hagersville, Ontario, 24 May 1942. Graduated and promoted Sergeant, 11 September 1942. To No.2 Flying Instructor School, Vulcan, Alberta, 10 October 1942. To No.11 Service Flying Training School, Yorkton, Saskatchewan, 7 December 1942. Promoted Flight Sergeant, 11 March 1943. Attended No.1 Instrument Flying School, Deseronto, 30 June to 21 July 1943 before returning to No.11 SFTS. Commissioned 17 September 1943. Posted to "Y" Depot, Halifax, 28 September 1943. Embarked from Halifax, 22 October 1943. Disembarked in Britain, 30 October 1943. To No.3 Personnel Reception Centre, Bournemouth, 31 October 1943. Attached to No.51 Group Pool (No.11 EFTS), 31 December 1943 to 21 January 1944. Detached to Barney (?), 26-29 February 1944. Detached to Waddington, 17 February 1944 (one day only ?). Taken on strength of No.6 (Pilot) Advanced Flying Unit, 29 February 1944. Promoted Flying Officer, 12 March 1944. Attached to No.1516 Beam Approach Training Flight, 12-18 April 1944. To No.22 Operational Training Unit, 30 May 1944. To No.61 Base, 23 August 1944. Detached to Aircrew School at Dalton, 23 August to 4 September 1944. Attached to No.1659 Conversion Unit, 4-9 September 1944. Posted to No.431 Squadron, 9 October 1944. Promoted Flight Lieutenant, 14 December 1944. Killed in action 22 March 1945 (Lancaster KB808, buried in Germany). Medal sent to next-of-kin via Government House, June 1955.

This officer has completed, as pilot, numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude and devotion to duty.

Original recommendation by W/C H.M. Smith dated 9 March 1945 in DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Volume 20612). It shows 29 sorties (200 hours 30 minutes). Sortie list and submission as follows:

14 October 1944 - Duisburg (5.15, second pilot)
1 November 1944 - Oberhausen (5.50, second pilot)
2 November 1944 - Duisburg (6.00)
4 November 1944 - Bochum (4.45)
16 November 1944 - Julich (5.50)
18 November 1944 - Munster (6.00)
30 November 1944 - Duisburg (6.15)
3 December 1944 - Hagen (7.40)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (7.25)
5 December 1944 - Ludwigshaven (6.20)
17 December 1944 - Duisburg (6.10)
21 December 1944 - Koln (5.59)
24 December 1944 - Duisburg (5.32)
28 December 1944 - Opladen (6.11)
29 December 1944 - Scholven (6.26)
30 December 1944 - Cologne (6.17)
5 January 1945 - Hanover (5.47)
14 January 1945 - Merseburg (8.40)
16 January 1945 - Zeitz (8.20)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mannheim (7.53)
2 February 1945 - Weisbaden (7.01)
13 February 1945 - Dresden (9.41)
14 February 1945 - Chemnitz (8.53)
27 February 1945 - Mainz (6.35)
2 March 1945 - Koln (6.06)
5 March 1945 - Chemnitz (9.31)
7 March 1945 - Dessau (9.48)

Flight Lieutenant Duggan has distinguished himself, as captain of an aircraft, by his courage and devotion to duty. His skill and quiet confidence in action have been a magnificent example to his crew who readily responded to his fearless leadership. His skilful airmanship, initiative and resourcefulness on operations against the enemy over such heavily defended targets as Stuttgart, Hanover and Mannheim have on many occasions been instrumental in safeguarding his aircraft and crew from the perilous situations encountered.

I feel Flight Lieutenant Duggan 's gallantry should be recognized and strongly recommend the award of the Distinguished Flying Cross.

Training Record: At No.1 ITS (course lasting 5 January to 22 February 1942) placed 29th in a class of 78. Courses taken were Mathematics (80 out of 150), Navigation (142 out of 200),

Armament (75 out of 100), A.E. and T of F (not sure what this signifies - 98 out of 100), Signals (150 out of 150), Aircraft recognition (77 out of 100), Drill (84 out of 100), Law and Discipline (91 out of 100). Described as "Slightly self-conscious, cautious type. Reserved but keen. Is dependable and has worked hard on course."

At No.10 EFTS, course lasted 16 March to 22 May 1942. Flew in Tiger Moths (48 hours five minutes dual, 37 hours 30 minutes solo, 11 hours 15 minutes in Link Trainer. Flying Instructor was a man called Weeks (E. Weeks ?) who wrote of him, "Trainee is of average ability, general flying is satisfactory at times tend to become rough on controls. Student has shown much improvement in flying but lacks confidence in himself. Instrument flying average, needs more time on slow rolls and unusual positions under the hood." Courses in Ground Training were Airmanship (163 out of 200), Airframes (90 out of 100), Aero Engines (82 out of 100), Signals (95 out of 100), Theory of Flight (80 out of 100), Air Navigation (106 out of 200), Aircraft Recognition (65 out of 75) and Armament (81 out of 125).

At No.16 SFTS, course lasted 25 May to 11 September 1942. Placed 13th in a class of 57. Training included formation flying, night flying. Described as "A steady reliable pupil who has made satisfactory progress" and recommended for duty as Instructor.

Career as instructor: A "Categorization Report" for RCAF Flying Instructors, dated 4 December 1942 assesses him following course at No.2 FIS, Vulcan, Alberta. The course duration was 12 October to 6 December 1942. Prior to attending the course his flying time was 37 hours 45 minutes (single engine solo). 48 hours five minutes (single engine dual), 86 hours ten minutes (twin-engine solo) and 55 hours 45 minutes (twin-engine solo). At No.2 FIS he flew 14 hours 55 minutes (single-engine elementary training, day dual), 18 hours 35 minutes (single-engine elementary training, day solo), 12 hours 50 minutes (twin-engine advanced day solo), three hours (twin-engine advanced night solo), 17 hours 40 minutes (twin-engine advanced day dual) and two hours (twin-engine advanced night dual). The final assessment read: "Satisfactory knowledge of sequence and demonstration; requires to make his manner more interesting and convincing. Should make useful instructor with experience."

A "Categorization Report" for RCAF Flying Instructors, dated 29 June 1943, describes his skills. He was examined at No.11 SFTS by F/L J.G. Showler (Visiting Flight from Central Flying School). His flying times were described as 56 hours 40 minutes (single engine solo), 63 hours 40 minutes (single engine dual), 510 hours (twin-engine solo) and 72 hours 25 minutes (twin-engine dual). Of this time, 421 hours had been flown on instructional duties at No.11 SFTS. His ability as a pilot was assessed as "High Average", while ability to impart knowledge was "Average". He was further described as "A capable instructor whose instructional technique is not yet fully developed."

Course at No.1 Instrument Flying School (Deseronto) commenced 3 July 1943 and ended 17 July 1943. He spent 36 hours 20 minutes flying on course (Oxford aircraft). This consisted of three hours on day conversion to type, 30 minutes on night conversion to type, followed by 12 hours 25 minutes (day dual), seven hours 55 minutes (day solo), four hours (night dual), three

hours (night solo), 18 hours 35 minutes (Beam Flying), five hours 15 minutes (Instrument Flying), nine hours in Link Trainer, and nine hours as "Second Pilot" or "Safety Pilot". Graded 36 out of 50 in Instrument Flying (under hood), 25 out of 50 on Beam Procedure (Link trainer), 31 out of 50 on Beam Flying (day), 30 out of 50 on Beam Flying (night), and 69 out of 100 on Weather Flying (ability to fly accurately on instruments in cloud including low cloud. S/L H. Gibson described him as follows: "I.F. requires more polish, his reactions to kicker signals are very slow, is confident, but needs more experience."

Assessed 17 April 1943 by F/L H.W. Lupton, No.11 SFTS: "This man has a pleasant personality. He has produced some good pupils. Is conscientious toward his pupils."

Assessed 19 April 1943 by W/C W.R. Irwin, No.11 SFTS: "This man has a pleasant personality. He is very conscientious toward his pupils."

Assessed 7 August 1943 by F/L H.W. Lupton, No.11 SFTS: "A steady, reliable worker - good service attitude."

Assessed 23 September 1943 by W/C G. Folkus, No.11 SFTS: "During the past eleven months Flight Sergeant Duggan has shown himself to be a capable, conscientious instructor. He is pleasant and cooperative towards his flight duties. He has a great desire to go overseas and should become a good operational pilot/"

Pilot of Lancaster KB809, 4 November 1944, returning to base following operations. Unable to feather starboard inner engine following loss of oil pressure. Engine subsequently caught fire. Forced to land at Station Coningsby. As of this date he was described as having flown 38 hours 20 minutes on Lancasters and 1,205 hours on all types of aircraft. Of his Lancaster time, 25 hours 30 minutes were described as night flying while captain of aircraft.

Lancaster KB808 was airborne 1043 hours on 22 March 1945 and no more was heard of it. Crew were: J.35871 F/L J.P. Duggan (pilot and captain), London, Ontario; J.91026 P/O F.K. Trent (second pilot), Pathlow, Saskatchewan; J.39003 F/O G.A. Zuback (navigator), Kamloops, British Columbia; J.38407 F/O G.D. McLean (bomb aimer), wife in Ottawa; J.89833 P/O J.W. Dorrell (wireless operator), wife in Willoughby, Ohio; R.261128 Flight Sergeant C.E. Root (air gunner), wife in London, Ontario; R.139321 Flight Sergeant J.B. Ketchen (air gunner), wife in St. Catharines, Ontario; 3005762 Sergeant J.H. Bentley (RAF, flight engineer), father in Oceana Close Poplar, London. Aircraft carried one 4,000-lb HC bomb, smoke generator, H2S equipment, Gee equipment and K-23 camera. Remains of crew found by F/L J.A. Webb, No.4 Missing Research Enquiries Unit (report dated 6 September 1947); aircraft apparently had been shot down before reaching target and exploded with bomb load aboard. Originally buried at Hildesheim; exhumed and reburied in July 1948.

* * * * *

DUGGLEBY, F/L Henry Edward (J10955) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award. Born in Saskatoon, 22 May 1921; home there; enlisted there 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 although posted the day before to No.1 EFTS; graduated 16 August 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 28 November 1940. To Central Flying School, Trenton, 30 November 1940; to No.4 SFTS (instructor), 20 January 1941; promoted Flight Sergeant and Acting WO1, 1 December 1941; commissioned 31 March 1942; promoted Flying Officer, 1 October 1942; to No.1 General Reconnaissance School, Summerside, 1 January 1943; to "Y" Depot, Halifax, 21 March 1943; arrived In Britain, 11 April 1943; to No.422 Squadron, 1 June 1943; attached to No.1510 BABS Flight, Leuchers, 14-30 March 1944 before returning to No.422 Squadron with which he served until 20 November 1944 (promoted Flight Lieutenant on 31 March 1944); repatriated 3 December 1944; discharged 16 May 1946. Attended medical school at the University of Alberta and graduated in 1952. General Practice in Saskatoon and on staff of the Saskatoon City Hospital. Rejoined RCAF Auxiliary, 22 May 1953, in Saskatoon; served until 31 January 1963 (promoted Squadron Leader, 1 January 1959 and Wing Commander on discharge). Died 10 January 2003 in Saskatoon.

DUGGLEBY, F/L Harry Edward (J10955) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. This award was related to the sinking of the German blockade runner **Alsterufer**, 27 December 1943; see entry for F/L W.Y. Martin.

NOTE: On a form dated 23 November 1944 he reported having flown 945 hours 20 minutes with No.422 Squadron (all Sunderland time) and 12 hours 30 minutes with No.1510 Flight (Anson); he gave as his operational time a total of 802 hours 50 minutes (60 sorties; last one flown 7 October 1944) with overseas training time as 133 hours.

* * * * *

DUGUID, FS James (Can 4217A) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 3 May 1916. Home in Winnipeg; enlisted there 30 September 1937 with No.112 (Army Cooperation) Squadron. Promoted LAC, 16 July 1939. Slightly injured in crash of a Lysander of No.112 Squadron, Alexandra Bay, New York, March 1940. Promoted Corporal, 1 May 1940. Overseas as of 11 December 1940 when he was on strength of No.2 (Fighter) Squadron, later No.402 Squadron. Promoted Sergeant, 1 January 1941. Promoted Flight Sergeant, date uncertain. Repatriated 9 September 1944. To No.2 Training Command, 13 October 1944. To No.8 Repair Depot, 22 October 1944. To No.3 Repair Depot, 8 May 1945. To No.6 OTU, 29 May 1945. Retired 21 September 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol. 20606) has recommendation dated 15 August 1944. Air Frame Mechanic in charge of AFM's, No.62

Base Maintenance Servicing Section; enlisted September 1937; served 32 months in Canada, 50 months overseas:

Flight Sergeant Duguid, during his four years overseas, has set a fine example of loyalty, determination and ability to all airmen under his command. As an Airframe Mechanic in Fighter Command he took part in "keeping them flying" during the trying days of Dunkirk, Battle of Britain and Dieppe. During the last nine months in Bomber Command he has maintained his previous fine record and has been an inspiration to all concerned.

* * * * *

DUMAS, F/L Walter Vernon (J21327) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Ottawa, 19 July 1919. Home in Montreal; enlisted there 14 April 1940. Posted to No1 ITS, 29 April 1940; graduated and promoted LAC, 23 May 1940; to No.1 WS, that date; to No.2 BGS, 27 October 1940. Graduated and promoted Sergeant (air gunner), 13 December 1940. To Trenton, 14 December 1942; to Eastern Air Command, 5 February 1941. To Embarkation Depot, 24 January 1941. To RAF, 2 March 1941. Repatriated 5 August 1941. Remustered for pilot training, 27 November 1941 at which date he was posted to No.2 Manning Depot and reverted to AC2. To No.4 Training Command, 16 December 1941; to No.39 SFTS (guard duty), 16 January 1942; to No.3 SFTS, 26 January 1942; to No.2 ITS, 28 February 1942; may have graduated 24 April 1942 but not posted to No.5 EFTS until 6 June 1942; to No.15 SFTS, 15 August 1942; graduated and commissioned 4 December 1942. To No.3 Flying Instructor School, 23 December 1942. To 1 BGS, date uncertain. To "Y" Depot, 12 June 1943. To RAF overseas, 6 August 1943. Promoted Flying Officer, 15 August 1943. Promoted Flight Lieutenant, 15 August 1944. Repatriated 18 November 1944. Retired 13 March 1945. Member, RCAF Auxiliary as pilot, 17 June 1951 to 31 March 1958. Educated postwar at Loyola College and became a businessman. Appointed Honourary Colonel, No.434 Squadron, July 1993, subsequently extended to 31 May 1999. Died as Hawksbury, Ontario, 28 September 2010. 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 (undated) when he had flown 35 sorties (158 hours 35 minutes), 1 June to 14 October 1944.

Flight Lieutenant Dumas has completed a tour of operations totalling thirty-five sorties, eleven of which were attacks carried out against heavily defended major German targets. Throughout his tour, Flight Lieutenant Dumas has at all times displayed great keenness, determination and devotion to duty. On several occasions under harassing circumstances he has pressed home the attack with tenaciousness and unswerving determination. His skill, loyalty and gallantry has been an incentive and example to other members of the squadron.

* * * * *

DUMBRILLE, W/C John Clayton (C17402) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 6 July 1901 in North Gower, Ontario (RCAF Press Release 4907 announcing award). Educated at Kempville High School, Trinity College School, Port Hope, Royal Military College, Kingston (war course, 1918) and University of Toronto (1919-1923, Science). Prewar worked for Department of Highways (1920), Hollinger Mines (1921, construction, and then 1923-1927 on general engineering), Argonaut Mine (1927, mining engineer), Kirkland Lake Gold Mine (1927-1934, mining engineer) and as General Manager of Hard Rock Gold Mines, Geraldton, Ontario (1934 to enlistment). Enlisted in Fort William, Ontario, 5 February 1940 in Works and Buildings Branch and posted to AFHQ. Squadron Leader as of 15 May 1941. To No.3 PRC, 4 October 1941; disembarked in Britain, 20 October 1941. To RCAF Overseas Headquarters, 22 October 1941. Assignment was to study and report on RAF construction problems. To Rockcliffe, 27 March 1942. To Western Air Command, 19 April 1942. To No.9 Construction and Maintenance Unit, 3 July 1942. Promoted Wing Commander, 1 October 1942. Promoted Group Captain, 1 March 1945. To No.8 Release Centre, 8 October 1945. Retired 9 October 1945. Living in Toronto, July 1950. Died in Toronto, 14 March 1968.

This officer, as commanding officer, has organized this unit to a high state of efficiency. The success of the construction projects, completed at times under the greatest difficulties, has been largely due to his energy, persistence and enthusiasm. Under his personal supervision the construction of a particular landing strip on the west coast was completed in record time, well ahead of the scheduled date. He is a most capable officer, who has displayed outstanding devotion to duty.

The original Mention in Despatches recommendation was raised 23 August 1944 by G/C P.S. Secord, as follows:

This officer is Commanding Officer of No.9 Construction and Maintenance Unit, originally No.1 Works Construction Unit. Wing Commander Dumbrell has organized this unit to a high state of efficiency and the success of the construction projects, completed at times under the greatest difficulties, has been largely due to his energy, persistence and enthusiasm. Under his personal supervision the construction of a certain landing strip on the west coast was completed in record time, well ahead of the scheduled date.

On 28 February 1946, W/C H.B. Long recommended him for an OBE, the text of which tells much more:

In the Spring of 1942 this Officer organized in Western Air Command the first Construction and Maintenance Unit in the RCAF. His plans formed the basis of

the subsequent organization and successful operation of Construction and Maintenance Units throughout the RCAF. While in command of No.9 Construction and Maintenance Unit, from July 1942 to October 1945, he was responsible for the construction of a large number of very difficult projects. His untiring and persistent efforts beyond the call of ordinary duty contributed in a large measure to the successful completion of Pacific Coast Defences. His devotion to duty was an inspiration to those under his command and was largely responsible for the excellent morale and the valuable accomplishment of his Unit.

Notes: He was of a direct, blunt nature, and in March 1943 clashed with a member of the Auditor General's staff. He was reported as saying that "the paper work came last and no auditors were going to interfere with the work of his station", to which the official took personal exception and complained. He appears to have taken this attitude once before, and was cautioned by the Air Officer Commanding.

The lists of his Temporary Duty movements show him to be in almost constant motion, and a frequent passenger in Goose, Stranraer, Norseman, Lockheed, Canso and Dakota aircraft. By way of example (and comparing lists of flying times) we may list the following:

19 April 1943 - TD Vancouver to Northern Bases (Goose 698, No.122 Squadron, 2.30.).
21 April 1943 - Norseman 695, No.122 Squadron, 1.00
23 April 1943 - Norseman 695, No.122 Squadron, 2.30
24 April 1943 - Norseman 695, No.122 Squadron, 2.40
25 April 1943 - TD ceases, return to Sea Island (Norseman 695, No.122 Squadron, 6.25)
23 May 1943 - TD Vancouver to Northern Bases (Norseman 695, No.122 Squadron, 2.55)
24 May 1943 - Norseman 695, No.122 Squadron, 1.40
25 May 1943 - Norseman 695, No.122 Squadron, 5.20
27 May 1943 - TD ceases, return to Sea Island (Norseman 695, No.122 Squadron, 6.10)

The following assessment is interesting:

Has effectively organized No.9 Construction and Maintenance Unit during period of increase of establishment and strength from 100 to 1,300 personnel. Has carried to completion many difficult construction projects, although in many cases hampered by lack of personnel, equipment and materials, Under this officer's command, No.9 Construction and Maintenance Unit is rapidly becoming more efficient. (G/C P.S. Secord, 3 June 1943)

A letter dated 20 December 1944 (A/V/M F.M. Heakes) recommended promotion to Group Captain; he stated:

This officer has been Commanding Officer of No.9 Construction and Maintenance Unit since 3 July 1942. This unit is responsible for all RCAF

construction in the Command [WAC], and Wing Commander Dumbille has exhibited exemplary initiative and drive in the performance of his duties. No.9 Construction and Maintenance Unit is an extremely difficult unit to administer in view of the fact that it has over 2,000 personnel on strength, dispersed over various detachments throughout the Command.

* * * * *

DUMKA, F/O Carl Walter (J92590) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 5 February 1922 in Travers, Alberta; home in Arrowhead or Calgary (clerk); enlisted in Calgary 21 July 1942. To No.3 Manning Depot, 13 August 1942. To No.2 WS (guard), 25 September 1942. To No.2 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 when posted to No.15 EFTS; graduated 25 May 1943 when posted to No.15 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 7 November 1944. Promoted Flying Officer, 7 May 1945. Repatriated 1 June 1945. Retired 1 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9131 has recommendation dated 5 May 1945 when he had flown 33 sorties (190 hours 41 minutes), 6 October 1944 to 4 January 1945.

6 October 1944 - Gelsenkirchen (4.15, 2nd pilot)
9 October 1944 - Bochum (5.45)
14 October 1944 - Duisburg (5.02)
15 October 1944 - Duisburg (5.25)
28 October 1944 - Westkapelle (3.22)
30 October 1944 - Cologne (3.37), DNCO, port outer unserviceable
31 October 1944 - Cologne (5.13)
2 November 1944 - Dusseldorf (4.41)
4 November 1944 - Bochum (4.55)
16 November 1944 - Julich (4.26)
29 November 1944 - Essen (6.00)
12 December 1944 - Essen (5.14)
18 December 1944 - Duisburg (6.40)
29 December 1944 - Coblenz (6.00)
30 December 1944 - Cologne (6.01)
2 January 1945 - Ludwigshaven (6.31)
4 January 1945 - Hamburg/Rhenania (5.29)
6 January 1945 - Hanau (6.31)
28 January 1945 - Stuttgart (6.34)
2 February 1945 - Wanne Eickel (5.27)
4 February 1945 - Bonn (5.35)

7 February 1945 - Goch (5.27)
 13 February 1945 - Bohlen (7.27)
 21 February 1945 - Worms (6.56)
 23 February 1945 - Essen (5.16)
 7 March 1945 - Hemmingstedt (6.28)
 8 March 1945 - Hamburg (6.25)
 12 March 1945 - Dortmund (5.48)
 13 March 1945 - Wuppertal (5.34)
 18 March 1945 - Bottrop (5.18)
 22 March 1945 - Witten (7.24)
 24 March 1945 - Duimen (5.02)
 25 March 1945 - Sterkrade (5.55)

This officer has now completed his first operational tour consisting of 33 sorties involving 190 hours. He has proved himself to be a very good captain of aircraft, who has always pressed home his attacks, often against the most heavily defended targets. He has frequently shown great skill and determination and complete disregard for his own personal safety. His cheerfulness at all times and his courage and coolness in [the] face of the enemy have been a source of inspiration to the whole squadron.

For his courage and devotion to duty this officer is recommended for the award of the Distinguished Flying Cross.

* * * * *

DUNBAR, F/O Hector Gordon Stuart (J13821) - **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 11 September 1913 in Woodstock, Ontario; home there; enlisted London, Ontario, 11 April 1940 as Clerk Accountant. To Technical Training School, St. Thomas, 29 June 1940. To No.1 BGS, 18 August 1940. Promoted AC1, 11 September 1940. Promoted LAC, 11 December 1940. To No.5 SFTS, 20 December 1940. Promoted Corporal, 1 June 1941. Remustered to aircrew, reverted to AC2 and posted to No.6 ITS, 28 February 1942; graduated 24 April 1942 when promoted Corporal and posted to No.8 AOS; graduated and commissioned 28 August 1942. Posted that date to "Y" Depot. To RAF overseas, 2 October 1942. Promoted Flying Officer, 23 February 1943. Promoted Flight Lieutenant, 28 August 1944. Repatriated 23 July 1945. Retired 31 August 1945. Presented 14 June 1949. Shown in photo PL-36838 (H.G. Franks, DFC, Robert A. Gray, DFC, H. G.S. Dunbar, DFC and K. Koresky, DFC). 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 sorties (164 hours 30 minutes), 28 March 1943 to 3 May 1944.

This officer has now completed twenty-seven sorties over enemy territory including such heavily defended targets as Berlin (2), Hamburg (3), Duisburg (2) and Essen as well as other long sorties that call for exceptional navigational ability.

He has at all times shown a fearless and fine offensive spirit which has been an excellent example not only to his crew, but to fellow navigators. Flying Officer Dunbar has acted as Deputy Navigation Leader and has contributed much to the success of that Section by his initiative and leadership.

I consider that his splendid record and quiet but dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

28 March 1943 - St. Nazaire (5.35)
2 April 1943 - Lorient (6.35)
4 April 1943 - Kiel (6.30)
8 April 1943 - Duisburg (6.40)
27 April 1943 - Duisburg (6.40)
12 June 1943 - Bochum (5.30)
21 June 1943 - Krefeld (4.55)
22 June 1943 - Mulheim (4.55)
24 June 1943 - Wuppertal (5.45)
25 June 1943 - Gelsenkirchen (4.50)
28 June 1943 - Cologne (4.40)
2 July 1943 - Gardening (4.35)
24 July 1943 - Hamburg (6.40)
25 July 1943 - Essen (5.40)
27 July 1943 - Hamburg (6.15)
29 July 1943 - Hamburg (6.00)
2 August 1943 - Hamburg (6.30)
10 August 1943 - Nuremberg (8.20)
20 January 1944 - Berlin (7.25)
30 January 1944 - Berlin (6.50)
24 February 1944 - Schweinfurt (8.25)
7 March 1944 - Le Mans (6.05)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (5.10)
27 April 1944 - Aulnoye (5.05)
1 May 1944 - Gardening, St.Nazaire (5.30)
3 May 1944 - Gardening, St.Nazaire (5.10)

* * * * *

DUNCAN, Corporal Basil Underwood (R113829) - **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. Born in Kenora, Ontario, 8 February 1921. Home in Fort William (labourer). Militia service with New Brunswick Tanks (Sussex). Attended Moncton Aero Engine School, taking a course under auspices of Dominion Youth Training Project; enlisted in Moncton, 29 July 1941 as Aero Engine Mechanic and Technician. To School of Technical Training, St. Thomas, Ontario, 4 September 1941. Promoted AC1, 10 January 1942. To No.8 SFTS, 14 January 1942. To "Y" Depot, Halifax, 12 March 1942. To RAF overseas, 13 June 1942. Disembarked in Britain, 24 June 1942. Promoted LAC, 1 July 1942. To No.422 Squadron, 10 July 1942. To Station Oban, 5 November 1942. Attended course on Bristol Pegasus engines, Bristol Company, 7 December to 20 December 1942. Promoted Corporal, 23 May 1943. Attached to Station Castle Archdale, 2-31 October 1943. Attached to No.21 School of Technical Training, 23 December 1944 to 6 January 1945 (course in Twin Wasp engines) when reposted to No.422 Squadron. Repatriated to Canada, 7 August 1945. Released 22 September 1945. Became a CPR Machinist. Died in Fort William, Ontario, 11 April 1981 as per **Legion Magazine** of August 1981.

* * * * *

DUNCAN, FS (now P/O) Gordon William (R83375/J19682) - **Mention in Despatches** - No.172 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 9 March 1919 (Ferry Command Record). Home in Windsor, Ontario; enlisted there 14 February 1941 and posted that day to No.2 Manning Depot. To No.3 SFTS (non-flying duties), 29 March 1941. To No.2 WS, 25 May 1941; promoted LAC, 26 June 1941. To No.3 BGS, 10 October 1941. Promoted Sergeant, 8 November 1941. To No.31 OTU, 20 November 1941. Attached to Ferry Command, Dorval, 15 May 1942. Departed Dorval, 31 May 1942 in Hudson FH427, proceeding via Presqu'Isle, Debert, and Good Bay; arriving in Britain 4 June 1942. Commissioned 26 January 1944. Repatriated to Canada, 3 February 1944. To No.34 OTU, 20 March 1944. To No.10 AOS, 10 May 1944. To No.4 AOS, 16 June 1944. To Eastern Air Command, 30 August 1944. To No.10 (BR) Squadron, 4 September 1944. At "Y" Depot, Halifax, 3-26 October 1945. Released 11 November 1945.

* * * * *

DUNCAN, F/L Ian George (J10895) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 29 January 1921 in Dryden; Ontario; home in Keewatin, Ontario; educated at University of Manitoba; enlisted Kenora, 1 June 1941. Trained at No.4 ITS (graduated 11 October 1941), No.5 AOS (graduated 17 January 1942), No.7 BGS (graduated 28 February 1942) and No.1 ANS (graduated 5 April 1942). Commissioned April 1942. Bomb Aimer to F/L R.R. Flynn; obituary notice mentioned flying two tours. Released 11 September

1945. Obtained his Engineering degree from the University of Manitoba in 1947. Served again in RCAF, 22 March 1948 to 30 July 1970 (service number 27879), retiring with rank of Squadron Leader. Attended UBC and obtained his teaching certificate in 1971 but grew tired of substitute teaching and left it for a second career with CIBC. He retired again in 1986 and enjoyed many trips to Europe with his wife, Ida. Died in Vancouver, 10 November 2006. DHist biographical file includes long and interesting letter on training experiences. 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.1746 (PAC RG.24 Vol.20608) has recommendation dated 1 May 1945 at which time he had flown 39 sorties (254 hours), in two tours - one from 9 January 1943 to 12 June 1943 and one from 23 February to 4 April 1945. Recommendation read:

This officer has completed ten trips on a second tour of operations. His first tour included such difficult targets as Berlin, Turin, Stettin and Essen, on all occasions exhibiting great perseverance in placing his bombs accurately.

On a raid on Munster on March 25, 1944, the aircraft was devoid of navigational aids, having gone unserviceable shortly after take-off, and it was only through the exceptional aid given to the navigator by Flight Lieutenant Duncan that it was possible to continue on time and on track. On arriving at the target, it was found that the main bays would not release their bombs and it became necessary to jettison the main stations [sic] over the sea. Over England, the visibility was extremely bad, but Flight Lieutenant Duncan again persevered and managed to aid the navigator in guiding the captain to a diversion base.

His attitude and keenness in all phases of his work, both in the air and on the ground, is outstanding and a fine example. On daylight operations, photographs brought back have averaged 268 yards error, and night operations indicate the same tenacity of purpose. His devotion to duty and fighting spirit are worthy of the highest praise.

The sortie list was as follows:

9 January 1943 - Gardening, Simonzand (5.30)
22 January 1943 - Gardening, Juist (5.15)
23 January 1943 - Lorient (6.50)
29 January 1943 - Lorient (7.10)
3 February 1943 - Hamburg (6.10)
4 February 1943 - Turin (9.35)
13 February 1943 - Lorient (6.30)
14 February 1943 - Cologne (5.45)
16 February 1943 - Lorient (7.00)
18 February 1943 - Gardening, Juist (4.45)

19 February 1943 - Wilhelmshaven (5.20)
 24 February 1943 - Wilhelmshaven (4.50)
 1 March 1943 - Berlin (8.00)
 5 March 1943 - Essen (5.25)
 9 March 1943 - Munich (10.00)
 11 March 1943 - Stuttgart (8.35)
 29 March 1943 - Berlin (7.40)
 8 April 1943 - Duisburg (5.10)
 10 April 1943 - Frankfurt (7.50)
 14 April 1943 - Stuttgart (7.55)
 16 April 1943 - Pilsen (10.20)
 20 April 1943 - Stettin (8.25)
 4 May 1943 - Dortmund (5.05)
 13 May 1943 - Bochum (5.55)
 23 May 1943 - Dortmund (5.30)
 27 May 1943 - Essen (5.30)
 29 May 1943 - Wuppertal (5.25)
 11 June 1943 - Dusseldorf (5.25)
 12 June 1943 - Bochum (5.30)

* * * * *

23 February 1945 - Essen (6.25)
 24 February 1945 - Kamen (6.50)
 27 February 1945 - Mainz (7.00)
 1 March 1945 - Mannheim (7.00)
 2 March 1945 - Cologne (5.55)
 22 March 1945 - Dorstein (5.00)
 24 March 1945 - Gladbach (5.55)
 25 March 1945 - Munster (5.40)
 31 March 1945 - Hamburg (5.55)
 4 April 1945 - Harburg Rhenania oil plant (6.00)

* * * * *

DUNCAN, P/O John Appleton (J3116) - **Distinguished Flying Cross** - No.40 Squadron - Award effective 2 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born 3 June 1917 in Bruce Mines, Ontario; home in Sault Ste.Marie; enlisted Toronto, 11 May 1940. To No.1 ITS, 1 June 1940. Promoted LAC, 21 June 1940. To No.1 AOS, 21 June 1940. To No.1 BGS, 15 September 1940. Promoted Sergeant, 27 October 1940 and posted to No.1 ANS; graduated from No.1 ANS, 30 November 1940 (commissioned that date). To No.3 MD, 10 December 1940. To RAF overseas, 16 December 1940, actually arriving in UK later that month. With No.40 Squadron, 19 March to 12 August 1941. Observer (navigator) to S/L .J. Stickley, DFC, CAN/RAF, which see. Invested at Buckingham Palace, 25 November 1941. Repatriated to Canada via No.31 Personnel Depot, 22 May 1943. To No.12

EFTS, 27 June 1943. To No.1 SFTS, 21 August 1943. Graduated as a pilot, 1 December 1943. Commissioned as Flight Lieutenant in permanent postwar force, 1 October 1946. Promoted Squadron Leader, 1 June 1948. Promoted Wing Commander, 1 June 1952. Died in Manotick, Ontario, 18 April 1984. RCAF photo PL-1889 dated 15 December 1940 shows P/O B.R. Walker (London, Ontario), P/O J.A. Duncan (Sault Ste. Marie), P/O V.V. Havlicek (Toronto), P/O Harry Crease (Windsor, Ontario) and P/O Gordon A. Russell (Hull, Quebec). Cited among 51 decorated (five DSOs, 26 DFCs, 20 DFMs) with the following joint citation:

In July 1941, large scale attacks were made on German warships at Brest and La Pallice (including the "Gneisenau", "Scharnhorst" and "Prince Eugene"). A smaller attack was made on Cherbourg. The operations were carried out in daylight and extremely heavy and accurate anti-aircraft fire and fighter opposition were encountered by all aircraft when approaching the targets, which at Brest were protected by a balloon barrage. The aircrews engaged succeeded, nevertheless, in securing direct hits on their objectives and in inflicting very severe damage in the target area. During the combats with enemy fighters, 21 hostile aircraft were destroyed and others were severely damaged. The precise timing of the attack by the various formations of aircraft and their correct approach and accurate bombing of the objective in the face of such powerful opposition demanded great skill and high courage. The great success of these operations was largely due to the bravery, determination and resource displayed by the following officers and airmen, who participated in various capacities as leaders and members of the aircraft crews.

* * * * *

DUNCAN, P/O John Douglas (J19955) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 23 February 1923 at Antler, Saskatchewan (birth date on MI.9 report); home there (truck driver); enlisted in Winnipeg, 24 July 1941 and immediately posted to No.2A Manning Depot. To No.4 Training Command and No.36 SFTS for non-flying duties, 8 August 1941. To No.4 ITS, 1 September 1941; graduated 3 October 1941 and promoted LAC; to No.6 EFTS, 9 October 1941; to No.11 SFTS, 5 December 1941; promoted Sergeant, 24 March 1942. To "Y" Depot, 28 March 1942. To RAF overseas, 30 April 1942. Further trained at No.19 OTU, Kinloss. Repatriated 23 September 1943. To "Y" Depot again, 6 November 1943; taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Commissioned 5 January 1944. Repatriated to Canada, 21 August 1945. Released 22 October 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DFC and Bar sent by registered mail, 11 March 1949. Public Records Office Air 2/9015 has recommendation dated 13 April 1944 when he had flown 28 sorties (173 hours 20 minutes):

4 April 1943 - Dortmund (6.10)

26 April 1943 - Duisburg (5.05)
12 May 1943 - Duisburg (4.35)
13 May 1943 - Pilsen (7.25)
29 May 1943 - Elberfeld (6.00)
11 June 1943 - Dusseldorf (4.50)
12 June 1943 - Bochum (5.20)
14 June 1943 - Oberhausen (4.40)
22 June 1943 - Mulheim (4.45)
24 June 1943 - Elberfeld (5.35)
28 June 1943 - Cologne (5.35)
8 July 1943 - Cologne (5.40)
9 July 1943 - Gelsenkirchen (5.40)
14 January 1944 - Brunswick (6.35)
20 January 1944 - Berlin (7.35)
21 January 1944 - Berlin (7.20)
27 January 1944 - Berlin (8.25)
30 January 1944 - Berlin (6.30)
15 February 1944 - Berlin (6.45)
19 February 1944 - Leipzig (7.40)
20 February 1944 - Stuttgart (7.45)
24 February 1944 - Schweinfurt (8.10)
1 March 1944 - Stuttgart (early return)
15 March 1944 - Stuttgart (8.00)
18 March 1944 - Frankfurt (6.05)
22 March 1944 - Frankfurt (5.40)
24 March 1944 - Berlin (7.40)
30 March 1944 - Nuremburg (8.30)

In July 1943, when half-way through a tour of operations, this officer was shot down over enemy territory. He took to his parachute and then to his feet and, after a few weeks in Europe, reported back to his squadron with the request that he be allowed to complete his tour, which had been subject to such an unmannerly interruption. This request was granted and Pilot Officer Duncan has now completed 28 successful sorties. Every one in the fourteen sorties in the second half of his tour has been against distant German targets, and Pilot Officer Duncan has taken full advantage of these opportunities of settling his personal score.

On 22 April 1944 the Commanding Officer, RAF Station Waddington, added a note that illustrates the awkwardness with which some recommendations were handled:

A most determined and resolute Captain who has rendered first class service to the war effort in the air. It is therefore a matter of regret that the end of his tour should be marred by an unsavoury disciplinary incident on the ground. Action in

this matter is not yet complete, but I feel compelled to forward this recommendation and place Pilot Officer Duncan's name high in my order of priority.

Presumably this "disciplinary incident" was resolved in some way; the Air Officer Commander No.5 Group supported the recommendation on 2 May 1944.

Public Record Office WO 208/3314 has the MI.9 report of 1499890 Sergeant Gerard Bartley (RAF), 1127645 Sergeant Sidney Hughes (RAF) and Sergeant Duncan. They had cleared Gibraltar on 1 September 1943, reaching Whitchurch on 2 September (interviewed 2-3 September 1943). They reported being airborne from Bardney (near Lincoln) in a Lancaster, 2230 hours on 9 July 1943 for a raid on Gelsenkirchen, being hit by flak near Cambrai about 0215 hours of 10 July 1943 and baling out. That portion of the report pertaining to Duncan read as follows:

I landed in a cornfield just east of Cambrai and immediately hid my parachute and Mae West. I walked southeast across country till daybreak and then slept in a haystack till 1100 hours.

I continued across country, passing through a small town, where a boy gave me a loaf of bread and showed me on my map where I was. About 1800 hours I went to a farmhouse near Cambrai and got food and shelter.

I set off about 0500 hours next day (11 July). About noon I stopped at a farmhouse and told the people I was English. They took me to another house, where I got food and shelter for the night. Next day (12 July) I was taken by car to Chauny, where I was sheltered for eight days.

Bartley, Hughes and Duncan had each been brought to Chauny, and their subsequent journeys were arranged for them.

DUNCAN, F/L John Douglas, DFC (J19955) - **Bar to 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.

As pilot and captain of aircraft this officer has set a fine example of courage and leadership. He has shown outstanding enthusiasm and determination on all his operations, often against the strongest enemy opposition. Flight Lieutenant Duncan's great courage and devotion to duty are worthy of the highest praise.

* * * * *

DUNCAN, P/O (now F/L) Robert (J35954) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - since gone to Transport Conversion Squadron - Award effective 14 November 1944

as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 11 June 1921. Home in Calgary; enlisted there 26 June 1941. To No.2 Manning Depot, 10 July 1941. To No.12 SFTS (non-flying duties), 15 August 1941. To No.2 ITS, 13 September 1941; promoted LAC, 21 November 1941 and posted that date to No.12 EFTS; completed course on 21 January 1942 and posted on 31 January 1942 to No.5 SFTS; graduated 5 June 1942 and promoted Sergeant. To No.13 (Operational Training) Squadron, 27 June 1942. Commissioned 3 August 1943. To Eastern Air Command, 5 October 1943. To No.5 (BR) Squadron, 29 October 1943, serving in that unit until 28 October 1944. To No.166 Squadron, 6 January 1945. To Western Air Command, 1 November 1945. To No.6 OTU, 9 November 1945. To Western Air Command Headquarters, 12 February 1946. To Release Centre, 29 April 1946. Released 3 May 1946. Died in Vancouver, 18 February 2011. As of award had flown 1,050:50 hours, 601:35 operational (66 sorties). See DFC entry for F/L F.C. Colbourne for report of attack on U-Boat, 24 February 1943.

This officer has taken part in four attacks on enemy U-Boats. On one occasion, while captain of an aircraft, a surfaced enemy submarine was sighted and, in spite of heavy anti-aircraft fire from the U-Boat, he pressed home his attack and dropped depth charges. His starboard wing was damaged by gun fire but he continued to engage the enemy until the U-Boat disappeared. At all times this officer has displayed skill and courage on operational flying and an exceptional eagerness to serve in any situation.

* * * * *

DUNCAN, WO1 Wayne Jacob (R78620) - **Air Force Cross** - No.5 EFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 18 May 1917. Enlisted in London, Ontario, 24 October 1940 as an Elementary Flying Instructor. To No.1 Training Command, 24 October 1940. To "elsewhere", 19 January 1941. Promoted Sergeant and posted to No.5 EFTS, 24 February 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. To No.5 Manning Depot, 4 November 1942. Promoted WO1, 1 December 1942. To No.6 SFTS, 5 December 1942 to be trained to higher flying standards; graduated 5 March 1943. To No.3 FIS, 12 March 1943. To No.5 EFTS, 26 April 1943. Commissioned 8 November 1943. To No.3 SFTS, 15 November 1944. To No.1 Flying Instructor School, 15 December 1944. To Central Flying School, 31 January 1945. To No.10 Repair Depot, 27 February 1945. To No.6 OTU, 6 December 1945. To Release centre, 15 February 1946. Released 26 February 1946. As of recommendation for award he had flown 2,647 hours, 2,400 as instructor, 520 in previous six months. Presented 27 April 1945.

This warrant officer, with outstanding ability, has been engaged in flying instructional duties since the outbreak of war, during which time the manner in which he has carried out his work, and his strength of character, have been an excellent example to the other NCO's and an invaluable support to his officers.

* * * * *

DUNCANSON, S/L Don Allister (J12204) - **Distinguished Flying Cross** - No.144 Squadron - Award effective 28 November 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born 15 November 1919 in Dutton, Ontario; home there; enlisted London, Ontario, 16 June 1941 and posted to No.1 Manning Depot. To No.6 ITS, 10 October 1941; promoted LAC, 6 December 1941 and posted that date to No.20 EFTS; to 16 SFTS, 28 February 1942; graduated and commissioned on 19 June 1942. To No.1 GRS, 3 July 1942. To "Y" Depot, 13 September 1942; to RAF overseas, 2 October 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 19 June 1944. Promoted Squadron Leader, 1 September 1944. Invested at Buckingham Palace, 13 July 1945. Repatriated to Canada, 5 September 1945. Released 24 October 1945. Served again, 6 June 1948 to 1 April 1949 with No.9420 Servicing Echelon (Auxiliary unit in London, Ontario).

This officer has set a fine example of keenness and courage. In October 1944 he flew the leading aircraft of a small formation which attacked a convoy of five merchantmen escorted by several armed ships. In the face of considerable anti-aircraft fire, Squadron Leader Duncanson pressed home his attack and afterwards flew safely to base. This officer has completed many sorties and has displayed exceptional devotion to duty throughout.

RCAF Press Release No. 7732 dated 10 December 1944 from "Stubbings" read as follows:

WITH CANADIANS FLYING IN THE RAF: - DECEMBER 10TH: -
Beaufacters flying low over the sea yesterday surprised a medium sized merchant vessel attempting to break the blockade of RAF Coastal Command "ship busters" and dodge from port to port along the Norwegian coast. Numerous rockets and cannon hits were seen and in spite of flak from the ship and shore batteries, the attack was pressed home to mast height.

When the Beaufacters broke off the attack, the vessel was well ablaze from the bridge to the stern and two explosions were seen.

A Canadian flying with the RAF., Squadron Leader D.A. Duncanson, DFC, of Dutton, Ontario, the flight leader, said: "Several cannon and rocket hits were seen above and below the waterline".

He added: "We could see crater all over the decks and not only were they set on fire after each Beaufacter had attacked but there was a real blaze amongst the cargo in the holds. Within a matter of seconds, there were two explosions below deck. As we set course, thick black smoke was coming from her".

One Beaufacter is missing.

* * * * *

DUNDAS, P/O Edward Garth (J17017) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 24 April 1922 in Miami, Manitoba; home there (clerk, delivery boy); enlisted Winnipeg, 5 April 1941. To No.2 Manning Depot, 17 June 1941. To No.11 Equipment Depot, 7 August 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 3 October 1941; to No.18 EFTS, 6 October 1941; may have graduated 3 December 1941 but not posted to No.15 SFTS until 6 December 1941; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942; to RAF overseas, 22 April 1942. To No.15 (Pilots) AFU, 24 June 1942. To No.19 OTU, 11 August 1942. Promoted Flight Sergeant, 27 September 1942. To No.1661 Conversion Unit, 22 November 1942. To No.1660 Conversion Unit, 15 December 1942. To No.61 Squadron, 17 January 1943. To No.83 Squadron, 26 March 1943. To No.61 Squadron again, 24 April 1943. Commissioned 2 May 1943. To No.17 OTU, 16 August 1943 (staff pilot). Promoted Flying Officer, 11 September 1943. To No.82 OTU, 29 February 1944. To No.86 OTU, 15 June 1944. Special leave in Canada, 28 October 1944. Promoted Flight Lieutenant, 12 December 1944. Embarked from Canada, 18 December 1944, arriving in Britain 25 December 1944. To No.76 Base, 6 January 1945. Attached to No.1666 Conversion Unit, 16 February 1945. To No.434 Squadron, 19 March 1945. Repatriated 11 June 1945 for Tiger Force. To No.2 Aircrew Holding Unit, Brandon, 15 August 1945, Retired 26 September 1945. Presented with DFC and Bar, 18 May 1946. Photo PL-34098 shows him with F/O I.R. Sterling, DFC. Died in Abbotsford, British Columbia, 23 January 1985 as per **Legion Magazine** of April 1985.

Pilot Officer Dundas has completed many attacks against major German and Italian targets. All his sorties have been characterized by his determined fighting spirit and ability to press home the attack in the face of the heaviest defences. On one occasion he continued to the target although the rear turret of his aircraft was hit by anti-aircraft fire while in the target area but he successfully completed his mission.

DUNDAS, F/L Edward Garth, DFC (J17017) - **Bar to Distinguished Flying Cross** - No.434 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946.

Since the award of the Distinguished Flying Cross this officer has commenced a second tour of operational duty. A capable and courageous captain of aircraft, he has proved to be a fine leader who has always pressed home his attacks, often in the face of intense anti-aircraft fire.

The original recommendation, drafted 20 May 1945 by W/C J.C. Mulvihill, listed seven sorties (51 hours), as follows:

31 March 1945 - Hamburg (6.00)

6 April 1945 - Leuna (9.20)
8 April 1945 - Hamburg (6.25)
10 April 1945 - Leipzig (9.00)
13 April 1945 - Kiel (6.10)
16 April 1945 - Schwandorf (9.05)
10 May 1945 - Juvencourt (5.00, POW transport)

This captain on his second tour of operations has continued to set a very high example of skill, courage and determination. He has proven himself to be a leader of the highest order and as a deputy Flight Commander his keenness to hit the enemy has been an inspiration to all members of the squadron. I recommend the non-immediate award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 10 February 1944 stated he had flown 30 sorties (193 hours) with Nos. 61 and 83 Squadrons, 17 January to 26 July 1943.

Incident, 5 April 1943, Lancaster FD372. Return from operational sortie. "I made normal approach and all the engines were in perfect running order. The wheels touched down first, and the tailwheel did not contact the ground until the aircraft had lost speed considerably, There was nothing violent or abnormal about the landing." Nevertheless, tail strut supporting beam broke away from Former 35. Aircraft had been used for training new crews on take-offs and landings, and had likely been subjected to landing loads heavier than normal.

His crew on No.434 Squadron consisted of himself, J23343 F/O H.C. Heaney (navigator, previously awarded DFC), J9912 F/O M.W. McRae (air bomber), J85732 F/O D.K. McMillan (WOP/AG), C88800 P/O G.B. Squair (AG), J85178 P/O B.H. Johnson (MUG) and 179523 P/O E.A. Wilkinson (FE).

* * * * *

DUNDAS, F/L George Shambrooke (J27409) - **Commended for Valuable Services** - No.10 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 3 May 1920. Home in Markdale, Ontario; enlisted in Toronto, 21 May 1942. To No.1 Manning Depot, 16 June 1942 but then granted Leave Without Pay until 13 August 1942 when posted to No.4 Manning Depot. To No.5 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.4 AOS until 6 February 1943; graduated and promoted Sergeant, 25 June 1943; commissioned 9 July 1943; posted to No.1 CNS on 24 July 1943. To No.10 AOS, 20 August 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 1 October 1944. To "Y" Depot, 31 March 1945. To United Kingdom, 15 April 1945. Repatriated 7 August 1945. Retired 25 September 1945. Died in Kelowna, British Columbia, 17 March 2006. No citation.

* * * * *

DUNDAS, F/L John Owen (J25964) - **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 20 June 1921 in Thorold, Ontario; home there (personnel clerk); enlisted Hamilton, 24 February 1942 and posted to No.1 Manning Depot. To No.5 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.13 EFTS until 10 October 1942; may have graduated 11 December 1942 but not posted to No.5 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. Repatriated 28 December 1944. To No.1 Air Command, 14 January 1945. To No.1 BGS, 1 February 1945. To No.4 Release Centre, 18 February 1945. Retired 14 March 1945. Died in St. Catharines, Ontario, 1 January 2016. RCAF photo PL-32773 (ex UK-14592 dated 9 September 1944) is captioned as follows: "Flying Officer Jack O. Dundas, Thorold, Ontario, skipper of a Tiger Squadron Halifax, who has logged 29 operational trips over enemy territory, and Flight Sergeant C. Dean Cutmore, Peterborough, Ontario, rear gunner, hang up their flying togs at an RCAF Bomber Group Station prior to interrogation. They had just returned from bombing enemy shipping in Brest harbour." Decoration sent by registered mail, 10 March 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 15 September 1944 when he had flown 33 sorties (159 hours 35 minutes) from 16 March to 28 August 1944. Damaged by flak on 6 July 1944 (Siracourt) and again on 12 August 1944 (Brunswick, when he was coned).

Flying Officer Dundas has completed 33 sorties over enemy territory, some of which were carried out over heavily defended targets such as Stuttgart, Wesselling, Brunswick and Kiel. This officer is extremely keen and has always displayed the highest brand of courage. His cheerfulness has been a great asset in his Flight.

Flying Officer Dundas is an outstanding Captain of aircraft and I feel he fully deserves the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

16 March 1944 - Diversion (3.00)
19 March 1944 - Paris (3.55)
27 May 1944 - Bourg Leopold (6.00)
31 May 1944 - Au Fevre (4.25)
5 June 1944 - Caen (5.00)
6 June 1944 - Conde sur Noireau (6.30)
8 June 1944 - Mayenne (5.45)
10 June 1944 - Versailles Matelot (6.25)

12 June 1944 - Arras (3.15, turned back, port outer cut)
 14 June 1944 - Cambrai (4.40)
 16 June 1944 - Sautrecourt (5.00)
 17 June 1944 - Oisemont-Neuville en Bois (4.40)
 21 June 1944 - Oisemont-Neuville en Bois (5.20)
 4 July 1944 - Villeneuve St. George (6.05)
 6 July 1944 - Siracourt (4.30, hit by flak)
 9 July 1944 - Ardouval (5.15)
 12 July 1944 - Bremont (4.00)
 14 July 1944 - Anderbelck (3.15)
 18 July 1944 - Wesselling (5.20)
 20 July 1944 - Ferme au Bois (3.45)
 24 July 1944 - L'Hey (3.15)
 25 July 1944 - Stuttgart (10.15)
 7 August 1944 - La Hogue (4.55)
 8 August 1944 - Brest (4.500)
 9 August 1944 - Prouville (3.55)
 12 August 1944 - Brunswick (5.25, damage by flak, coned)
 14 August 1944 - Falaise (4.05)
 15 August 1944 - Tassily (4.15)
 16 August 1944 - Kiel (5.05)
 18 August 1944 - Connatres (6.20)
 25 August 1944 - Brest (2.40, starboard outer unserviceable, turned back)
 27 August 1944 - Marquis Mimoyecques (4.00)
 28 August 1944 - Brest (5.00)

* * * * *

DUNFIELD, F/L John Watkins (J12881) - **Distinguished Flying Cross** - No.161 (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 13 September 1919. Enlisted in Calgary, 4 July 1941. To No.3 Manning Depot, 19 August 1941. To No.8 BGS (guard), 10 October 1941. To No.4 ITS, 9 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.18 EFTS; graduated 28 March 1942 when posted to No.1 SFTS; (graduated and commissioned 17 July 1942; to No.1 GRS, 14 August 1942; to No.3 OTU, 31 August 1942; to Eastern Air Command, 11 December 1943; to No.161 (BR) Squadron, 13 December 1943. Promoted Flight Lieutenant, 4 August 1944. To Yarmouth, 1 June 1945. Retired 16 October 1945. Contested 1949 B.C. election as a CCF candidate. Died in Vancouver on or about 30 April 1999. As of recommendation had flown 1,614 hours, 665 operational (73 sorties).

Throughout this pilot's tour of operational flying he has shown outstanding keenness and devotion to duty. While engaged in operations he has enthusiastically carried out all duties to which he has been assigned with skilful

leadership, which has been an inspiration to the members of his flight. His ability, courage and determination as a pilot and flight commander are most praiseworthy.

* * * * *

DUNGEY, P/O Elmer Burton (J17742) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 November 1943 as per **London Gazette** dated 19 November 1943 and AFRO 166/44 dated 28 January 1944. Born 20 May 1915 in Alliston, Ontario; home in Collingwood, Ontario; enlisted Toronto, 5 June 1941. Trained at No.3 ITS (graduated 19 December 1941; to No.4 EFTS, 24 December 1941; may have graduated 5 March 1942 but not posted to No.2 SFTS until 11 March 1942; graduated 3 July 1942. Further trained at No.22 OTU, Wellesbourne. Commissioned 1943. Shot down 3 July 1943, he was the last man to bale out (whole crew survived); he and one other crewman were hidden by Belgian underground. He escaped via France and the Pyrenees to Spain, took a boat to Gibraltar and made it back to England. Other postings unclear on available record. Retired 8 January 1947. Postwar he ran a bakery and worked in real estate. Died in Toronto, 30 May 1996.

This officer has completed very many sorties involving attacks on a wide range of important and well defended targets. He is a skilful and determined pilot whose fine record has been worthy of high praise. His coolness and courage in the face of the enemy have greatly inspired his crew.

Public Record Office Air 2/5020 has recommendation by W/C W.D.S. Ferris dated 21 October 1943 when he had flown 20 sorties (131 hours 55 minutes).

Pilot Officer Dungey has carried out 20 sorties against enemy targets, some of them being the most heavily defended targets in Germany. These sorties included the following: Cologne; Dusseldorf; Le Creusot; Krefeld; Wuppertal; Gelsenkirchen; Dortmund; Duisburg; Bochum; Frankfurt; Stuttgart; Pilsen; Stettin.

At all times his cheerful confidence inspired a high standard of morale in his crew, and through a quiet doggedness he has won a very good record of achievement. On the night of the 3rd July 1943, on a trip to Cologne, Pilot Officer Dungey's aircraft was attacked by two enemy fighters and set on fire owing to a hit in the incendiaries in the bomb bay. Displaying a fine sense of airmanship, he righted the aircraft and held it sufficiently long for his crew to bale out, then baled out himself. Pilot Officer Dungey displayed great presence of mind in not being taken prisoner, winning his way to freedom back to this country. I strongly recommend that this officer be granted the immediate award of the Distinguished Flying Cross..

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 him.

Public Record Office WO 208/3315 has MI.9 report of his evasion; he had left Gibraltar on 11 October 1943, arrived Lyneham on 12 October 1943 and been interviewed on 13 October 1943. Crew were P/O V. Foster (navigator, POW), P/O T. Lowrey (bomb aimer, POW), Sergeant T.M. Brown (RCAF, flight engineer, POW), Sergeant R.H. Speller (RCAF, mid-upper gunner, POW) and Flight Sergeant A.T. Bowlby (RCAF, rear gunner, evaded).

I was pilot of the crew of a Halifax bomber which left Leeming (Yorks) at 2250 hours on 3 July 1943 to bomb Cologne. We were attacked on the outward journey by two Junkers 88s, north of Diest (Northwest Europe 1:250,000, Sheet 3). Our bomb bay was hit and caught fire, and we had to jettison. I gave orders to bale out.

At 0035 hours (4 July) I came down in a bush near Tessenderloo (Northwest Europe, 1:250,000, Sheet 3) and was immediately knocked unconscious. My parachute remained hanging in a tree. When I came to I heard a man shouting, about 25 yards from me. He came over and took me to his farmhouse. Here his wife gave me a hot drink and something to eat. My host managed to extricate my parachute and brought it into the house.

After resting for half an hour I was taken out to a barn about 50 yards away. There were some men hiding here who said they were escaped Russians. One of them was definitely a fighter pilot. At 0400 hours, several men arrived and one of them took me to the woods and hid me in some bracken, where I stayed until 1000 hours. He man returned with a Belgian, who could speak very good English, and told me I was to remain there until 2200 hours (4 July). At 2200 hours another man came, bringing me civilian clothes, and from that point my journey was arranged for me.

* * * * *

DUNHAM, FS Charles Goodwyn Creagh (R60801) - **British Empire Medal** - No.409 Squadron (AFRO days only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born in Onaway, Manitoba, 2 August 1921. Home in Edmonton; enlisted there 14 June 1940. Retired 4 May 1945. Rejoined RCAF, 23 April 1946 (21417); retired again 26 July 1969 to live in Winnipeg. Subsequently worked as an Examinations Officer, Manitoba Apprenticeship and Training until 1981. RCAF photo PL-41188 (ex UK-17942 dated 5 January 1945) is captioned as follows - "Amid battered hangars on an airfield in France, FS C. Dunham of Edmonton, Nighthawk squadron maintenance chief,

shows Sergeant Lawrence Curtis of Toronto his Scottish bride who he will be taking back to Canada when he is repatriated shortly. Dunham has been overseas for more than three years.” Citation found in DHist file 181.009 D.1554 (PAC RG.24 Vol.20601). Died in Winnipeg, 16 January 2007, aged 86; see Royal Canadian Legion “Last Post” website and **Legion Magazine** of May/June 2007.

An outstanding non-commissioned officer who has served most faithfully during the war years. As crew chief his highly responsible work has invariably been carried out with an unusual degree of skill, which has gained for him the complete respect and commendation of his superiors and the unfailing loyalty of his subordinates.

DHH file 181.009 D.5529 (Library and Archives Canada RG.24 Volume 20667) has undated recommendation which describes him as “Flight Sergeant in charge Repair and Servicing Ground Crews”; text as follows:

In June 1941 Charles Dunham was a Corporal in No.409 Servicing Echelon. He was rapidly promoted to Flight Sergeant in charge of the Repair and Inspection Section in October 1943.

No.409 Night Fighter Squadron transferred to the AEAF, re-equipped from Beaufighters to Mosquito aircraft, carried out conversion and operational sorties, all at the same time without a single accident due to technical failure.

With its move to the Continent, squadron successes increased with some losses of aircraft. These losses finally reduced the strength to seven aircraft, and only once with this low strength, the squadron failed to maintain the full state.

Although in charge of the Repair and Inspection Section, Flight Sergeant Dunham was after [sic, often ?] found at the dispersal area assisting and checking serviceability, both late at night and early in the morning.

He has never spared himself, he has always ensured that the Squadron aircraft were as serviceable as possible under extremely difficult servicing conditions.

* * * * *

DUNKELBERGER, F/L Arthur Calvin (J10562) - **Commended for Valuable Services** - No.16 SFTS - Award effective 11 August 1945 as per **Canada Gazette** of that date and 1453/45 dated 14 September 1945. Born in Shamokin, Pennsylvania, 7 May 1920. Service station attendant, 1935-1936. Mechanic and salesman, 1936-1941. Also took civilian pilot training, April to June 1940. Enlisted in Hamilton, 5 June 1941 and posted to No.1 Manning Depot. To Trenton, 15 July 1941; to No.1 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941

when posted to No.7 EFTS; graduated 21 November 1941 and posted next day to No.14 SFTS; graduated and commissioned 13 March 1942. To Central Flying School, Trenton, 29 March 1942. To No.16 SFTS, 17 May 1942 to instruct. Promoted Flying Officer, 1 October 1942. To No.1 Flying Instructor School, 6 May 1943 to instruct. To Central Flying School, Trenton, 8 October 1943, joining Examining Flight. To No.16 SFTS to instruct, 26 July 1944. Promoted Flight Lieutenant, 1 August 1944. Retired 5 September 1945. Died in Brevard, Florida, 12 February 1968. See DHist file 181.009 D.3948 (RG.24 Vol.20641); recommended 18 May 1945 when he had flown 2,160 hours (1,771 as instructor) including 174 hours (all instructional) in past six months.

This officer has been Officer Commanding Examining Flight for a period of five months and in this capacity has been responsible for the most capable organization and operation of this section. Flight Lieutenant Dunkelberger has been instrumental in the carrying out of considerable research on flying testing and has always shown devotion to duty on every assignment he has been given.

The above was raised with identical wording, 18 May 1945 by S/L R.H. Hyndman, Chief Instructor, No.16 SFTS.

Training: Interviews at Hamilton, 15 April 1941. "An American with a fair amount of flying experience. Should turn out to be a satisfactory pilot." (F/L C.C. Conover). He had then flown 40 hours dual and 54 hours solo.

Course at No.1 ITS was 21 August to 25 September 1941. Courses in Mathematics (97/100), Law and Discipline (60/60), Armament, practical and oral (90/100), Hygiene and Sanitation (23/40), Drill (82/100), Law and Discipline (47/50), Signals (97/100). Placed 27th in a class of 157. "Cheerful, aggressive, conscientious, alert type of trainee. Above average type. Working hard and diligently at this school. Possible commission material."

Course at No.7 EFTS was 25 September to 21 November 1941. Fleet Finch - 25.15 dual, 25.55 solo plus 9.40 on instruments. Logged ten hours in Link. "Exceptionably ability if all flying. Punctual, near appearing. Pleasing personality. Carries out sequences rigidly. Quick to learn. Should not be shown restricted manoeuvres. Likes aerobatics. Good on instruments." Ground school marks were in Airmanship (1552/200), Airframes (66/100), Aero Engines (73/100), Signals, practical (90/100), Theory of Flight (69/100), Air Navigation (154/200), Armament, oral (129/200), Qualities as Officer (165/200). Placed sixth in a class of 29. "Good student. Should have responsibility to develop."

Course at No.14 SFTS was 24 November 1941 to 13 February 1942. Harvard and Yale - 49.35 day dual, 68.55 day solo, 4.30 night dual, 11.45 night solo. Logged 28.15 on instruments and 35.00 in Link. "An average pilot, no outstanding faults." Ground courses in Airmanship and Maintenance (163/200), Armament, written (78/100), Armament, practical (84/100), Navigation (109/150), Meteorology (50/50), Signals, written (39/50), Signals, practical (50/100). "An

above average student , industrious and should do well in any capacity.” Placed ninth in a class of 53.

Course at CFS Trenton was 3 March to 6 May 1942. Flew single engine elementary aircraft (4.20 day dual, 3.15 day solo), single engine advanced aircraft (13.40 day dual, 16.00 day solo, 2.00 night dual, 1.00 night solo) and twin-engine advanced trainer (15.55 day dual, 16.40 day solo). “Above average in every respect. Will make very good instructor.” (F/O B.A. Hawkins). In ground training scored 75/100 in Airframes, 61/100 in Aero Engines, 79/100 in Airmanship, 77/100 in Air Navigation. Tested 6 May 1942 on a Crane. Assessed under following headings - Sequence (very good), Voice (clear, strong), Manner (confident), Ability to impart knowledge (Above average), Ability as a pilot (A very capable pilot), and Remarks were “Should easily become an above average instructor with experience.” (F/L B.A. Casey). Awarded Category “C” above average.

Retested 22 January 1943 when he has flown 450 hours instructing. Anson aircraft. Assessed under following headings - Sequence (good), Voice (clear), Manner (confident), Ability to impart knowledge (High average), Ability as a pilot (Above average. Instrument flying average). Remarks were “A good pilot and sound instructor” (F/L F.D. McKechnie). Awarded Category “B” twin engine.

Retested 24 September 1943 when he has flown 763 hours at No.16 SFTS and 300 hours at No.1 FIS. Crane aircraft. Assessed under following headings - Sequence (very sound, complete), Voice (strong, heavy), Manner (confident), Ability to impart knowledge (Above average), Ability as a pilot (Above average), and Remarks, “An above average instructor in all respects.” (F/L F.D. McKechnie). Awarded Category A2 twin engine.

Retested 1 November 1943 on Harvard, having flown 1,100 hours instructing. Assessed under following headings - Sequence (above average), Voice (clear and loud), Manner (convincing), Ability to impart knowledge (Above average), Ability as a pilot (High average on type), and Remarks, “An above average instructor in all departments.” Awarded Category A2, twin engine and single engine.

Selected Assessments: “A most forceful and energetic officer and instructor who always carries out his duties in an enthusiastic and capable manner. The work of this officer is quite predominant and he is worthy of promotion.” (S/L D.J. Brooker, No.16 SFTS, 28 October 1942_

“A capable and reliable officer who has been conscientious in the performance of his duties at all times. Has been acting as Deputy Flight Commander.” (S/L K.G. Southam, No.16 SFTS, 7 May 1943)

“F/O Dunkerlberger is a keen and conscientious instructor and officer. I have had associations with this officer for the past eighteen months and knowing his capabilities, determination and

Service spirit strongly recommend him to the rank of Acting Flight Lieutenant.” (S/L D.J. Brooker, No.1 CFS, Trenton, 9 December 1943.”

* * * * *

DUNLAP, G/C Clarence Rupert (C100) - **Commander, Order of the British Empire** - No.139 Wing - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born in Sidney Mines, Nova Scotia, 1 January 1908 (RCAF press release TD 2199F issued August 1963); attended Acadia University and Nova Scotia Technical College. Enlisted in Halifax, 16 July 1928 as P/P/O. Awarded pilots' wings, 8 April 1929. On command from Camp Borden to Station Vancouver for seaplane course, 13 April to 26 May 1929. To Station Ottawa for CGAO duties, 26 May 1929. Graded as Flying Officer in Permanent List, 26 July 1929. From Station Ottawa to No.11 Photo Detachment, Ottawa, 1 April 1930. Attached from No.11 Photo Detachment to No.1 Photo Detachment, Vancouver, 23 June 1930. Transferred from Vancouver to Ottawa, 31 December 1933. His pre-war activities in aerial photography are featured in **Photographing Canada in Flying Canoes** by S. Bernard Shaw (General Store Publishing, 2001). Posted to Camp Borden, 31 March 1934. Promoted Flight Lieutenant, 8 April 1934. To Courses Abroad, 17 February 1935 to Air Armament School, for Specialist Armament Course. Entitled to symbol “A”, 20 December 1935. Transferred from Courses Abroad to RCAF Training Group, 5 April 1936. Transferred to Courses Abroad, 3 April 1937 for another course at RAF Air Armament School. Ceases to be on Courses Abroad and returned to RCAF Headquarters, 5 March 1939. Promoted Squadron Leader, 1 April 1939.. At outbreak of war he was Director of Armament in AFHQ, which he held for three years. To No.6 Bombing and Gunnery School, Mountain View early in 1942. To United Kingdom, late 1942 where he commanded Station Leeming; in 1943 commanded No.331 Wing (Wellingtons) in North Africa, bombing tactical targets in Sicily, Italy and Sardinia; commended by Lieutenant-General James Doolittle and Air Chief Marshal Sir Arthur Tedder. Returned to Britain to command a Mitchell bomber wing in 2nd Tactical Air Force; flew 35 sorties; see his article, “Memories of 139 Wing”, **High Flight**, Volume II No.5 (September-October 1982) and “Eager-Beaver Attacker”, **Airforce**, January/February 1991. In January 1945 promoted to Air Commodore and given command of No.64 Base, Middleton St.George. Returned to Canada in May 1945 to become Deputy Air Member for Air Staff, AFHQ; Air Member for Air Plans, October 1948; attended National War College in United States for one year. In November 1949 assumed duties of AOC Northwest Air Command; made AOC Air Defence Command in June 1951; Commandant, National Defence College, Kingston, August 1951 to August 1954; Vice Chief of the Air Staff, August 1954 to June 1958; Deputy Chief of Staff Operations in SHAPE, June 1958. Became Chief of Air Staff, 15 September 1962 until 1964. Deputy Commander-in-Chief, North American Air Defence Command (NORAD), 1964 to 1968. Helped establish the Canadian Aviation Hall of Fame, into which he was inducted in 2002 (“His distinguished career as a military aviator in war and in peace time, demonstrating extraordinary skill and leadership in a lifetime of achievement, have earned the respect of his peers and brought great credit to his nation.”). Died in Victoria, 20 October 2003. Photo PL-1403 shows him as a Squadron Leader, 1940. See also PL-104161 for photograph. Photo PL-28710 (ex UK-

10028 dated 24 April 1944) is captioned as follows: "G/C C.R. Dunlap, CBE of Pine Crescent, Vancouver, commander of an airfield of the 2nd Tactical Air Force Group in Britain, talks on the control tower of the station to General Eisenhower, who was visiting the station. " RCAF photo PL-26983 (ex UK-8199 dated 22 February 1944) shows G/C C.R. Dunlap just after CBE investiture shaking hands with S/L H.E.D. Ashford (chaplain when No.331 Wing was in North Africa). Also photo PL-42523 (ex UK-19608 dated 16 March 1945) which is captioned as follows: "Commander of the RCAF Bomber Base from which the Moose, Ghost and Iroquois and Bluenose squadrons fly, Air Commodore C.R. Dunlap finds time to go into such small matters as examining the food his erks eat. Dunlap, who comes from Vancouver, is pictured with a chef, Flight Sergeant Ken Jones of Toronto. They served together with the RCAF bomber wing in North Africa." No citation.

DUNLAP, A/C Clarence Rupert (C100) - **Silver Star (United States)** - No.139 Wing - Award effective 16 May 1947 as per AFRO 261/47 of that date and **Canada Gazette** dated 10 May 1947. NOTE: The date of this award should be checked: it is also announced in AFRO 388/46 dated 12 April 1946 and effective 2 November 1944; the name in that order is G/C Clarence **Robert** Dunlap; AFRO 439/46 dated 26 April 1946 corrects this to G/C (acting A/C Clarence **Rupert** Dunlap; WHY THE REPUBLICATION IN 1947 ? Public Records Office Air 2/9634 has recommendation giving unit and crediting him with 30 sorties (77 hours).

Whilst in command of the Wing this officer has carried out a large number of operations with great success. The general standard of bombing, keenness and efficiency has reached a high order under his inspiring leadership. He has operated against many heavily defended targets and has set a very fine example.

DUNLAP, A/C Clarence Rupert, CBE (C100) - **Croix de Guerre with Gold Star (France)** - 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 Commodore Dunlap, as Commanding Officer of a Wing of the 2nd Tactical Air Force, which operated over France, was an inspiration to all ranks who served under him.

* * * * *

DUNLOP, W/C Gordon Parker (C171) - **Air Force Cross** - Central Flying School, Trenton - Award made 11 June 1942 as per **London gazette** dated 19 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Enrolled as Provisional Pilot Officer, 8 June 1931; appears to have been placed in reserve until re-appointed, 13 June 1935 at University of Saskatchewan; awarded wings at Camp Borden 26 May 1936. At Central Flying School, Trenton as of 28 April 1941. Promoted Wing Commander, 1 June 1941. To No.3 SFTS, 28 February 1942. Promoted Group Captain, 1 November 1942. To No.2 Training Command, 20 March 1943. To United Kingdom,

22 October 1943. Repatriated 13 March 1945. To AFHQ, 16 March 1945. To RCAF Staff College, 1 September 1945. Retained rank of Group Captain, 1 October 1946. To AFHQ, 8 March 1947. To Trenton, 1 August 1947. To AFHQ, 1 May 1952. Awarded Queen's Coronation Medal, 23 October 1953, as Air Attache, Stockholm. Retired 30 March 1962 to Toronto. Subsequently became an administrator and teacher with the North York Board of Education and a member of the Board of Governors, Algonquin College, Ottawa. Died in Perth, Ontario, 2 January 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001. Recommended for AFC by G/C T.A. Lawrence, Commanding Officer, Station Trenton, 14 November 1941 (DHist file 181.009 D.1721, RG.24 Volume 20606, refers). Invested with AFC, 3 December 1942.

At 11 September 1939, Wing Commander Dunlop was Chief Flying Instructor with the Flying Instructors' School, Cap Borden. He remained with this school as Chief Flying Instructor when it was moved to Trenton, and on re-organization of the school in March, 1940, became Assistant Chief Flying Instructor, retaining such duties in Central Flying School until September 1940, when he was appointed Chief Flying Instructor. In March 1940 [1941 ?] he was posted to No.3 SFTS, Calgary, as Chief Instructor, and reported to Trenton as Officer Commanding, Central Flying School, in April 1941. He is still employed in the latter appointment. Since the outbreak of war, this officer has been employed in flying instructional duties, and at all times has displayed outstanding devotion to duty. His abilities, loyalty and energy are a splendid example to others, and have played a great part in the instructor output of the Royal Canadian Air Force.

* * * * *

DUNLOP, P/O James Fraser (J19623) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born 23 June 1923 in Vancouver; home there; enlisted there 14 November 1941, reportedly to "get out of school and see the world". Trained at No.7 ITS (graduated 5 June 1942), No.6 EFTS (graduated 11 September 1942) and No.10 SFTS (graduated 22 January 1943). Disembarked in UK, 24 May 1943; to No.20 (P) AFU, 29 June 1943; attached to No.1519 Beam Approach Training Flight, 3-20 August 1943; to No.30 OTU, 28 September 1943; to No.11 Base, 19 January 1944; commissioned 8 January 1944; to No.166 Squadron, 19 April 1944; to No.1659 Conversion Unit, 4 August 1944; to Station Finningley, 20 May 1945; to No.1659 Conversion Unit, 18 July 1945; to Station Topcliffe, 6 September 1945; to No.427 Squadron, 2 October 1945; repatriated via Lachine, 12 June 1946. Accepted commission in postwar RCAF, 1 October 1946 in rank of Flying Officer; promoted Flight Lieutenant, 1 January 1950; promoted Squadron Leader, 1 July 1954; promoted Wing Commander, 2 September 1963 (Lieutenant-Colonel on adoption of integrated ranks, 1 February 1968); promoted Colonel, 1 June 1969. . Postwar service including command of No.434 Squadron (11 June 1957 to 25 May 1959), No.427 Squadron (7 July to 15 September 1965, and No.441 Squadron (16 September or 12 October 1965 to 25 November 1968) uncertain date after

October 1968) plus Stations Gimli (1 June 1969 to 5 May 1971) and Cold Lake (5 May 1971 to 2 March 1974). Retired with the rank of Colonel and was manager of the Gimli Industrial Park for 15 years. Died in Gimli, Manitoba, 18 July 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000.

This officer has a fine record of successful attacks against heavily defended enemy targets. He has consistently displayed outstanding keenness to take part in operational flying. In June 1944 he was reserve captain when an aircraft had to abandon its mission soon after take-off. Although he only received instructions after the last aircraft was airborne, Pilot Officer Dunlop took off only seventeen minutes after this aircraft and completed an excellent attack. At all times he has set an inspiring example by his fine fighting spirit, cheerful courage and determination.

NOTE: Public Records Office Air 2/9276 has recommendation dated 15 June 1944 with sortie list and slightly more detailed text. He had then flown 18 1/3 sorties (89 operational hours):

24 April 1944 - Dusseldorf
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
30 April 1944 - Rouen
9 May 1944 - Mardyck
11 May 1944 - Hesselt
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
28 May 1944 - Aachen
10 June 1944 - Acheres
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
2 June 1944 - Calais
3 June 1944 - Boulogne
5 June 1944 - Cherbourg
6 June 1944 - Acheres
16 June 1944 - Sterkrade

This Canadian officer has now completed 18 1/3 sorties and has a fine record of successful attacks.

He has shown himself to be a very capable captain of aircraft and has maintained a very high level of discipline in his crew by personal example and his complete absorption in his task of carrying the attack to the enemy. His operational spirit is

magnificent and his attacks have been characterised by a determination to hit the enemy hard no matter what hazards have been offered.

Atypical instance of his keenness was when on the night of June 10th/11th after take off an aircraft reported to base that it would have to abandon its mission. Pilot Officer Dunlop was the reserve captain and although he received no instructions until the last aircraft was airborne, he took off in place of the aircraft which had abandoned the mission only 17 minutes after the last aircraft. he delivered a first rate attack with his usual elan and landed safely back at base.

He often has to be restrained from operating and his behaviour has been a tonic to the whole squadron. For his undoubted courage and fine offensive spirit, he is recommended for the award of the Distinguished Flying Cross.

* * * * *

DUNLOP, F/O Robert Douglas (J37035) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 9 June 1923. Home in Edmonton, Alberta; enlisted in Calgary, 24 September 1942. To No.3 Manning Depot, 8 October 1942. To No.4 SFTS (guard), 23 November 1942. To No.7 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; to No.23 EFTS, 1 May 1943; graduated 26 June 1943 when posted to No.4 SFTS; graduated and commissioned 10 October 1943. To No.1 GRS, 22 October 1943. To Eastern Air Command, 7 January 1944. To No.160 (BR) Squadron, 11 January 1944. Promoted Flying Officer, 15 April 1944. To No.124 (Communication) Squadron, 20 April 1945. To No.170 (Ferry) Squadron, 11 May 1945. To No.124 Squadron, 14 July 1945. Retired 29 December 1945.

This pilot has invariably shown the greatest devotion to duty in the execution of any tasks to which he has been assigned. He has taken part in a very large number of operational sorties over the North Atlantic and his keenness, reliability and skilfulness throughout have been of the highest order.

* * * * *

DUNLOP, W/C Walter Stephen (C1810) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Chaplain (Church of England). Born in Saint John, New Brunswick, 5 November 1895. First World War veteran (Canadian Army Medical Corps, 10 November 1917 to 23 January 1918; Royal Flying Corps, January to December 1918. Home in Halifax (clergyman); enlisted 23 March 1940 as Honorary Flight Lieutenant and made Chaplain to Station Dartmouth, April 1940. To Newfoundland Airport, 20 June 1941. To No.31 OTU, Debert., 2 February 1942. To "Y" Depot, 23 February 1942. To RCAF Overseas Headquarters, 7 March 1942. Frequent movements within United Kingdom including Melburne, York., Leeds, Catfoss, Leeming, Brighton, Driffild and York. Promoted Honourary Squadron Leader, 15

September 1942. To Rockcliffe, 15 November 1942. To No.1 Training Command, 5 December 1942. To No.3 Training Command, 23 January 1943. To Eastern Air Command Headquarters, 5 October 1944. Promoted Honorary Wing Commander, 15 November 1944. Remained with Interim Force and still with Eastern Air Command Headquarters as of 31 May 1946. To No.10 Group Headquarters, 1 April 1947. Retired in Halifax, 30 September 1947. Shown in Library and Archives Canada photo PA-132019 while at Rockcliffe.

Wing Commander Dunlop, during this war, has served in the Royal Canadian Air Force as a Protestant Chaplain for more than five years, at Gander for one year, overseas for one year, and latterly as Command Chaplain at Eastern Air Command. With his background of service and his understanding of the problems of the air and ground crew, he quickly gained the respect of all ranks with whom he came in contact, irrespective of their faith. As a result, he was able to do more good, spiritually, morally and physically, than any other officer or group of officers at the units on which he served. A first-rate athlete, he has always interested himself in the promotion of sports and recreation. He is considered to be well deserving of recognition for his long and distinguished service.

This was raised on 28 February 1946 by G/C J.G. Stephenson, Eastern Air Command Headquarters, as an MBE with the following text:

Wing Commander Dunlop served with distinction in the Army Medical Corps and the Royal Flying Corps during the last war. During this war, he has served in the Royal Canadian Air Force as a Protestant Chaplain for more than five years, at Gander for one year, overseas for one year, and latterly as Command Chaplain at Eastern Air Command.

With his background of service and his understanding of the problems of the air and ground crew, he quickly gained the respect of all ranks with whom he came in contact, irrespective of their faith. As a result, he was able to do more good, spiritually, morally and physically, than any other officer or group of officers at the units on which he served. A first-rate athlete, he has always interested himself in the promotion of sports and recreation.

He is considered to be well deserving of recognition for his long and distinguished service.

Selected Assessments: "This officer carries out his duties in a very satisfactory manner. Takes a keen interest in the airmen's welfare and entertainment. His religious services are appreciated and enjoyed by all ranks. His deportment is excellent and he is well dressed at all times." (G/C R.S. Grady, Dartmouth, 26 September 1940)

“Good officer and excellent chaplain. His useful, sympathetic and helpful work among personnel has come to my attention many times. Well liked and respected. Though his time is full he has undertaken a number of station duties and attended drill parades.” (G/C A.L. Morfee, Station Dartmouth, 15 June 1941).

“He will have spent approximately four months at Gander at the date of his posting. In the face of very adverse conditions he has done a first class job of work and is extraordinarily well liked by the Officers and men at that Station. His presence has been an outstanding factor in the maintenance of morale in the face of many difficulties peculiar to the Station. It is felt that his move to Rockcliffe at a time when conditions are still unstable, owing to lack of recreational facilities would create further difficulties in respect to morale. No doubt F/L Taylor is an excellent padre and capable of assuming the duties at that Station, but he will require a period of familiarization during which time his effectiveness may be of a lower category. This is most undesirable at this time and it is requested that the proposed exchange be deferred for a further period of two months when it is anticipated that additional recreational facilities will be available at Gander and more stable conditions will exist.” (G/C M. Costello, for AOC, EAC, 22 November 1941).

Special Report: “Is a man of great energy which finds expression in many interests; takes interest in property and businesses owned by his wife. Ardent sportsman inclined to give more time to recreation than circumstances warrant. Does not wholly sever his connections with his former Church, but continued to attend officiating at various functions much to the embarrassment of the incumbent, who complained to the Command Chaplain that he was losing his influence over the Congregation. As a result, F/L Dunlop was posted to Newfoundland. Has given himself more assiduously to the performance of his duties, repeatedly expressed a desire to return to Halifax, when six months service has expired. It is felt he could not do his best if returned to Halifax, where he would face the same situations as before. Assistant Principal Chaplain has asked that he be posted to a Station other than Halifax, in this Command, or in another Command, or even overseas. His former CO has praised his work at Gander, and advise that he be retained there, for further period of two months. Possesses favourable personality, good education background, confident bearing but lacks tact. Recommend that his qualities and failings be taken into consideration in future postings.” (A/V/M N.R. Anderson, EAC Headquarters, 2 December 1941.)

“A most efficient Padre, well liked by all, a very hard worker and a good organizer and a fine mixer. I would recommend him for overseas duty or as a Command Padre.” (G/C R.H. Foss, Station Gander, 15 December 1941).

“The CO of the RAF Station upon which Dunlop is serving writes that he is ‘an excellent Padre in every way, particularly good with Aircrew’”. S/L G.O. Lightbourne, 9 June 1942; concurred with by Air Commodore W.A. Curtis, RCAF Overseas Headquarters.)

“Satisfactory as Command Chaplain.” (G/C G.E. Nash, No.3 Training Command, 3 May 1943).

“This officer has given the impression that his work here was not to his liking. He seemed to lack enthusiasm and was over-anxious to visit units in his home area. He is now posted to that area and improvement in his attitude should be experienced.” (W/C A. Buckle, No.3 Training Command, Montreal).

“A keen Padre who constantly kept in the picture in relation to the men and officers welfare.” (G/C J.G. Stephenson, EAC Headquarters, 12 November 1945).

* * * * *

DUNN, F/O Edgar Franklin (J29661) - **Mention in Despatches** - No.570 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Toronto, 2 June 1913. Home in Port Colbourne; enlisted in London, Ontario, 24 April 1942. To No.1 Manning Depot, 1 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.9 EFTS until 23 January 1943;), washed out and posted to No.1 Manning Depot, 24 March 1943; to No.1 BGS, 17 April 1943; graduated 10 July 1943 when posted to No.4 AOS; graduated and commissioned 20 August 1943. Posted to "Y" Depot, Halifax, 4 September 1943; arrived in UK, 19 September 1943; to No.6 (O) AFU, 16 November 1943; to No.570 Squadron, 11 January 1944; promoted Flying Officer, 20 February 1944; to RAF Station Snaith, 25 June 1945; repatriated to Canada, 1 August 1945; released 22 September 1945.

On a form dated 23 July 1945 he reported having flown 118 hours 30 minutes on overseas operational duties (23 sorties) as well as 306 hours 15 minutes non-operational. He gave flying times on various aircraft as being Anson (28 hours 25 minutes), Albermarle (127 hours 45 minutes) and Stirling IV (268 hours 35 minutes). A note indicates he was honoured for "Operational flying - not in conflict - meritorious" with no further details. However, there is a list of his sorties with No.570 Squadron as follows:

- 3 March 44 - Albermarle 1642 (5.30) - SOE duties - not carried out, "No Reception"
- 12 April 44 - Albermarle 1631 (3.20) - SOE duties - not carried out, "No Reception"
- 30 April 44 - Albermarle 1704 (5.00) - SOE duties - not carried out, "No Reception"
- 5 June 44 - Albermarle V8M (2.00) - Glider, Tonga - not carried out, "Glider cast off prematurely"
- 7 June 44 - Albermarle V8M (4.00) - "SAS 'Cooney'" - completed.
- 1 Aug 44 - Stirling V8E (5.30) - SOE - completed
- 7 Aug 44 - Stirling V8E (5.05) - SOE - completed
- 24 Aug 44 - Stirling V8M (6.10) - SOE - completed
- 25 Aug 44 - Stirling V8T (4.45) - SOE - completed
- 15 Sept 44 - Stirling V8E (5.50) - SOE - completed
- 17 Sept 44 - Stirling V8E (4.30) - Glider, "Market"
- 18 Sept 44 - Stirling V8E (4.20) - Glider, "Market"
- 19 Sept 44 - Stirling V8E (4.35) - Resupply, "Market"

20 Sept 44 - Stirling V8E (4.50) - Resupply, "Market"
 31 Oct 44 - Stirling "E" (3.10) - mission to Holland, not carried out, "low cloud"
 3 Nov 44 - Stirling "T" (6.30) - "Search "Wes", Norway
 8 Nov 44 - Stirling "J" (3.50) - "SAS Fabian, South Holland" - not carried out.
 23 Nov 44 - Stirling "E" (9.00) - "SOE, Cropper 22, Norway".
 3 Feb 45 - Stirling "E" (4.40) - 24 x 500 pounders, bombing Germany
 24 Mar 45 - Stirling V8E (5.20) - "Varsity"
 30 Mar 45 - Stirling V8E (4.00) - "SOE Rummy 23, Holland"
 19 April 45 - Stirling V8E (5.15) - transporting petrol to Germany
 20 April 45 - Stirling V8E (5.20) - transporting petrol, troops to Germany
 11 May 1945 - Stirling V8G (8.15) - "Doomsday, Norway"
 13 May 1945 - Stirling V8G (8.00) - "Doomsday, Norway"
 19 May 45 - Stirling V8B (2.30) - transporting troops to Brussels

* * * * *

DUNN, F/L Edmund Speck (C1712) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born 11 February 1911 in Medicine Hat; home in Calgary (bus driver). Militia service with South Alberta Regiment, 1926 to 1939 (Private to Captain). Flying instructor at Medicine Hat, 1930 to 1935. He had also taken a flying instructor course at Camp Borden (24 September to 2 November 1934). Stated he had 300 hours flying before joining RCAF. Held Commercial Pilot License A,920. Enlisted in Calgary, 22 February 1940. Commissioned that date. To Station Trenton, 28 February 1940. To No.6 SFTS, 22 November 1940. Still there as of 8 April 1941 when he was assessed as an instructor ("above average"). Promoted Flight Lieutenant, 15 June 1941 when posted to No.16 EFTS. To No.4 Training Command, 17 July 1942. To No.2 Flying Instructor School, 10 August 1942. To "Y" Depot, 15 May 1943. Disembarked in Britain, 24 May 1943. To No.17 Pilots) AFU, 22 June 1943. To No.41 OTU, 20 July 1943. To No.430 Squadron, 13 October 1943. Embarked for Northwest Europe, (tour expired), 22 March 1945, arriving in Britain the same day. To No.53 OTU, 11 April 1945. To Station Kirton-on-Lindsay, 16 May 1945. Repatriated via Debert, 23 July 1945. Retired 15 September 1945. RCAF photo PL-2395 shows him as a Flying Officer. 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. Died in Calgary, January 1995. For more on his career see Vintage Wings website, <http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/89/language/en-CA/A-Bitter-struggle--The-Pappy-Dunn-Story.aspx>.

Flight Lieutenant Dunn has been engaged on operational flying since January 1944 and has participated in numerous low level photographic reconnaissances of

heavily defended enemy gun positions, bridges, viaducts and river crossings. Since June 1944 this officer has led his section on many reconnaissance operations and has obtained much valuable information. Both in the air and on the ground Flight Lieutenant Dunn has displayed exceptional keenness for his work and he has never let either enemy opposition or adverse weather deter him from completing his allotted task.

Public Record Office Air 2/9088 has recommendation drafted (apparently by a Flight Commander, although he was also a Flight Commander; perhaps by the Adjutant) about 28 March 1945 when he had flown 177 sorties (200 hours 15 minutes).

This officer began operational flying in January 1944 and, operating from the United Kingdom, flew several sorties, most of which were low level photography. The targets covered included Noballs, radar station, gun positions, bridges and river crossings. Results produced were very good.

Since D Day he has led his section of two aircraft on a great many reconnaissance operations. Exceptional flying ability, good judgement and coolness in danger are qualities which enabled him to complete his work with efficiency and ease. His training as an Army officer (Captain rank) enabled him to appreciate any requirements and provided an added incentive to bring back the required information. His work has been equally good on Tactical Reconnaissance, Artillery Reconnaissance, Photo Reconnaissance and Contact Reconnaissance.

As a leader in the air and on the ground he gained the respect and confidence of all with whom he came in contact.

On 28 March 1945, S/L C.D. Bricker, Commanding Officer, No.430 Squadron, wrote:

This pilot has at all times shown the greatest keenness for his work. His determination to carry out his operations regardless of weather or enemy opposition have been an inspiration to other members of the squadron. As flight commander, his organising ability and operational experience has to a large extent been responsible for the success of the squadron. I recommend that he be awarded a non-immediate Distinguished Flying Cross.

On 29 March 1945, G/C G.H. Sellers wrote:

While Flight Lieutenant Dunn was older than the majority of those in his squadron, his exceptional qualities of leadership, his outstanding determination and unswerving loyalty, combined with his high degree of ability, made him a pillar of strength both in his squadron and in the Wing. He carried out his work with dauntless determination and with the highest degree of success, despite the

heaviest opposition. Flight Lieutenant Dunn is strongly recommended for the award of the Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.83 Group on 31 March 1945 and approved by Air Marshal A. Coningham on 13 April 1945.

Notes: Assessed as an instructor at No.2 FIS, 29 January 1943. He had passed Instructor Course at Trenton, November 1940. When assessed he had flown 1,035 hours instructing on single-engine aircraft and 135 hours on twins. Rated as "a smooth and experienced instructor."

On repatriation he stated he had flown 166 sorties (200 hours), the last on 17 March 1945. He had also flown 165 non-operational hours overseas. Types overseas has been Master (15 hours), Mustang (250) and Spitfire (100). First sortie had been 2 January 1944.

Selected assessments: "Has been carrying out the duties of Officer Commanding 'B' Flight for the past five months in a thoroughly efficient manner. At all times he has set an excellent example to the other officers on the station." (S/L R.L. Burnett, No.6 SFTS, 5 June 1941).

"Mature officer with likeable personality and even temperament, capable and efficient but occasionally allows juniors to make his decisions without sufficient investigation of their reasons or data." (S/L E.A. Boadway, 27 January 1942).

"An excellent Flight Commander and organizer." (W/C J.B. Harvey, No.2 FIS, 26 January 1943).

"A very keen, conscientious officer who has at all times shown fine leadership. His eagerness for his work has been a fine example to the other members of the squadron." (S/L C.D. Bricker, No.430 Squadron, 26 March 1945, when he had flown 1,808 hours five minutes, 125.55 in past six months).

* * * * *

DUNN, F/O John Edward (J85003) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 23 October 1916 in Wawota, Saskatchewan (obituary notice); lived in various parts of Saskatchewan and Manitoba (home given variously as St.Boniface and Ochre River, Manitoba). Attended St. Paul's College, in Winnipeg; enlisted Winnipeg, 13 August 1940. To Trenton, 31 August 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.2 EFTS; ceased training and posted to No.3 AOS, 3 February 1941; to No.2 Manning Depot, 2 May 1941; to No.5 AOS, 21 May 1941; to Trenton, 21 June 1941; to No.1 WS, 21 July 1941; graduated 6 December 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 6 January 1942. Further postings unclear. Promoted Flight Sergeant, 1 July 1942. Commissioned 20 December 1943. Promoted Flying Officer, 20 June

1944. Promoted Flight Lieutenant, 21 July 1944. Repatriated and released, dates uncertain. Rejoined postwar RCAF, 8 February 1950 (75056), retiring in 1966. He then worked for the Public Service Alliance of Canada (collective bargaining division) until 1981. Died in Ottawa, 27 February 2010. Cited with F/L Walter G. Dinsdale (RCAF, pilot, which see for citation). Presented by Governor General at Government House, 14 November 1950. Photo PL-50459 shows him after investiture with his mother and his wife.

Public Record Office Air 2/9078 has recommendation drafted 19 February 1945 (or shortly before) when he had flown 70 sorties (201 hours 30 minutes):

On the night of 2/3 February 1944 this officer, flying with Flight Lieutenant Dinsdale, pilot, was scrambled for a raid on London. Getting in behind a Ju.88 for identification, the aircraft peeled off almost to the extent of 180 degrees and the tail hit their propellor. This aircraft was claimed as damaged. Again on the night of June 14th, 1944 while patrolling over the beachhead, Flying Officer Dunn obtained a contact and visual on a Ju.88B with glider bomb attached to the top of the fuselage. This aircraft was destroyed on hitting the ground after a short burst. On the night of 3/4 August, again while patrolling over the beachhead, this officer obtained a contact which proved to be an Me.110. The first burst was not successful and the aircraft commenced violent evasive action. The aircraft was followed to 800 feet in a steep dive and the starboard engine set on fire with further bursts. This aircraft was claimed as Probably Destroyed but it was later stepped up to destroyed. Further to the above, on the night of 27/28 December this crew, while patrolling in the Settard area under Greengrocer control, obtained a contact and a visual on a Ju.88 night fighter. After a short burst the port engine burst into flames and the aircraft was ultimately seen to strike the ground, exploding on contact.

On 19 February 1945 the Commanding Officer of No.410 Squadron endorsed this:

This officer has been with the squadron for 18 months and has 201 hours and 30 minutes operational flying time. He has three enemy aircraft destroyed and one damaged. His keenness for flying, courage, devotion to duty and skill as a Navigator/Radio have in every way been an example to the squadron. I have no hesitation in recommending the above award.

Endorsed on 22 February 1945 by the Air Officer Commanding, No.85 Group. Further endorsed on 4 May 1945 by Air Marshal Alan Coningham, Air Officer Commanding in Chief, Second Tactical Air Force.

* * * * *

DUNN, FS John William (Can 4317) - **British Empire Medal** - No.7 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Vidora, Saskatchewan, 2 November 1914. Educated in British Columbia. Mechanic for three and one-half years, and engaged in lumber industry for 13 months. Enlisted in Vancouver, 15 September 1939 as Aero Engine Mechanic and initially trained there with No.3 Repair Depot. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.7 SFTS, 26 November 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 March 1942. To No.2 Flying Instructor School, **Pierce**, 1 November 1944. To No.1 Reserve Equipment and Maintenance Unit, 10 December 1945. To No.10 Repair Depot, 15 April 1946. Retired 5 June 1946. Medal presented at Esquimalt, 21 July 1956. Died 5 February 1996 in Chilliwack as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1996.

This non-commissioned officer has been in charge of the repair unit and consistently has been the mainstay of his section. For the most part he has been responsible for the steady flow of serviceable aircraft, and in this way his contribution to flying training has been substantial. Due to his energetic example and leadership, others have been encouraged to greater efficiency and devotion to duty.

He had been recommended earlier (and unsuccessfully) on 29 December 1943 by (then) S/L G.Gorrill as follows:

Flight Sergeant Dunn is Senior Non-Commissioned Officer in the Repair Squadron, and consistently has been the mainstay of his squadron. For the most part he has been responsible for the steady flow of serviceable aircraft needed for training purposes and in this way his contribution to the War Effort has been very substantial.

Flight Sergeant Dunn is a good organizer and skillful tradesman. Due to his energetic example and leadership the aircraft serviceability has been above average over a period of months. His contribution to the Training Plan has been very valuable.

This was endorsed on 3 January 1944 by A/V/M G.R. Howsam ("An efficient NCO who sets an excellent example to those under him and who obtains good results.") However it did not reach the AFHQ Priority List.

Again, on 13 October 1944, by W/C G. Gorrill tried again as follows:

Flight Sergeant Dunn is Senior Non-Commissioned Officer in charge Repair Squadron, and consistently has been the mainstay of his Squadron. For the most part he has been responsible for the steady flow of serviceable aircraft, and in this

way his contribution to the War Effort has been substantial. Due to his energetic example and leadership, others have been encouraged to greater war production.

Notes: Assessed at No.3 Repair Depot, 21 December 1939 - "A good mechanic, keen and willing, would benefit with experience." (S/L D.H. McCaul).

Assessed 27 July 1942 - "A further course of study in administration and organization should qualify this NCO for commissioned rank. He is an experienced machinist and lathe operator. An outstanding NCO, pleasant, obliging and definitely superior in ability. He is thoroughly reliable and requires practically no supervision." (F/L T.C. Anderson).

Assessed 5 May 1944 - "This NCO has a high sense of service responsibility. Is a Master Mechanic. It is strongly recommended that a higher rank be granted." (W/C G. Gorrill).

* * * * *

DUNN, F/O Lloyd Murray Carson (C27593) - **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 27 March 1917. Home in Southy., Saskatchewan; enlisted in Regina, 7 July 1942 as Radio Mechanic and posted to No.2 Manning Depot. To University of Saskatchewan, 23 August 1942. To No.1 Manning Depot, 23 November 1942. To No.31 RDF School, 10 March 1943. Commissioned 18 June 1943. To "Y" Depot, 11 July 1943. To No.5 Radar School, 4 October 1943. Promoted Flying Officer, 18 December 1943. To "Y" Depot, 5 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Repatriated 3 December 1945. Retired 14 January 1946. Rejoined RCAF as Radar Officer, 15 May 1948 with No.406 (Auxiliary) Squadron; retired again 20 July 1950.

* * * * *

DUNN, P/O Robert (J89014) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 4 August 1913 in Vancouver; home there (secretary, ex-Royal Canadian Artillery); enlisted there 19 June 1942. To No.3 Manning Depot, 10 August 1942. To No.2 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 when posted to No.23 EFTS; ceased training and posted to No.2 Manning Depot, 6 April 1943; to No.5 AOS, 1 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Posted from No.61 Base to No.426 Squadron, 29 June 1944 (Sergeant at time); navigator to P/O C.S.V. Hamilton. Commissioned 6 August 1944. Incident mentioned was 2 November 1944. Promoted Flying Officer, 6 February 1945. Repatriated 7 February 1945. To Western Air Command, 18 February 1945. Retired 1 June 1945. Photo UK-12585 is good shot. Photo PL-35244 is a portrait.

Pilot Officer Dunn has completed numerous sorties against such targets as Stuttgart, Hamburg, Kiel, Dusseldorf and other strongly defended German cities.

During an attack against Dusseldorf his aircraft sustained severe damage from the enemy's anti-aircraft defences rendering it almost uncontrollable. Without any navigation aids Pilot Officer Dunn guided this aircraft to an airfield behind our lines where a successful landing was made. Throughout his tour this officer has proved himself to be an outstanding navigator who has always fulfilled his duties in a cool and competent manner.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600 has recommendation by W/C. C.W. Burgess, 1 December 1944 when he had flown 30 sorties (148 hours 35 hours) as follows:

This navigator has completed 29 [sic] operational sorties to such targets Stuttgart, Hamburg, Kiel, Dusseldorf and other heavily defended German cities. One night when detailed to attack Dusseldorf their aircraft was hit by flak, badly damaged and rendered almost uncontrollable. It was impossible for the pilot to maintain anything other than a most erratic course at varied airspeeds and it was thought the aircraft would have to be abandoned. Pilot Officer Dunn, however, was confident he could navigate the aircraft at least to the safety of our own lines and persuaded the Captain to allow him to try. The aircraft was steadily losing height and speedy and accurate navigation was essential. With no navigational aids at his disposal he navigated the aircraft to an aerodrome in Belgium where a successful landing was made.

Throughout his tour Pilot Officer Dunn has shown himself to be a capable, efficient navigator who has always gone about his duties in a cool, competent manner. His keenness and energy have been an inspiration to all and on more than one occasion his skill has been responsible for the successful completion of a mission. He is therefore strongly recommended for the award of the Distinguished Flying Cross (Immediate).

* * * * *

DUNN, William Albert, F/O (C19764) - **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 30 March 1918. Home in Regina; enlisted there 22 October 1940 for aircrew. To No.8 Repair Depot, 16 November 1940. To No.2 ITS, 28 November 1940. Graduated and promoted LAC, 4 January 1941 when posted to No.15 EFTS; to No.10 SFTS, 5 March 1941; to No.2 Manning Depot, 9 May 1941. Reclassified as Clerk, Steno, 29 August 1941. Reclassified as Link Trainer Instructor, 26 September 1941. To No.1 ITS, 5 October 1941. Promoted Sergeant, 8 November 1941. To Trenton, 10 November 1941. To "Y" Depot, 29 September 1942. To RAF overseas, 27 October 1942. Commissioned 13 April 1944. Promoted Flying Officer, 13 October 1944. Repatriated 23 October 1945. Retired 23 November 1945.

* * * * *

DUNN, F/L Wyman Grant (J16267) - **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 6 March 1917 in Toronto; home there; enlisted there 30 April 1941. To No.1 Manning Depot, 15 May 1941. To Technical Training School, 20 June 1941. To No.1 ITS, 27 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.1 Manning Depot; to No.1 AOS, 15 September 1941; graduated 20 December 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 31 January 1942; posted that date to No.1 ANS. To "Y" Depot, 3 March 1942. To RAF overseas, 19 March 1942. Commissioned 6 July 1942. Promoted Flying Officer, 6 January 1943. Promoted Flight Lieutenant, 21 November 1944. Repatriated June 1945. Retired 20 September 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 20 November 1944 when he had flown 47 sorties (228 hours 3 minutes), 28 July 1942 to 6 November 1944.

23 July 1942 - Dusseldorf
28 July 1942 - Hamburg
21 October 1942 - West Frisians
26 October 1942 - Bordeaux
6 November 1942 - Bordeaux
7 November 1942 - Genoa
10 November 1942 - West Frisians
28 November 1942 - Turin
30 November 1942 - Turin
2 December 1942 - Froneort
7 December 1942 - West Frisians
7 December 1942 - Fallersleben
8 December 1942 - Skagerrak
13 December 1942 - ASR, North Sea
20 December 1942 - Duisberg
8 January 1943 - Baltic
14 January 1943 - Lorient
15 January 1943 - Lorient
23 January 1943 - Lorient
25 February 1943 - Nuremburg
26 February 1943 - Cologne
1 March 1943 - Berlin
3 March 1943 - Hamburg
8 March 1943 - Nuremburg
9 March 1943 - Munich
25 August 1944 - Russelsheim

26 August 1944 - Kiel
 28 August 1944 - Fromental
 6 September 1944 - Emden
 8 September 1944 - Le Havre
 10 September 1944 - Le Havre
 11 September 1944 - Wanne Eickel
 15 September 1944 - Kiel
 17 September 1944 - Boulogne
 17 September 1944 - Biggekerke
 20 September 1944 - Calais
 23 September 1944 - Domburg
 25 September 1944 - Calais
 26 September 1944 - Cap Gris Nez
 27 September 1944 - Bottrop
 28 September 1944 - Cap Gris Nez
 30 September 1944 - Bottrop
 5 October 1944 - Saarbrücken
 6 October 1944 - Dortmund
 11 October 1944 - Fort Fredrik Hendrik
 14 October 1944 - Duisburg
 2 November 1944 - Düsseldorf
 6 November 1944 - Gelsenkirchen D.N.C.O. (No Sortie)

Flying Officer Dunn is a Visual Bomb Aimer in a highly successful crew, and is now on his second tour of operations. He has participated in attacks on such heavily-defended enemy areas as Berlin, Hamburg and Dortmund. He has a keen sense of responsibility and a disregard for personal considerations, which makes him a very valuable member of a crew. On many occasions, in order to ensure the successful completion of a mission, his aircraft has had to attack the target area at a very low level. In spite of heavy opposition from the enemy, this officer has not swerved from his allotted task, always ensuring that his bombs have been dropped at the required point. The coolness, courage and devotion to duty invariably displayed by him on operational duty is most commendable, and has done much to contribute to his crew's many successful sorties. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

* * * * *

DUNNING, F/O Boyd Whitford (J19678) - **Mention in Despatches** - No.441 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 29 October 1918. Home in Upper Woodland, Quebec; enlisted in Montreal, 14 March 1941 and posted to No.1 Manning Depot. To No.5 SFTS (guard), 3 May 1941. To No.1 ITS, 3 July 1941; graduated and promoted LAC, 8

August 1941 when posted to No.3 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. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Repatriated 3 December 1944. Retired 28 February 1945.

Directorate of History and Heritage file 78/323 folio 9 has recommendations for DFCs drafted by his flight commander and forwarded by S/L Brad Walker. The first is dated 31 October 1944; the next is dated 9 November 1944. As of the latter date he had flown 243 operational hours on 193 sorties (92 patrols, 36 sweeps, 29 armed reconnaissances, 17 scrambles, eight escorts, six dive bombing missions, and five "Rhubarbs". He also had 15 enemy vehicles destroyed and ten damaged. The Flight Commander wrote:

This officer, as 2 i/c of his Flight, has just completed his second tour of operations against the enemy. In spite of being persistently aggressive in the air, he has no credited score, but by pure guts and determination has attacked the enemy whenever he could be found. His first tour was completed from Malta as an NCO in 1942 and from where he did sweeps, rhubarbs and dive bombing into Sicily. He did patrol and protect the Malta convoys and on one occasion was attacked and hit by four Me.109s, but through superior airmanship did shake them off and land safely at Malta. He returned to England and joined this squadron just before "D" Day and did 25 hours protective cover over the beach head in the first few days. He then dive bombed and strafed the enemy from Normandy to Holland, destroying or damaging 25 enemy transport. During his two tours he had participated in 193 sorties against the enemy and has always shown great courage and determination in pressing home his attacks, in spite of heavy opposition.

Walker added his own comments:

This officer has on his second tour proven to be a very valuable member of the squadron with his experience and leadership in harassing the enemy on his route from Normandy to Holland. He has been a good inspiration to the other pilots throughout his tour. I strongly recommend the non-immediate award of the Distinguished Flying Cross.

On 23 November 1944, S/L Walker put forward another recommendation:

Flying Officer Dunning, as second in command of his Flight, has now completed his second tour of operations against the enemy.

In spite of being persistently aggressive in the air, he has no credited score of enemy aircraft. His first tour was completed from Malta as an NCO in 1942, from whence he carried out sweeps, rhubarbs and dive bombing into Sicily. He also patrolled and protected the Malta convoys and on one of these occasions was

attacked and hit by four Me.109s, but shook them off through superior airmanship landed safely at Malta. He returned to England and joined this squadron just before "D" Day, completing 25 hours protective cover over the beach head in the first five days. He dive bombed and strafed the enemy from Normandy to Holland, destroying 15 and damaging ten enemy transport.

During his two tours of duty he had participated in 193 sorties against the enemy and has always shown great courage and determination in pressing home his attacks, in spite of opposition.

This officer, with his experience and leadership, has been an inspiration to the junior pilots throughout his second tour. In view of his continuous devotion to duty I strongly recommend the non-immediate award of the Distinguished Flying Cross.

On 7 January 1945, S/L Walker resubmitted the above, unchanged.

* * * * *

DUNPHY, S/L Arthur Victor (J20571) - **Distinguished Flying Cross** - No.148 Squadron - Award effective 10 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 14 May 1916 in Upper Blackville, New Brunswick; home there (tractor operator); enlisted in Moncton, 16 October 1940 as Aero Engine Mechanic. To Technical Training School, 29 November 1940. Promoted AC1, 5 April 1941. To No.3 SFTS, 6 May 1941. Promoted LAC, 1 January 1942. Remustered to aircrew on 28 February 1942 when reverted to LAC and posted to No.4 ITS; regained rank of LAC, 1 April 1942; graduated 24 April 1942 when posted to No.5 EFTS; may have graduated 3 July 1942 but not posted to No.15 SFTS until 18 July 1942; graduated and commissioned, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 1 February 1944. Promoted Squadron Leader, 28 August 1944. Repatriated 22 October 1944. To No.5 OTU, 30 November 1944. To No.9 Release Centre, 7 September 1945. Retired 11 September 1945. Sent by registered mail, 13 November 1949. Died in Miramichi, New Brunswick, 6 September 2014.

This officer has shown a high degree of skill and determination, particularly on his second tour of operational duty. In April 1944, whilst on a mission over northern Italy, his aircraft was hit by anti-aircraft fire on the outward flight causing a three foot diameter hole in the starboard mainplane. Despite this, he successfully completed his task making a crash landing on his return to base. Squadron Leader Dunphy is repeatedly chosen, because of his skill, for the most difficult or more important operations. He has set a high example to other aircrews by his courage and devotion to duty.

The following is from K.A. Merrick, **Flights of the Forgotten: Special Duties Operations in World War Two** (Arms and Armour, 1989), page 187:

No.148 Squadron came close to losing a Halifax on 22/23 April [1944] when Flight Lieutenant Dunphy had his aircraft shot up. What made it infuriating was that the incident occurred over the island of Vis which was allegedly in Allied hands. As JN898 "U" passed over the island an incendiary shell blew a large hole in the starboard mainplane. Despite the damage, Dunphy reached his DZ and made the drop. On returning to Brindisi the starboard main wheel would not lower but he made a belly landing without injury to anyone on board. It was a skilful landing but it put another Halifax out of service.

* * * * *

DUNPHY, F/L Roderick James (J13843) - **Distinguished Flying Cross** - No.426 Squadron (dead) - Award effective 19 December 1943 as per **London Gazette** dated 8 May 1945 and AFRO 1219/45 dated 27 July 1945. Born 15 June 1923 in Souris, Manitoba; home in Winnipeg (newspaper carrier); enlisted there 12 September 1941. To No.2 Manning Depot, Brandon, 9 October 1941. To No.12 SFTS, Brandon (guard), 4 January 1942. To No.7 ITS, Saskatoon, 15 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.3 AOS, Regina until 26 April 1942; graduated and commissioned, 28 August 1942. To "Y" Depot, 30 August 1942; to RAF Trainee Pool, 2 October 1942. Disembarked in Britain, 18 October 1942. To No.22 OTU, 27 October 1942. Promoted Flying Officer, 28 February 1943. To No.426 Squadron, 20 March 1943. Promoted Flight Lieutenant, 25 November 1943. Detached for one or two days to No.82 OTU, 11 December 1943. Navigator to FS S.J. Stuart. Killed in action 20/21 December 1943 (Lancaster LL630). Medal presented at Government House, 7 November 1949 to his father, Kenneth A. Dunphy. Incident described in citation took place 20 October 1943 (Halifax D/426).

Flight Lieutenant Dunphy has taken part in numerous operational sorties, the majority of which have been directed against major German targets. During a mission to Leipzig in October 1943, his aircraft was twice engaged by enemy fighters and sustained in all seven attacks. The aircraft suffered severe damage and all the navigational instruments were destroyed. Despite this, Flight Lieutenant Dunphy by superb navigation directed the pilot to the target and back to base. This officer has invariably shown a high degree of skill and courage.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Box 20600) has original recommendation by W/C W.H. Swetman dated 20 December 1943 when he had flown 21 sorties (130 hours ten minutes). Described as Squadron Navigation Officer.

23 March 1943 - Gardening (5.15)

26 March 1943 - Duisburg (5.00)

28 March 1943 - St. Nazaire (6.40)
 29 March 1943 - Bochum (6.10)
 4 April 1943 - Kiel (6.30)
 14 April 1943 - Stuttgart (7.05)
 16 April 1943 - Mannheim (7.45)
 26 April 1943 - Duisburg (4.55)
 12 May 1943 - Duisburg (5.15)
 13 May 1943 - Bochum (6.20)
 16 May 1943 - Gardening (3.20)
 27 May 1943 - Essen (5.05)
 29 May 1943 - Wuppertal (5.40)
 27 August 1943 - Nuremberg (7.45)
 31 August 1943 - Berlin (7.30)
 23 September 1943 - Mannheim (6.20)
 7 October 1943 - Stuttgart (6.30)
 20 October 1943 - Leipzig (8.05)
 3 November 1943 - Dusseldorf (4.35)
 23 November 1943 - Berlin (6.35)
 16 December 1943 - Berlin (7.50)

Flight Lieutenant Dunphy has taken part in twenty-one operational sorties, the majority of which have been against heavily defended enemy targets. During an attack on Leipzig on the night of 20th October 1943, his aircraft was twice engaged by enemy night fighters whilst en route to the target, a total of seven attacks being made. During the engagement the aircraft suffered severe damage and the navigational instruments were destroyed. Nevertheless, Flight Lieutenant Dunphy by superb navigation directed the pilot to the target and home to base. He has at all times shown a high standard of determination and devotion to duty and I strongly recommend the award of the D.F.C.

RCAF Photos PL-22171 and PL-22172 (formerly UK-5834 and UK-5835) of 1 November 1943 has the following caption: "The morning after the harrowing night before these three Canadian members of a Lancaster crew examine their riddled bomber of the Canadian bomber group Thunderbird Squadron which attacked Leipzig. More than 100 cannon and machine gun holes were found in the fuselage of the four-engined bomber which suffered seven attacks by enemy fighters on the way to the target. The three boys - left to right, Flight Sergeant G.V. "Andy" Andrew, 114 ½ North Christina Street, Sarnia, Ontario, 20, rear gunner, F/O Rod James Dunphy, 20 Marlow Apartments, Wardlow Avenue, Winnipeg, navigator, and F/O Jimmy Dodge, 20, Spirit River, Alberta, air bomber and former newspaper carrier for the Edmonton Bulletin - are looking at the smashed upper turret in which their RAF gunner was injured by cannon shell fragments. The other three men in the crew were also RAF. The attacks occurred en route to Leipzig and despite damage to the turret, hydraulic system, preventing lowering of bomb doors and automatic release of bombs, and injury to the gunner, the crew pressed home their attack before returning to base. Over the target, air bomber Dodge manually released the 4,000-lb

'cookie' which crashed through the closed bomb doors. The containers of incendiaries were chopped away from their carriers with an axe through the bomber's floor boards. On the return journey navigator Dunphy held together the shattered wires of his navigational equipment in order to get 'fixes' and arrive at base. Despite the fact that four cannon shells passed through the glass-covered cockpit, narrowly missing the navigator, bomb aimer, and pilot and holing the plastic windows, the crew brought the four-engined aircraft safely back. On arrival at base the undercarriage had to be manually lowered through the lack of hydraulics. One cannon shell just missed a million candlepower photo flash which was deposited in its rack amidships."

Notes: He had an unnerving experience, 27 April 1943, 0030 hours, Wellington HE904, when the engines were being run up at night in preparation for a mission; R157801 LAC F. Langdale walked into the port propellor and was killed, seemingly en route from checking fuel cocks to front of aircraft. Crew was 858036 Sergeant Frederick John Stuart, Dunphy, 129613 P/O Albert John Rudman (air bomber), 1331369 Sergeant John William Flynn (WAG) and R90358 Sergeant George Varnum Andrew (air gunner).

Crew when lost was as follows: 158306 P/O F.J. Stuart, pilot (23 trips, 141.00 hours), J13843 F/L. R.J. Dunphy, navigator (21 trips, 130 hours), 158411 F/O J.W. Flynn, WOP (22 trips, 137 hours), 129613 F/O A.J. Rudman, air bomber (20 trips, 122 hours 21 minutes), 1735147 F/L F.R. Taylor, flight engineer (eight trips, 55 hours ten minutes, 161747 P/O T.H. Hastings, air gunner (14 trips, 94 hours 30 minutes) and J19020 P/O G.V. Andrew, air gunner (22 trips, 134 hours 50 minutes). Aircraft shot down by a fighter and exploded in the air.

Interviewed on 19 August 1941 by P/O C.W.S. Cowan who wrote "Appears to be a very fair type for Pilot or Observer. Standing in mathematics good - sincere and alert - clean."

Course at No.7 ITS was 16 February to 10 April 1942. Courses and marks as follows: Mathematics (150/150), Armament (48/50), Signals (150/150), Navigation (159/200), Visual Link (66 percent), Airmanship and Theory of Flight (85/100), Drill (70/100), Law and Discipline (89/100), Aircraft Recognition (96/100), Anti-Gas (48/50). Placed 14th in a class of 96. "A good type of airman. Has keen spirit and should be fine material." (W/C L.C. Russell).

Course at No.3 AOS was 27 April to 28 August 1942. Flew in Ansons (40.55 as first navigator by day, 27.30 as second navigator by day, 18.40 as first navigator by night, 17.40 as second navigator by night, one hour and five minutes as bomb aimer, one hour 55 minutes as passenger. Courses and marks in Navigation, air work (581/700), Photography, air work (84/100), Elements of Navigation (371/500), Magnetism and Compasses (85/100), Instruments (38/50), Signals, practical (100/100), Signals, written (48/50), Maps and Charts (43/50), Meteorology (83/100), Photography (39/50), Reconnaissance (87/100), Aircraft Recognition (95/100). Placed fifth in a class of 19. Navigation described as "Keen on air work and does very good job. Ground work above average - excellent." In general described as "Young but plenty of ability. Neat, would make a good officer."

At No.22 OTU he flew 36.40 by day as first navigator, 30.10 by night as first navigator and five hours 30 minutes by night as second navigator. "A slightly above average navigator who has used his training here to the best advantage." Six attempted target locations and four of them successful.

* * * * *

DUNPHY, S/L Wilfred Harold (25737) - **Croix de Guerre with Palm (France)** - Training Command, Trenton - Awarded as per **Canada Gazette** dated 16 July 1949 and AFRO 307/49. Roman Catholic Chaplain at Transport Command Headquarters when award announced. Enlisted in Chaplain Branch, 11 April 1941 and posted to No.5 BGS; granted rank of Honorary Flight Lieutenant on joining. To No.12 SFTS, 13 July 1943. To "Y" Depot, Lachine, 29 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Repatriated 22 September 1945. Granted rank of Honorary Squadron Leader, 1 October 1945; promoted Honorary Wing Commander, 15 October 1945. Died 19 April 1982 in Kingston, Ontario.

* * * * *

DUNPHY, W/C William Patrick (C1038) - **Mention in Despatches** - No.64 Base (given in AFRO only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Ottawa; enlisted in Vancouver, 11 September 1939 in Aero Engineer Branch. Squadron Leader as of 1 January 1941. At No.10 Repair Depot as of 22 February 1941. Promoted Wing Commander, 1 June 1942. To "Y" Depot, 9 May 1943. To RAF overseas, 31 May 1943. To RCAF Overseas Headquarters, 1 June 1943. Repatriated 11 December 1945. Retired 15 January 1946. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945.

Wing Commander Dunphy was posted to this Base on its formation to organize the engineering services. He has demonstrated outstanding ability in building up the servicing sections despite the constantly changing requirements. This officer possesses a strong sense of duty with the interests of the Service foremost at all times. His perseverance, leadership and sound judgement during long hours of duty have been a definite contribution to the high standard of aircraft serviceability and consequent crew output which this Base enjoys.

* * * * *

DUNSFORD, F/O Robert Malcolm (J15203) - see Smith, F/L Albert Ivan (J15203).

* * * * *

DUNSTER, P/O Bernard Frank (J86579) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 24 March 1921 in Richmond, Ontario; home in Ottawa (clerk);

enlisted there 30 March 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.5A Manning Depot, 26 June 1942. To No.3 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF trainee pool, 25 January 1943. Disembarked in Britain, 4 February 1943. Attached to RAF Whitby, 3 March 1943 for escapee training. To No.51 Group Pool, 30 April 1943. To No.6 (Observer) AFU, 15 June 1943. Promoted Flight Sergeant, 30 June 1943. To No.24 OTU, 24 July 1943. To Station Dalton, 20 October 1943. To No.1659 Conversion Unit, 9 November 1943. To No.420 Squadron, 1 January 1944. Commissioned 30 April 1944. Promoted Flying Officer, 30 October 1944. Repatriated 2 February 1945. Retired 16 March 1945. Rejoined on a short service commission, 29 December 1947 (27355) at Rockcliffe for service with No.413 Squadron. Postwar member of RCAF Olympic Hockey Team ("Flyers", Gold Medal, 1948). With detachments at Coral Harvour (15 June to 13 July 1948), Yellowknife and Gary Lake. To Air Navigation School, Summerside, 19 October 1950. Promoted Flight Lieutenant, 1 June 1952. To No.3 Air Navigation School, Winnipeg, 29 July 1953. To No.3 (All Weather) OTU, North Bay, 18 September 1954. To No.428 Squadron, Uplands, 13 December 1954. To Canadian Joint Air Training Centre, Rivers, 8 August 1959. To Station North Bay, 16 September 1962. To No.131 Composite Unit, North Bay, 2 October 1963. Retired 22 July 1964. Died in Ottawa, 8 April 1995, age 74 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. 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.1730 (PAC RG.24 Vol.20607) has recommendation dated 5 December 1944 where he is credited with 37 sorties (200 operational hours):

Pilot Officer Dunster has flown on many sorties as navigator. He has operated against such heavily defended targets as Berlin, Cologne and Essen. He has proved himself a most capable navigator who has always displayed outstanding determination and coolness.

The sortie list was as follows:

15 February 1944 - Berlin (3.15, duty not carried out)
 19 February 1944 - Leipzig (7.15)
 20 February 1944 - Stuttgart (7.45)
 24 February 1944 - Schweinfurt (7.35)
 25 February 1944 - Augsburg (6.50)
 1 March 1944 - Stuttgart (7.25)
 7 March 1944 - Le Mans (7.40)
 24 March 1944 - Berlin (7.30)
 26 March 1944 - Essen (5.20)
 30 March 1944 - Nuremburg (7.55)
 9 April 1944 - Villeneuve St. George (5.50)
 10 April 1944 - Ghent (4.00)

18 April 1944 - Noisy le Sec (4.45)
 22 April 1944 - Dusseldorf (4.55)
 26 April 1944 - Essen (4.35)
 27 April 1944 - Aulnoye (5.05)
 30 April 1944 - Somain (4.50)
 1 May 1944 - St. Ghislain (4.45)
 12 May 1944 - Louvain (4.45)
 5 June 1944 - Houlgate (4.40)
 7 June 1944 - Acheres (4.40)
 14 June 1944 - St. Pol (4.10)
 16 June 1944 - Sautrecourt (3.45)
 21 June 1944 - St. Martin (4.30)
 14 August 1944 - Bons Tassily (2.10, duty not carried out)
 15 August 1944 - Brussels/Melsbroeck (4.00)
 18 August 1944 - Connantre (6.30)
 25 August 1944 - Brest (4.50)
 27 August 1944 - Marquis Mimeyecques (3.40)
 13 September 1944 - Osnabruck (5.25)
 27 September 1944 - Bottrop (5.10)
 6 October 1944 - Dortmund
 28 October 1944 - Cologne (6.10)
 16 November 1944 - Julich (5.15)
 18 November 1944 - Munster (6.15)
 27 November 1944 - Neuss (5.40, duty not carried out)
 2 December 1944 - Hagen (6.50)

Notes: On repatriation he stated he had flown 35 sorties (203 hours three minutes) non-operational time was 202 hours five minutes.

As of 17 December 1949 his record of flying listed the following types - Anson (139.10), Tiger Moth (2.20), Whitley (65.10), Halifax (334.15), Lancaster (46.10), Mitchell (6.40), Norseman (2.50), Dakota (82.05) and Canso (600 hours).

As of 19 January 1953 his record of flying listed the following types - Anson (139.10), Tiger Moth (2.20), Whitley (65.10), Halifax (334.15), Lancaster (46.10), Mitchell (6.40), Norseman (2.50), Dakota (283.25), Canso (996) and Expediter (9.35).

Training: Course at No.3 ITS was 20 July to 11 September 1942. Courses in Mathematics (124/150), Armament (39/50), Signals (150/150), Navigation (139/150), Airmanship, Theory of Flight, Engines (96/100), Drill (92/100), Law and Discipline (80/100), Meteorology (35/50), Aircraft Recognition (99/100), and Anti-Gas (46/50). Placed 23rd in a class of 87. "Rather quiet and retiring, Neat appearance. Popular and cooperative, Good aircrew material."

Course at No.8 AOS was 14 September to 30 December 1942. Anson aircraft (29.05 as first navigator by day, 26.05 as second navigator by day, 11.25 as first navigator by night, 18.15 as second navigator by night, plus 3.40 on photography. Graded on the following - Navigation, air work (474/700), Photography, air work (84/100), Elements of Navigation (363/500), Magnetism and Compasses (60/100), Instruments (45/50), Signals, practical (44/50), Maps and Charts (41/50), Meteorology (69/100), Photography (38/50), Reconnaissance (41/50), Aircraft Recognition (76/100) and Armament (40/50). "A dependable navigator."

Selected Assessments: "This officer has been employed on Geodetic Survey Operations in the Arctic Islands area. Because Flying Officer Dunster was a member of the Olympic Hockey Team he was not available for training until April of this year. He did, however, through his keenness and enthusiasm achieve the required navigational standard and has proved himself to be a very capable and efficient navigator. Flying Officer Dunster is recommended for promotion to the rank of Flight Lieutenant." (S/L C.L. Olsson, No.413 Photo Squadron, 5 November 1948).

"During the past year, his second with 413 Squadron, Flying Officer Dunster took over the duties of Navigation Leader which position he has fulfilled most satisfactorily. Although a star with the RCAF Flyers, he is most keen on a career in the service and insists that his hockey should not be allowed to interfere with his duties. He goes quietly but efficiently about his work and is an above average navigator on northern flying who is considered a prize by the captains of the squadron. Flying Officer Dunster is strongly recommended for promotion to the rank of Flight Lieutenant." (W/C D.J.C. Jackson, No.413 Squadron, 28 February 1950).

"Flight Lieutenant Dunster is a good high average officer who is very popular with all ranks. He is known as father to all young all-weather navigators who graduated from Winnipeg. A keen sportsman and coach of the RCAF Hockey Team during the Allan Cup playoffs last year. An excellent navigator having sound background of all types of navigation. His personal affairs are well managed. Flight Lieutenant Dunster assumes the duties of Navigation Radar Leader on 428 Squadron effective 1 September 1955 and on termination of his All Weather Squadron tour he is recommended for an administrative position or officer in charge AI Training at the All Weather OTU, Cold Lake. Under no circumstances should he return to Training Command, where he had five years of Navigation instructing." (W/C E.W. Smith, No.428 Squadron, 22 August 1955).

* * * * *

DUPUIS, F/L Lionel Palma Joseph (J85013) - **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 June 1918 in Quebec; home in Ottawa; enlisted there 19 September 1939 as a clerk and posted to AFHQ; one of four brothers in the forces. Promoted AC1, 29 February 1941. Promoted LAC, 29 May 1940. Promoted Corporal, 1 July 1940. Promoted Sergeant, 1 October 1940. Promoted Flight Sergeant, 1 October 1941. Remustered to aircrew, 14 February 1942 and reverted to AC2. Posted that date to No.3 ITS; graduated 11 April 1942 and promoted LAC (simultaneous promotion to Sergeant); to No.11 EFTS as of 11

April 1942. To No.2 SFTS, 5 July 1942. Graduated and graded pilot, 5 November 1942. To "Y" Depot, 22 November 1942. To RAF overseas, 10 December 1942. Commissioned 1944. Repatriated 30 June 1945 with No.425 Squadron. To Debert, 6 September 1945. To Greenwood, 3 November 1945. To Eastern Air Command, 1 January 1946. Remained in postwar RCAF; awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander at College Militaire Royale, St.Jean. Retired in 1966 and then worked as a translator for the Department of National Defence. Died in Ottawa, 7 December 1999. RCAF photo PL-32718 (ex UK-14635 dated 13 September 1944) shows W/C Hugh Ledoux, recently appointed CO of No.425 Squadron, with two flight commanders - S/L Lionel Dupuis (left) and F/L Gerald Phelan (right). Photo PL-32720 (ex UK-14637 dated 13 September 1944) shows him as a Squadron Leader.

This officer is a skilful and devoted pilot. He has completed many sorties including attacks on Berlin, Essen and Stuttgart. The determination he has shown throughout his tour was well illustrated on his first sortie when detailed to attack Frankfurt. In the early stages of the outward flight some important navigational equipment became useless. Despite this, Flight Lieutenant Dupuis continued to the target and executed a successful attack. This officer is a most inspiring captain.

The original recommendation, drafted by S/L G.B. Philbin when he had flown 28 sorties (175 hours 30 minutes), is found in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was as follows:

7 September 1943 - England to North Africa (13.30 as pilot)
11 September 1943 - Frozimone (5.25, second pilot)
12 September 1943 - Castel Nueve (7.00, second pilot)
13 September 1943 - Pompei, road (6.10, second pilot)
16 September 1943 - Cisteria 5.30, second pilot)
17 September 1943 - Cervetori (3.15, duty not carried out)
19 September 1943 - Benevento (6.20)
21 September 1943 - Bastia (6.35)
22 September 1943 - Formia (6.10)
29 September 1943 - Formia (6.15)
4 October 1943 - Formia (6.10)
27 January 1944 - Berlin (8.35, second pilot)
24 February 1944 - Schweinfurt (8.15)
1 March 1944 - Stuttgart (7.15)
22 March 1944 - Frankfurt (6.15)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (5.00)
30 March 1944 - Nuremberg (1.15, duty not carried out)
9 April 1944 - Villeneuve St. George (5.30)

10 April 1944 - Ghent (4.10)
18 April 1944 - Noisy-le-Sec (3.05)
20 April 1944 - Lens (4.20)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (5.05)
27 April 1944 - Aulnoye (4.50)
30 April 1944 - Somain (4.25)
7 June 1944 - Acheres (5.05)
8 June 1944 - Mayennes (4.50)
14 June 1944 - St. Pol (3.45)
17 June 1944 - Oisemont Neuville 4.25)

A bomber pilot of outstanding skill and highly commendable courage, Flight Lieutenant Dupuis has completed 28 offensive sorties against enemy targets. These operations include two attacks on Berlin, and others on Essen, Schweinfurt, Karlsruhe, Frankfurt and Stuttgart. In all of these sorties, his superb captaincy and airmanship contributed, in a great measure, to the successful completion of his mission and the safe return of the aircraft.

On the occasion of his first sortie to Frankfurt, the D.R. compass and gyro instrument became unserviceable shortly after take-off. With exceptional tenacity of purpose that characterises all his actions, this officer, refusing to return to base, continued to the target, which was reached on schedule and bombed most successfully.

Under a calm and quiet manner Flight Lieutenant Dupuis has a fine offensive spirit in action. His dogged determination, skill and devotion to duty are an example and an inspiration to others. I recommend that this ideal leader of men be awarded the Distinguished Flying Cross.

* * * * *

DUPUIS, Flight Sergeant Rene Noel Joseph (Can 9953) - **British Empire Medal** - Gaspe Detachment, RCAF - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born in Ottawa, 30 January 1914. Home in Ottawa. Joined the RCN in Ottawa, 27 February 1931, serving to 1936 when he joined the RCMP Marine Division. Enlisted in RCAF in Ottawa, 8 July 1938 as Marine Branch Crewman and posted to Trenton. To Vancouver, 17 June 1939. Promoted AC1, 1 July 1939. Promoted LAC, 1 June 1940. To No.7 SFTS, 1 December 1940. To Patricia Bay, 20 December 1940. Promoted Corporal, 1 January 1941. To Prince Rupert Detachment, 4 June 1941. Promoted Sergeant, 1 July 1941. To Dartmouth, 31 March 1942. To Botwood, Newfoundland, 19 May 1942. To Station Shelburne, 31 October 1942. Promoted Flight Sergeant, 1 February 1943. To Gaspe Detachment, 17 April 1943. To Dartmouth, 15 June 1943. To Gaspe, 17 April 1944.

Promoted WO2, 1 October 1944. To Eastern Air Command Marine Squadron, 16 November 1944. To No.3 Repair Depot, 29 December 1944. To Alliford Bay, 4 January 1945. To Station Trenton, 3 May 1946. Reverted to Sergeant in postwar RCAF, 1 October 1946. To Western Air Command Marine Squadron, Patricia Bay, 7 November 1946 (later designated No.122 Marine Squadron). To No.102 Marine Squadron, Dartmouth, 6 July 1949. To Goose Bay, 19 July 1949. To Rockcliffe, 10 December 1949. To Goos Bay, 8 June 1950. To Rockcliffe, 11 September 1950. To Goose Bay, 29 May 1951. To Rockcliffe, 27 November 1951. Reclassified as Fire Fighter, 15 June 1952. Awarded Queen's Coronation Medal, 23 October 1953 as a Sergeant at Rockcliffe. To Technical Training School, Aylmer, 6 March 1954. To Rockcliffe, 3 May 1954. To No.11 Supply Depot, Calgary, 24 July 1954. To Station Lincoln Park, 2 April 1956. Promoted Flight Sergeant, 1 April 1957. To Technical Training School, Camp Borden, 13 September 1957. To Station Lincoln Park, 24 December 1957. To Rockcliffe, 12 July 1958. Released 3 March 1962 to accept an ICAO position in the Congo. Later worked for Department of Transport; died in Perth, Ontario, 10 July 1981 as per **Legion Magazine** of October 1981 and **Airforce Magazine** of December 1981.

This NCO was in charge of the crew manning an RCAF marine craft, which carried out rescue operations after a Royal Canadian Navy motor launch exploded at a naval jetty on the 7th of September 1944. The rescue of naval personnel from the water was carried out in close proximity to the exploded burning craft, which carried full tanks of high octane gasoline and battle complement of depth charges. During these operations, smaller armament was being continually exploded by the fire, causing great hazard to Flight Sergeant Dupuis and his men. When a severely burned rating was pulled from the water into the rescue boat, he displayed great presence of mind and efficiency in carrying out adequate first aid until the arrival of the medical officer. Throughout the entire operations he provided courageous and efficient leadership in the face of extremely difficult and hazardous circumstances. The outstanding ability and presence of mind displayed by this NCO is most praiseworthy.

On 11 September 1944, F/O F.H. Faulkner reported that Dupuis had been in charge of a rescue party from RCAF Marine Craft M.514 which carried out rescue operations after RCN Q082 exploded at jetty at Gaspé. He went on to write:

This rescue of ratings from the water was carried out while the exploded craft was on fire and had depth charges on her deck. This NCO displayed great courage and efficiency in leadership and when the badly burned rating was brought into the boat he carried out first aid until the RCAF doctor arrived. He also assisted the doctor until the rating was ready to be sent to hospital.

On 14 September 1944, F/O Faulkner raised the recommendation as follows:

This Senior NCO was in charge of the party manning RCAF Marine Craft M.514 which carried out rescue operations after RCN Motor Launch Q.082 exploded at the jetty of HMCS Fort Ramsay, Gaspé, P.Q. on 7 September 1944. The rescue of naval personnel from the water was carried out in close proximity to the exploded, burning craft, which carried full tanks of high octane gasoline and battle complement of depth charges. During these operations, smaller armament was being continually exploded by the fire, causing great hazard to him and his party. When a severely burned rating was pulled from the water into the rescue boat, Flight Sergeant Dupuis displayed great presence of mind and efficiency in carrying out adequate first aid until the arrival of the RCAF Medical Officer. Throughout the entire operation, this Senior NCO provided courageous and efficient leadership in the face of extremely difficult and hazardous circumstances.

Notes: He was misemployed for three summers at Goose Bay following redundancy of his Marine Trade. Once remustered to Fire Fighter he had a good career, as the following assessment shows:

Sergeant Dupuis is the Fire Chief at RCAF Detachment 11 SD, East Calgary. The section consists of two civilian lieutenants and ten civilian firefighters. Sergeant Dupuis runs his section very efficiently. He is always alert to improving fire prevention measures and come up with many good, original suggestions. He controls his men well, and runs an efficient section. His home life appears stable and he seems to be a well-balanced individual, with no known financial difficulties. Last year Sergeant Dupuis' section came second in the annual fire prevention week competition. This year he was placed in charge of the Station Lincoln Park entry in the 56 competition and carried out a very ambitious programme calling for the cooperation of the Army and the City Fire Departments. He is an excellent leader due to his enthusiasm for his work and his pleasant personality. (S/L W.W. Fraser, Lincoln Park, 24 October 1956).

* * * * *

DURDIN, S/L Oliver William (C3622) - **Mention in Despatches** - No.83 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Middlesex County, Ontario, 19 June 1908. Home in London, Ontario where he was at one time alderman; noted in legal circles as member of firm, Murphy, Fordham and Durdin. Enlisted in London, 18 January 1941 in Administration Branch. Promoted Flight Lieutenant, 1 August 1941. To "Y" Depot, 30 June 1942. To RAF overseas, 14 July 1942. Promoted Squadron Leader, 20 March 1944. Promoted Wing Commander, 1 August 1945. Shaken but unhurt in crash of Dakota KG397 (No.435 Squadron) in Britain, 13 February 1946, which killed eight. Repatriated 29 May 1946. Released 4 July 1946. Died in Middlesex County, Ontario, 28 October 2008. RCAF photo PL-46556 (ex UK-24316 dated 24 February 1946 shows

him studying a map, planning routes his men will follow investigating war crimes. PL-46557 (ex UK-24317 dated 24 February 1946) also shows him soon after Dakota crash. PL-46558 (ex-UK-24318 dated 24 February 1946) shows him studying dossiers for war crime trials to be held in Aurich; caption says that "he will probably be named chief prosecutor by G/C Walter M. Martin, RCAF Judge Advocate General Overseas and former Davis Cup tennis star" although it is not clear from caption if Martin is shown. No citation.

DURDIN, W/C Oliver William (C3622) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. See MBE entry for details. No citation.

DURDIN, W/C Oliver William (C3622) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946.

Wing Commander Durdin's excellent qualifications and the capable manner in which he had previously performed his duties, together with the confidence of his superiors in his ability to be just, fair and thoroughly conscientious in his responsibilities to Canada, led to his appointment as Officer Commanding No.1 Canadian War Crimes Investigation Unit, over a large number of superior but less qualified officers. During the many months it has taken in the tracing, locating and apprehension of war criminals, who will by Wing Commander Durdin's unstinted efforts be brought to trial to face charges of offences against the Royal Canadian Air Force personnel, his enthusiasm and zeal for the most minute details in considering every possible method of detection and justice has been an inspiration to everyone connected with the unit. Faced with numerous language and transportation problems, he has dispensed his duties in the atmosphere of a defeated and occupied nation with a courage and efficiency that reflects great credit to himself and to Canada.

RCAF Press Release No.11506 dated 26 March 1946, transcribed by Huguette Oates, reads:

AURICH, GERMANY: -- Three Nazis, charged with war crimes against Canadian aircrew have already been tried and found guilty by the first RCAF War Crimes Court which has been sitting at Aurich since March 15th.

Johann Neitz, former German Marine cook, charged with shooting with intent to kill F/O Rudolph Roman of Regina and Toronto, and an alternative charge of wounding Roman while he was a prisoner of war, was found guilty on the first charge and sentenced to life imprisonment. Wilhelm Jung, former burgomaster of Oberweier, and Johann George Schumacher charged with the murder of an unnamed Canadian airman were both found guilty and ordered to be shot. The charges against these Germans and other Germans awaiting trial arise out of

atrocities committed by Nazis on Canadian aircrew who were either forced to bail out, or crash landed on German territory during RCAF air raids on that country. Evidence produced at the trials had been unearthed by the RCAF War Crimes Investigation unit headed by W/C O.W. Durdin, London, Ontario lawyer and chief prosecution counsel at the trials.

As the second trial, that of Junge and Schumacher, opened S/L Collins defence counsel announced that he had been relieved at his own request of the responsibility for defending any more Germans after he completed this case. "I applied to be relieved because I did not consider it fair for a Canadian barrister to defend these Germans in view of the nature of the evidence," said S/L Collins. German lawyers will conduct the defense in future trials.

Roman was taken captive after he bailed out following an October 1944 raid on Wilhelmshaven. Neitz, member of a German searchlight battery unit, was alleged to have shot twice at Roman while he was being marched away in custody. Neitz claimed he shot because he thought Roman was attempting to get away, and that he was only defending himself. W/C Durdin, for the prosecution, declared that Neitz was contradicting evidence he gave to the Investigation Unit and that he has originally testified that he shot Roman because the Canadian flier would not move on after he had rested a few minutes.

Star witness at the trial was F/O Roman who had been brought back from Canada for the trial and who accused Neitz with shooting him with intent to kill. The trial of Schumacher and Junge opened with a plea of guilty which was changed the following day to one of not guilty.

The prosecution described to the court how a Canadian air-gunner bailed out of his blazing plane near the Bavarian town of Oberweir in July 1944. He was captured and taken to the town hall where Junge, local Nazi Leader and Burgomaster ordered two civilians to beat the air-gunner to death or shoot him but they refused. Junge is then alleged to have ordered Schumacher, a German soldier-policeman, to take the Canadian airman outside the village and shoot him. Schumacher was said to have marched the Canadian a few hundred yards outside the village and there shot him to death with two shots from a rifle. He left the body in the grass and later it was buried but Junge had it disinterred in order to have identity discs removed.

Junge told the court that the order to shoot or otherwise kill fliers parachuting to earth was issued by Krisleiter, district Nazi boss. Nothing would have happened to the airman if Krisleiter had not ordered that the flier be destroyed, said Junge. Schumacher told the court, "I did not shoot him out of my own interest. I am sorry enough that I am here today as a murderer. The whole burden is being put

on my shoulders.” The court took only two minutes to arrive at a verdict of guilty. Sentences of the court are subject to review by Air Marshal G.O. Johnson, CB MC, A.O.C.-in-C., on the advice of G/C W.M. Martin, Regina, RCAF Judge Advocate General.

Immediately following the passing of the death sentence on Schumacher and Junge, the court re-opened for the trial of Robert Holzer, Walter Weigal and William Ossenbach, former members German Armed Forces, for being concerned in the death of an unknown Canadian airman near the Ruhr town of Opladen a month prior to the cessation of hostilities.

This, third RCAF War Crimes Trial, will see the accused defended by German lawyers. The German Counsels asked for a postponement of at least ten days to learn the details of the charges and have English documents translated. First to ask for postponement was Dr. Schapp, counsel for Holzer, who represented SS General Kurt Meyer in his successful appeal for commutation of the death sentence. The court agreed to a postponement of one week and will re-open April 1st.

Also appearing at time of adjournment was Hubert Broichhaus who is charged with the same crime against another Canadian. Held in the same courtroom at Aurich where Kurt Meyer was recently tried and found guilty of ordering Canadian soldiers to be shot rather than taken prisoners of war, the RCAF trials will continue to be held there while the Canadian army remain in that area, or it ceases to be under Canadian military jurisdiction.

High ranking officers sit as judges and include A/V/M R.E. McBurney, CBE, Saskatoon, Ottawa and Montreal; president of the court, G/C N.W. Timmerman, DSO, DFC and Bar, Kingston; G/C W.F.M. Newson, DSO, DFC and Bar, Montreal; W/C W.F. Parks, DFC and Bar, Regina; W/C A.A. Cattnach, Ottawa, judge advocate of the court, while S/L C.V. Collins of Dunnville, Ontario, and S/L S/L Hollies, Winnipeg, has been selected to defend the accused parties.

* * * * *

DURHAM, S/L Cecil George, MM (C1774) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. See First World War awards data base for early career. Home in Calgary; enlisted there 21 March 1940 in Administrative Branch. To Trenton, 28 March 1940. To No.2 Training Command, Winnipeg, 27 April 1940. Promoted Flight Lieutenant, 1 November 1940. To No.4 SFTS, Saskatoon, 25 January 1941. While there, Group Captain A.D. Bell-Irving wrote of him, “Hard working, dependable and thorough. This officer has made a very good adjutant; experienced and forceful when necessary. He has been a most useful officer at this station.” Bell-

Irving subsequently wrote, "It is desired to recommend this officer for promotion to the next senior rank following his posting from this station. He has performed his duties as Adjutant at this station in an exemplary manner. Above average professional ability. He is experienced, loyal and energetic. He has above average knowledge of drill and power of command." To Embarkation Depot, Halifax, 16 August 1941. Taken on strength of No.3 PRC, 3 September 1941. To No.409 Squadron, 25 September 1941. To Coleby Grange, 11 November 1941. Promoted Squadron Leader, 6 December 1941. To Station Digby, 27 August 1942. To No.4 Group Headquarters, 25 September 1942. Promoted Wing Commander and posted to No.6 Group Headquarters, 25 October 1942. Repatriated to Rockcliffe, 29 September 1943. To No.4 Training Command Headquarters, 18 November 1943. To AFHQ, 19 March 1944. To Northwest Air Command Headquarters, 24 July 1944. Promoted Group Captain, 1 December 1944. To No.7 Release Centre, 8 October 1945. Retired 10 October 1945. Died in Drumheller, Alberta, 19 November 1965 as per **Legionary**, issue of February 1966. RCAF Photo PL-1701 taken 1940 as a Flying Officer.

DURHAM, W/L Cecil George, MM (C1774) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

DURHAM, G/C Cecil George, MM (C1774) - **Officer, Order of the British Empire** - NWACHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946.

Throughout his Air Force career this officer has rendered outstanding service which he has continued to display in his appointment as Senior Administrative Officer at this Command Headquarters. His devotion to duty and untiring efforts have been an example to all ranks. He has given much to the welfare of those with whom he comes in contact. This officer has been mentioned twice in despatches during the present war.

Recommendation for OBE drafted by A/V/M T.A. Lawrence, 21 August 1945:

Group Captain Durham has rendered outstanding services in his appointment as Senior Administrative Officer, Northwest Air Command Headquarters. His devotion to duty and untiring efforts have been an example to all ranks. He has given much to the welfare of those with whom he comes in contact. This officer has been twice Mentioned in Despatches during the present war.

Notes: On 18 March 1940 the Retail Credit Company wrote a report by way of an RCAF reference which makes remarkable reading.

I do not know how far this man went to school as he was educated in England but I do know that he has a very good education. When I first knew him he was just

back from the Great War. He enlisted as a private and on his return he held the rank of Acting Major with the full rank of Captain in the Flying Corps. He was timekeeper for North American Collieries and Midland Collieries, Chief Accountant for the Drumheller Consolidated. They closed down. He was also with Thomas Coal Company and they closed out. He then got a job with the Coal Operation and has held it ever since and I believe it is quite a good job.

A person could write a book about "Bull as he is called. He has ability to handle practically anything and has a personality you do not often come across. He has the appearance of a millionaire at all times. He has been well brought up and is very considerate. His home surroundings are the very best, social activities the best and he is at present the Master of the Drumheller Masonic Lodge. At one time he drank and gambled very heavily but of late years he is not doing so and one very seldom hears of him being the worse for liquor and he confines his gambling to rummy. Taking him through he is one of the finest, best dressed and even tempered chaps you would run across in a day's travel.

On 14 September 1942, W/C P.Y. Davoud wrote of him:

This officer whose strong personality and common sense have been responsible for the happy and efficient administration on this station.

To this, G/C Patrick Campbell added:

An extremely good administrative officer - full of keenness and energy, completely loyal and competent, and has a sense of humour. Good disciplinarian and liked and respected by all ranks.

On 13 September 1943, Air Commodore F.G. Wait (RCAF Overseas Headquarters) wrote to AFHQ as follows:

The above-noted officer is being repatriated and it is desired to draw to your attention the course of his career overseas.

He arrived overseas September 3, 1941 and was posted to RCAF Station Digby to fill the Squadron Leader, Administrative post. He filled this latter position from September 1941 until just prior to the formation of our own Canadian Bomber Group. Of all the Administrative officers in England at that time, Wing Commander Durham was considered most suitable to fill the S.O.A. position in the new Group. He understudied the equivalent position in No.4 Group for approximately one month and on October 25, 1942, he assumed this position in No.6 Group.

On Wing Commander Durham fell a large portion of the organizing work getting the new Bomber Group underway, and he fulfilled these duties to the complete satisfaction of everyone. His tact and diplomacy in dealing with Command and with other Groups and also with the owner of the property which was being taken over for Headquarters, Bomber Group, was most commendable. In the beginning, along with the rest of the opening up party, he was compelled to work with a very small staff and his unselfish devotion and utter disregard for his own welfare, at times, threatened to undermine his health. His ability as an organizer has been proven and he has certainly indicated that he can get things done. Unfortunately, his health has suffered because of a lowered physical condition brought on by work and strain and it was deemed advisable to repatriate him for service in Canada.

On his record in the United Kingdom, it is the considered opinion that Wing Commander Durham would make an ideal commander of an I.T.S. or some similar unit. He is a good disciplinarian, very popular with his staff and his sole aim so far as the Service is concerned is to do a good job.

Confidential Personal Assessments, Form R.211 compiled by the Air Officer Commanding No.6 Group on 7th June 1943 and 1st September 1943 are attached hereto.

RCAF Press Release 2519 issued 23 November 1943 puts another "spin" on his story:

Somewhere in Britain (RCAF News Service): "Bull" Durham, with eight years of overseas service in this war and the last, has returned to Canada to take up new duties after playing an important part in the organization of the RCAF Bomber Group.

To give him his full title, he is Wing Commander C.G. Durham, MM, but was known throughout the RCAF Overseas as "The Bull", a nickname which expresses in reverse his affability and efficiency. In less than a year he watched the Canadian Bomber Group develop from nothing to a network of stations from which Lancasters, Halifaxes and Wellingtons carry out their deadly operations against the enemy.

He was in the original contingent of RCAF personnel who arrived in the north of England in September 1942 to take possession of a huge castle, convert it into a headquarters and set up the machinery which now controls the operations of squadrons which have become famous the length and breadth of Canada - Moose, Lion, Thunderbird, Goose, Bluenose, to mention a few.

As Staff Officer in charge of administration it was his responsibility to provide the necessary services for the Group's functioning, apart from the actual flying activities themselves - feeding, housing, ground engineering, transportation, communication lines, and so forth. Starting from scratch he has built up an efficient organization which carried much of the weight of Canada's air war against Nazidom.

"The Bull" knows military organization backwards and forward. He enlisted in the First Great War in August 1914 as a trooper in the Alberta Dragoons, and was in France less than a year later. His Military Medal was awarded in April 1916, on the Ypres Salient and he won a commission in the field. A year later, at Vimy, he was awarded the Croix de Guerre with Palm. Transferring to the Royal Flying Corps, he flew as an observer on Moranes and BE2E's before returning to England to train as a pilot. Before resigning his commission in September 1919 he saw service in Egypt as well as on the Western Front.

After the war he returned to Canada and engaged in the coal business at Drumheller, Alberta. In March 1940 he joined the RCAF, resigning his position as secretary-manager of the Drumheller Coal Operators Limited. He subsequently served at No.2 Training Command, Winnipeg, and at No.4 Service Flying Training School, Saskatoon and was posted overseas in August 1941.

In Great Britain he assumed the duties of Squadron Leader Administrative at a night fighters station and for this work gained mention in despatches in the 1942 King's Honour List. When the RCAF Bomber Group was formed he was selected for the post of Staff Officer in Charge of Administration. On returning to Canada he is being succeeded by W/C G. Erle Scott, former commanding officer of the RCAF Reception Depot in Great Britain.

Born in Essex, England, 54 years ago, Wing Commander Durham went to Canada as a young man of 19 and today regards himself as a Canadian. His wife resides at 520 21st Avenue West, Calgary, Alberta.

* * * * *

DURHAM, F/L William Campbell (C9109) - **Mention in Despatches** - Station Leeming - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Unit identified in AFRO only as "Overseas"; positive unit identification from **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944). Home in Toronto; enlisted there 31 October 1941 when commissioned. To "Y" Depot, 12 December 1941. Date of going to Britain uncertain. Promoted Flying Officer, 1 May 1942. Promoted Flight Lieutenant, 1 November 1942. Promoted Squadron Leader, 1 November 1943. Repatriated 7 August 1944. To Eastern Air Command, 25 October 1944. To "K", 31 October

1944. Retired 2 October 1945. Flying Control Officer. RCAF photo PL-28333 (ex UK-9099 dated 23 March 1944) shows him during his marriage to former Section Officer Aileen Purves of Hong Kong and Edinburgh, attached to No.6 Group Headquarters. Photo PL-28334 is same subject. Photo PL-28335 (ex UK-9101 dated 23 March 1944) shows S/L Mel Loucks (Montreal), Mrs. Margaret Lay (YMCA hostess at No.6 Group Headquarters), S/L W.C. Durham and his bride, Section Officer Aileen Purves of Hong Kong and Edinburgh, attached to No.6 Group Headquarters. (Loucks was best man). Photo PL-28337 is Purves and Durham; 900-year old Yorkshire church behind.

DURHAM, S/L William Campbell (C9109) - **Mention in Despatches** - **Leeming** - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

* * * * *

DURNIN, F/L William Howard (J15155) - **Air Force Cross** - No.1 Instrument Flying School (since moved to No.168 Squadron) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 1 March 1920 in Virden, Manitoba; educated in Winnipeg. Home there; enlisted there, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940; to Winnipeg Flying Club, 14 September 1940; to No.14 EFTS, 27 October 1940; graduated 7 November 1940 when posted to No.5 SFTS; graduated and promoted Sergeant, 28 January 1941. To "H-OD" (whatever that is), 18 February 1941; to Embarkation Depot, 22 February 1941; to RAF overseas, 2 March 1941. Commissioned 19 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 May 1943. Repatriation date uncertain. Remained in postwar RCAF, retaining rank of Flight Lieutenant as of 1 October 1946 (19791). Promoted Squadron Leader, 1 January 1952. Reported as having flown 1,766 hours to dates, 1,233 hours as instructor, 249 hours in previous 6 months. RCAF photo PL-1746 shows student pilots - LAC R.F. Epps (Winnipeg), LAC W.H. Durnin (Winnipeg), LAC H.J. Taylor (Winnipeg) and LAC R.O. Docking (Minnedosa, Manitoba).

This officer has been employed as a flying instructor on standard beam approach flying training for over two years. Through all types of weather he has carried out his duties most diligently and proved himself to be a flying instructor of exceptional skill.

* * * * *

DUROCHER, F/L Arthur Eugene (J24067) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 28 December 1913 in Eagle River, Ontario; home there (operator); enlisted in Winnipeg, 13 June 1940 for General Duties. To No.4 (BR) Squadron, 8 July 1940. Classified as Service Police (Guard), 9 September 1940 when appointed

Acting Corporal. Reverted to AC1, 13 September 1940. Promoted LAC, 13 December 1940. To Patricia Bay, 26 March 1941. Promoted Corporal, 1 October 1941. To Boundary Bay, 15 December 1941. Promoted Sergeant, 1 April 1942. Remustered to aircrew and posted to No.3 WS, 29 June 1942; graduated 22 January 1943 when posted to No.7 BGS; graduated and commissioned, 22 February 1943. To No.32 OTU, 5 March 1943. To "Y" Depot, 12 June 1943; to United Kingdom, 29 June 1943. Promoted Flying Officer, 22 August 1943. Promoted Flight Lieutenant, 16 November 1944. Repatriated 7 June 1945 for Tiger Force training with No.428 Squadron; retired 10 September 1945. RCAF photo PL-40049 (ex UK-16314 dated 9 November 1944) is captioned as follows: "After a bombing mission over Cologne, Flight Sergeant Matthew 'Scotty' Adam, Toronto, WAG, talks about the raid with Flying Officer Art Durocher, Eagle River, Ontario, WAG, and Pilot Officer Art Cannon, Marquis, Saskatchewan, rear gunner, both flying with the Ghost Squadron." No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 22 May 1945 when he had flown 33 sorties (192 hours 15 minutes), 9 May to 29 December 1944. Signal Leader when recommended.

This officer has shown exceptional skill, courage and great devotion to duty as a Wireless Operator. His great ability and coolness created a high standard of morale in his crew and proved of great assistance to his pilot. He undoubtedly contributed largely to the completion of a successful tour by his crew.

As Signals Leader his efforts were untiring and he raised the standard of his section to a very high level. No task was too difficult and his co-operation with the squadron was whole-hearted at all times.

The sortie list was as follows:

9 May 1944 - Gardening (5.05)
12 May 1944 - Gardening (5.00)
14 May 1944 - Gardening (5.30)
22 May 1944 - Gardening (5.30)
24 May 1944 - Trouville (5.00)
27 May 1944 - Gardening (5.30)
31 May 1944 - Boulogne (3.50)
9 June 1944 - Gardening (5.50)
9 June 1944 - Gardening (9.00)
12 June 1944 - Gardening (6.55)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (3.45)
12 July 1944 - Acquet (4.35)
3 August 1944 - Bois de Casson (5.05)
10 August 1944 - La Pallice (7.30)

14 August 1944 - Falaise (4.55)
 15 August 1944 - Soesterburg (4.30)
 16 August 1944 - Stettin (7.40)
 18 August 1944 - Bremen (6.25)
 27 August 1944 - Mimeyecques (4.05)
 6 September 1944 - Emden (4.05)
 14 September 1944 - Wilhelmshaven (3.35, recalled)
 15 September 1944 - Kiel (6.30)
 17 September 1944 - Boulogne (4.25)
 27 September 1944 - Bottrop (6.05)
 6 October 1944 - Dortmund (6.25)
 15 October 1944 - Wilhelmshaven (5.35)
 28 October 1944 - Cologne (6.15)
 16 November 1944 - Julich (5.25)
 27 November 1944 - Neuss (6.30)
 30 November 1944 - Duisburg (6.10)
 4 December 1944 - Karlsruhe (7.20)
 6 December 1944 - Osnabruck (6.40)
 29 December 1944 - Scholven (6.45)

* * * * *

DUROCHER, F/L Jacques Ernest (J7992) - **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 8 April 1919 in Lachine, Quebec; home in Montreal (office clerk, served in Royal Canadian Corps of Signals); enlisted there 27 November 1940 and posted to No.4 Manning Depot. To No.1 WS, date uncertain; promoted LAC, 29 May 1941; to No.1 BGS, 15 September 1941; graduated and commissioned, 12 October 1941. To No.31 OTU, 26 October 1941. To RAF overseas, 12 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 November 1942. Promoted Squadron Leader, 15 July 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Retired 18 September 1945.

DUROCHER, F/L Jacques Ernest (J7992) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. 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 22 July 1944) when he had flown 31 sorties (181 hours five minutes) between 6 June 1942 and 22 May 1944.

This officer has completed thirty-one operational bombing sorties against the enemy, twenty-six of which have been on major targets. Throughout his tour he has shown outstanding courage and devotion to duty. He was Squadron Gunnery

Leader and his excellent work, generally, has inspired a high standard of morale not only in his crew but in the entire squadron.

The sortie list was as follows:

6 June 1942 - Emden (5.15)
19 June 1942 - Emden (4.40)
25 June 1942 - Bremen (6.25)
8 July 1942 - Wilhelmshaven (4.05, duty not carried out)
9 July 1942 - Gardening, Langcroo (5.15)
14 July 1942 - Gardening, St. Nazaire (7.50)
6 October 1942 - Osnabruck (5.30)
13 October 1942 - Kiel (1.05, duty not carried out)
15 October 1942 - Cologne (5.50)
23 October 1942 - Krefeld (4.00, daylight, duty not carried out)
15 January 1943 - Lorient (5.25)
28 March 1943 - St. Nazaire (7.05)
29 March 1943 - Bochum (6.00)
4 April 1943 - Kiel (6.40)
26 April 1943 - Duisburg (5.50)
29 May 1943 - Wuppertal (6.20)
19 June 1943 - Le Creusot (6.20)
2 September 1943 - Hanover (6.00)
3 October 1943 - Kassel (6.35)
11 November 1943 - Cannes (9.05)
26 November 1943 - Stuttgart (8.05)
29 November 1943 - Berlin (2.30, duty not carried out)
20 January 1944 - Berlin (7.55)
19 February 1944 - Leipzig (6.50)
13 March 1944 - Le Mans (5.05)
15 March 1944 - Stuttgart (8.15)
20 March 1944 - Essen (5.45)
10 April 1944 - Ghent (4.35)
22 April 1944 - Dusseldorf (5.35)
7 May 1944 - St. Valery en Caux (3.40)
11 May 1944 - Boulogne (3.45)
22 May 1944 - Le Mans (4.40)

Note: The following from the website "Aircraft Accidents in Yorkshire":

Halifax DK186 damaged on Ops, returned to Leeming airfield.

On the night of 19th/20th June 1943 the crew of this aircraft had bombed Le Creusot, France. On the return flight and while crossing the French coast the aircraft was fired upon and slightly damaged. The mid upper gunner received injuries to his one of his heels, recorded in the 427 Squadron's war diary (as detailed on the 427 Squadron Association website) as being by a tracer bullet. The pilot made a safe return to Leeming airfield and the injured airman was admitted to hospital.

Pilot - W/C Dudley Henderson Burnside DFC and Bar RAF (37464).
Navigator - F/O Alexander Marlow Stockdale RCAF (J/10407).
Bomb Aimer - F/O Reginald James Hayhurst RAF (128419).
Wireless Operator - P/O Robert Vollum RAFVR (139641).
Mid Upper Gunner - F/Lt Jacques Ernest Durocher RCAF (J/7992). Slightly injured.
Rear Gunner - P/O David Burgess Ross RAFVR (139642).
Flight Engineer - F/Sgt Edgar James Solman RAF (576467).

* * * * *

DURRANT, F/O Frederick George (J86070) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 29 June 1916 in Robsard, Saskatchewan. Educated in Ottawa public schools and Ottawa Technical School. Home in Ottawa (gas station attendant and motor mechanic); enlisted there 20 July 1937 as Master Motor Mechanic. To No.1 Equipment Depot, Ottawa, 12 May 1938. Promoted AC1, 20 July 1938. At Trenton as of 31 March 1939 when posted to Ottawa. Promoted LAC, 1 July 1939. Promoted Corporal, 1 September 1939. Promoted Sergeant, 1 November 1940. To No.6 SFTS, 11 January 1941. Promoted Flight Sergeant, 1 July 1941. To School of Army Co-operation, Rockcliffe, 3 November 1941. To No.123 Army Cooperation Squadron, Rockcliffe, 12 February 1942. Remustered to aircrew and posted on 4 July 1942 to No.3 ITS; graduated 28 August 1942 when posted to No.11 EFTS; may have graduated 4 December 1942 but not posted to No.5 SFTS until 27 December 1942; promoted Flight Sergeant, 1 April 1943; graduated 30 April 1943. To "Y" Depot, 14 May 1943. To RAF trainee pool, 26 May 1943, disembarking in England 4 June 1943. To No.15 (Pilots) AFU, 29 June 1943. Attached to No.1511 Beam Approach Training Flight, 10-16 August 1943. To No.18 OTU, 12 October 1943. Promoted WO2, 30 October 1943. To No.11 Base, 20 March 1944. Commissioned 26 April 1944. To No.103 Squadron, 27 May 1944. Promoted Flying Officer, 26 October 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.5 OTU, Boundary Bay, 16 March 1945. To No.6 OTU, Comox, 1 October 1945, following it to Greenwood. To Composite Training School, Toronto, 14 February 1946. To Eastern Air Command, Halifax, 1 April 1946. To Dartmouth, 4 April 1946. To AFHQ, 13 May 1946. Remained in postwar RCAF (9763). To Northwest Air Command, 5 October 1947 as Command Safety Officer. To Aero Engineer Branch, 19 May 1950. Promoted Flight Lieutenant, 1 January 1951. To Tactical Air Command Headquarters, Edmonton, 1 August 1951. To No.6 Repair Depot, Trenton, 3 October 1952. To No.10 Repair Depot, Lincoln Park, 9

July 1955. Promoted Squadron Leader, 1 January 1956. To Air Material Command Headquarters, Ottawa, 9 July 1961. Retired 3 January 1964. Died in Calgary, 21 February 1994, aged 78 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1994. Obituary notice said he had retired 1964 and thereafter active in tracked vehicle industry in Alberta until retired again in 1987. RCAF photo PL-35096 shows three men recently repatriated to Canada in February 1945 - F/O J.A. Deslauriers (Ottawa), F/O H.R. Willis-O'Connor (Ottawa) and F/O F. Durrant (Ottawa).

Flying Officer Durrant has taken part in numerous operational sorties, many of which were against heavily defended targets. Early in his operational career he was forced to leave his aircraft by parachute and in so doing sustained an injury to his back. A courageous and skilful captain of aircraft, he has never let pain or discomfort diminish his keenness to participate in operational flying or to interfere with the successful achievement of his allotted task. He has always set a praiseworthy example of efficiency, fortitude and devotion to duty.

Public Records Office Air 2/9050 has recommendation by W/C J.R. St. John dated 9 December 1944 when he had flown 30 sorties (163 hours 20 minutes) with more details:

9 June 1944 - Flers
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
28 June 1944 - Chateau Bernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
4 July 1944 - Orleans
5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Revigny
7 August 1944 - Fontenay
11 August 1944 - Douai
3 October 1944 - Westkapelle
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
11 October 1944 - Fort Fredrik Hendrik
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Düsseldorf
6 November 1944 - Gelsenkirchen
11 November 1944 - Dortmund

16 November 1944 - Duren
21 November 1944 - GARDENING
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
6 December 1944 - Merseburg

Flying Officer Durrant, a Canadian, was posted to No.103 Squadron on 27th May 1944, and has since completed 30 sorties as captain on Lancaster aircraft, with a total of 163.20 hours operational flying. Throughout his tour of operations this officer has been outstanding as a skilful, reliable and determined captain of aircraft.

On one occasion, in the early stages of his tour, Flying Officer Durrant was obliged to abandon his aircraft by parachute on returning from an operational sortie. In doing so, he sustained a painful injury to his back, from which despite medical treatment, he suffered to some extent throughout the remainder of his tour. He endured this uncomplainingly and continued to show the same high degree of skill and determination to reach his objective. Many of his operations were of a long and arduous nature, involving flights through the fiercest opposition from enemy flak to fighters, but Flying Officer Durrant, backed by a fine crew, consistently set a most praiseworthy example of efficiency, fortitude and devotion to duty.

I strongly recommend that this fine example should be recognized by the non-immediate award of the Distinguished Flying Cross.

Notes: He was involved in the crash-landing of a Wellington, 21 December 1943.

Training: Course at No.3 ITS was 6 July to 28 August 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 791 points out of possible 1,000. Placed 60th in a class of 79. "Stolid and unimaginative. Has more ability than he uses. Cooperative, average aircrew material."

Course at No.11 EFTS was 24 September to 4 December 1942. Fleet Finch II aircraft - 11 hours 35 minutes dual to first solo, total 36.25 day dual, 37.10 day solo, 3.00 night dual. Was 7.55 on instruments and logged 12.15 in Link. Navigation exercises consumed 4.20 dual and 3.00 solo. Ground Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written), scoring 493 points from possible 700. Placed 25th in a class of 34. "Quiet, average student, keen." (J.G. Elliott, CGI). "Very keen, slow to grasp things. Average ability, Must work hard." (F/L Morrisette, assistant CFI).

Course at No.5 SFTS was 28 December 1942 to 30 April 1942. Avro Anson aircraft - eight hours 50 minutes dual to first solo, 71.45 day dual, 49.35 day solo, 8.00 night dual, 8.40 day solo, 16.05 in formation. Spent 26.15 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 580 points of possible 750. Placed 40th in a class of 57. "An average pilot who is inclined to be inaccurate and mechanical in the air - little natural ability. Did only an average job as a group senior, lacking leadership and initiative."

Selected Assessments: "Flying Officer Durrant is now employed as Mechanical Transport Safety Officer for this Command. He is doing excellent work in helping to reduce MT accidents. His enthusiastic attitude towards his work has won many friends amongst officers and men of the service, thus leading to whole-hearted cooperation in the accident reduction scheme." (S/L A.H. Warner, Northwest Air Command Headquarters, 17 June 1948).

"Squadron Leader Durrant has filled the position of Officer Commanding the Mobile Equipment Squadron at No.6 Repair Depot since October 1952. He is responsible for the organization and operation of the Mobile Equipment Repair Shop where all types of RCAF Mechanical Equipment are repaired and overhauled, the Mobile Equipment (Transport) Section which operates 152 items of mobile equipment and the Mechanical Equipment storage site at Collins Bay some 60 miles from Trenton where 394 ME vehicles of various types are currently stored. As well as his duties at 6 RD, F/L Durrant was appointed RCAF Co-ordinator for the Safe and Skilled Driving Rodeo in 1954. F/L Durrant has carried out his responsible duties at 6 RD in a capable and satisfactory manner. In my opinion F/L Durrant is as capable an ME officer as there are in the Service. His quiet and unassuming manner may not make him impressive but he knows his business. His personal habits and family life are temperate and well ordered. F/L Durrant is quite capable of assuming the responsibilities of higher rank and his promotion to Squadron Leader is highly recommended." (W/C D.D.M. Cunningham, No.6 Repair Depot, 2 February 1955).

* * * * *

DUSCHARM, Sergeant Earl Brentnall (R62527) - **Mention in Despatches** - No.433 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 December 1909. Enlisted in Renfrew, Ontario, 25 January 1940 as Airframe Mechanic. To No.1 WS, 9 March 1940. Promoted AC1, 24 April 1940. To No.112 (Army Cooperation) Squadron, 22 May 1940. To No.110 (Army Cooperation) Squadron, 20 June 1940. Promoted LAC, 1 December 1940. To No.414 Squadron, 15 August 1941. Promoted Corporal, 24 September 1941. Repatriated 7 September 1944. To No.23 EFTS, 10 October 1944. To No.3 Repair Depot, 23 January 1945. To "Y" Depot, 1 March 1945. Taken on strength of No.3 PRC, Bournemouth, 10 March 1945. Repatriated again, 7 July 1945. To Scoudouc, 14 July 1945. Retired 13 September 1945. Died in Hagersville, Ontario, 13 May 2010.

* * * * *

DUTCHAK, F/L Joseph (J8942) - **Air Force Cross** - No.15 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 27 March 1920. Home in Claresholm, Alberta. Enlisted Edmonton, 14 March 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 2 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC on 14 July 1941; posted that date to No.5 EFTS; to No.10 SFTS, 30 August 1941; graduated and commissioned 21 November 1941. To Trenton, 22 November 1941. To No.15 SFTS, 27 February 1942. To No.6 OTU, 1 March 1945. To "Y" Depot, 15 June 1945 but not taken on strength of United Kingdom until 5 September 1945. Repatriation date unclear; to Release Centre, 4 June 1946; released 24 July 1946. TCA and Air Canada pilot, 1946 to 1977. Died in North Vancouver, 21 April 2013. Had flown 2,129 hours to date, 1,810:50 as instructor, 374 hours in last six months.

This officer has shown himself to be a most capable and conscientious flying instructor. He is an exceptionally keen and willing worker who has set an excellent example to those working under him.

* * * * *

DUTHIE, S/L George Noble (C7271) - **Member, Order of the British Empire** - 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 in Fraserburgh, Scotland, 25 October 1901. Educated there, 1906 to 1910. Educated in Toronto, 1911 to 1919 plus University of Toronto Night Courses, 1935-1936 (public speaking). Home in Toronto where he was by turns a Book Keeper (1915-1931), YMCA Secretary (1932-1935) and publicity and sports director for Canadian National Exhibition (1935 to 1941); enlisted there 6 September 1941 in Administrative Branch. Attended School of Administration, 8 September to 4 October 1941. Granted rank of Flying Officer, 4 October 1941. To No.1 Manning Depot, 5 October 1941. Promoted Flight Lieutenant, 15 August 1942. To No.1 Training Command, 15 May 1944. Promoted Squadron Leader, 1 August 1944. To No.1 Air Command, 15 January 1945. Released 4 November 1946. Died 10 March 1968 as per DVA letter of 15 March 1968. **Legionary** of May 1968 says he died in Toronto, 11 March 1968. Canada Sports Hall of Fame site says 9 March 1968.

This officer, during the whole period of his service, has given unstintingly in effort and time to the welfare of Air Force personnel. He has worked untiringly very many hours over and above that normally required of him, always in the interest of the service and for the benefit of service personnel. He never hesitates to sacrifice his own recreational time to the welfare of others. His sense of duty and loyalty is exemplary and he has contributed in no small part to the successful reception of incoming overseas drafts. His loyalty, efficiency and devotion to duty and complete disregard of personal inconvenience mark him as an outstanding officer.

This award resulted from numerous submissions.

For his contribution to the morale, welfare, and physical fitness of the airmen who have passed through this Depot, in consequence of which the service has greatly benefited. This officer has organized sports both as part of the training syllabus and during off-duty hours and his experience and advice have been invaluable. Due to confections which he formed in civil life, Flight Lieutenant Duthie has been successful in securing the appearance at this Depot and at some other RCAF Stations outstanding stars of stage, screen and radio. The appearance of these stars has done much to increase the morale of the airmen and the publicity given by the press to their visits has attracted favourable attention to the RCAF and has assisted the recruiting campaign of the service. (Group Captain H.O. McDonald, Commanding No.1 Manning Depot, 14 January 1944, recommending an OBE)

Squadron Leader Duthie, during the whole period of his Service, has given unstintingly in effort and time to the welfare of Air Force personnel. He has worked untiringly very many hours and above that normally required of him; always in the interest of the service and for the benefit of Service personnel. He never hesitates to sacrifice his own recreational time to the welfare of others. His sense of duty and loyalty is exemplary (Commanding Officer, No.4 Release Centre, signature illegible, 3 August 1945)

The final (and successful) submission was made on 27 February 1946.

Biography, Canada Sports Hall of Fame, stated:

George Duthie was the driving force behind numerous amateur athletic events, programs, and associations throughout his life. A native of Scotland, Duthie came to Canada at an early age and soon became involved with the Boys Department of the West End YMCA. He gained significant experience in the organizational aspects of amateur sport as manager of their junior basket ball team and general manager of the Broadview Boys Fall Fair. After serving two years as a City of Toronto alderman, Duthie joined the Canadian National Exhibition (CNE) as Manager of the Sports Department in 1933. Under his auspices, many of the CNE sports events took on national prominence. Long distance swims became a main attraction of the fair. In the 1950s, Aquarama shows were fair mainstays. Several times, the World Water Ski championships were held on the CNE waterfront in conjunction with the fair. Duthie served for five years in the Royal Canadian Air Force during the Second World War. In charge of Sports and Entertainment for Number 1 Training Command, he organized the Inter-Service Leagues in basketball, boxing, wrestling, football, and hockey. The Number 1 Training Command Track and Field Championships was the largest one-day meet ever

held in Canada with more than 1,000 service people competing. During his 35 years with the CNE, Duthie served on numerous committees of the Amateur Athletic Union of Canada. He was a co-founder of the Canadian Boating Federation, the governing body for motorboat racing in Canada, as well as the Canadian Water Ski Association. In addition, he was an active member of the Royal Canadian Yacht Club, the Boulevard Club, and the National Yacht Club. In the days before government sponsorship of amateur athletes, Duthie traveled across Canada to promote the Canadian Olympic Training Program. He was successful in convincing the Royal Canadian Legion to supporting track and field activities nationwide. In 1967, Prime Minister Lester B. Pearson appointed him to the National Advisory Council on Fitness and Amateur Sport. Duthie's dedication to sport was lifelong. He was involved in management and public relations with the YMCA throughout his career, and he was still on the Board of Directors at the Etobicoke YM/YWCA at the time of his death in 1968.

Selected Assessments: "Excellent at sports and entertainment." (F/L A.H. Woolrich, 13 August 1942).

"This officer's civilian experience fits him particularly well for the direction of sports and entertainments at the Depot which duties he discharges in an outstanding manner." (W/C H.O. McDonald, 12 October 1942).

"This officer has been continuously employed as entertainment and sports officer at this Depot and has carried out these duties in a conscientious manner." (W/C C.G. Beveridge, 18 May 1944).

"A very useful and efficient special services officer." (G/C C.E. Bennett, 17 April 1945).

* * * * *

DUTHIE, W/C William Falding (C3181) - **Member, Order of the British Empire** - WAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Toronto; enlisted there 15 November 1940 (Administrative Branch). To No.1 Training Command, 15 December 1940. To Western Air Command, 24 June 1942. Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 1 October 1943. Promoted Wing Commander, 1 January 1945, To Release Centre, 6 September 1945. Released 11 September 1945. Died at Georgian Retirement Residence, Dundas, 5 August 2004, age 96.

During the period this officer has been serving at this Headquarters, and particularly through recent months as Staff Officer Organization, this officer's conscientious, capable and untiring efforts have earned for him the commendation of all with whom he has been associated. Every task undertaken by him has shown the value of his energy and ability, and the results have been of

outstanding benefit to this Command. His devotion to duty and keen sense of responsibility have been exemplary.

* * * * *

DUTKA, WO (now P/O) Richard Simin (R150976/J96593) - **Mention in Despatches** - No.428 Squadron (AFRO gives unit only as "Overseas" - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 2 January 1924 (MI.9 report says 21 January 1924). Home given variously as Slarva or Myrnham, Alberta (student); enlisted in Edmonton, 25 March 1942 and granted Leave Without Pay until 13 April 1942 when posted to No.3 Manning Depot. To No.7 ITS, 4 July 1942; graduated and promoted LAC on 28 August 1942; posted next day to No.5 BGS; posted to No.1 CNS, 21 November 1942; graduated and promoted Sergeant, 22 December 1942; to "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943. Reported missing, No.428 Squadron, 1 September 1943 (prisoner of war); reported safe in United Kingdom, 10 May 1945; commissioned with effect from that date. Repatriated 6 July 1945; released 18 September 1945. Re-engaged, 8 October 1946 as a Radio Technician with rank of LAC. To Whitehorse, 1 November 1946; to Northwest Air Command, 3 March 1947; to Edmonton, 7 April 1947; released 14 April 1947. Died in Edmonton, Alberta, 9 April 2004.

Directorate of History and Heritage file 79/507 has MI.9 report of his attempted evasion and capture. It erroneously gives date of being shot down as 31 August **1942** rather than **1943**. Captured near Coblenz on 30 September 1943; liberated at Fallingbommel, April 1945.

EVASION AND CAPTURE

We took off in a Halifax on 31 August 42 [sic] to bomb Berlin. We bombed our target successfully but shortly afterwards the aircraft was hit by flak and set on fire. We were forced to bale out.

I landed near Potsdam and hid in the woods for the first night and the next day. I then walked all night and hid for four days in some woods. By that time I had run out of food and started walking west. I walked by night and hid by day for 16 days, living on fruit and potatoes. I finally reached the Elbe near Barby. As I was not a good swimmer it was not worth trying to swim across the river. I waited till it was dark, when luckily during an air raid I managed to bluff my way across the railway bridge and got into Barby marshalling yard.

Here I got on a goods train which took me as far as Erfurt where I stayed in the box car all day. That night I reached Wiesenbach. Here I got off the train in search of food and hid in an orchard for two days. I then caught a train which took me into some marshalling yards in a suburb of Coblenz. I was discovered by

some French workers who made so much noise that it attracted the attention of the Station Master who handed me over to the police.

CAMPS IN WHICH IMPRISONED

Stalag Luft VI (Heydekrug) - 3 October 1943 to 15 July 1944

Stalag 357 (Thorn) - 16 July to 8 August 1944

Stalag 357 (Fallingbosten) - 10 August 1944 to 6 April 1945.

Note: The following is from <http://www.thememoryproject.com/stories/608:richard-dutka/> (The Memory Project):

When they called us into the meeting room and said we were going to Berlin, many of the men said, hurray, you know, at last we get a chance to bomb the capital of Germany. I don't know what our total force was that night, over 600 anyway and we lost 50 that night. We got back all right, but many of our friends didn't. And a week later, on our fourth mission, they announced that we were going to Berlin again, started giving us the details of how we were to go and what we were to bomb. It was all quiet, nobody said a peep, you could have heard a pin drop. When we got to the target, it was lit up like a football field because the Germans, their fighters had flown high above us and dropped flares, so everything was all lit up and you could see all the planes flying, our planes and the enemy planes, the fighters. We just finished dropping our bombs when we got coned by three searchlights. Pilot tried real hard, did a lot of weaving, break away from the searchlights but they just, you know, one would go out and another one would pick us up, so there was always ... And once they had three of them on you, and they could pinpoint your exact position and they knew exactly where to send up their flack and I guess they passed that information onto the fighter planes up above too. Anyway, we were heading home, we'd dropped our bombs and one of their fighters caught up to us and strafed our plane. They had 20 millimeter cannons. I don't know. We got the order to bail out because the plane started going down and the pilot couldn't seem to control it. He tried but ... So four of us bailed out, and the pilot and the two gunners went down with the plane. So we came down to the ground and then I took off my parachute and my harness; and I took out the maps and I started heading out across the fields. I traveled for, it might have been nine or ten days when I came to the river. I think it was the Elbe, it was too wide for me to go across. But there was a railway bridge. I thought, well, I might as well try and see if I can walk across. So I started walking and there was guard towers on both sides of the bridge. There was nobody on the side I entered, but as I got halfway across, and it was more than a mile across that river, I could see a flashlight on the other side and a guardhouse. I went, oh well, 50/50 chance. I could either bluff my way through there or walk back, but I wanted to get over to the other side. So I just kept on walking. And there were

two men there, I don't know, they were in some kind of uniform, whether they were regular guards or military, I'm not sure. They said good evening to me or what it sounded like in German. And I didn't answer, I just walked by. And once I got to the other side, I just ran off along the side of the grade and there were shrubs and brambles there and right through the bramble patch, I didn't care, and hid. So they looked a little bit and then they didn't bother me. As I was walking through this, on this road and the next thing I realized, I was in the village and on the right side of me was the railway and on the left was the main street of the village. The villagers were out on the doorsteps because of the heavy fire, probably watching, wondering where the bombs were going to drop. Before I saw them, I could feel something and then I looked and they'd been looking at me. So I just eased away a little farther, closer towards the railway and soon I found an opening and crossed over into the railway yard and got into one of the boxcars there. Waited until the train, after they got done, shunting and filling their train, they took off. Took my maps out, I had a flashlight and I tried to see out of the little crack, as we were going, what stations we went by. I was kind of having fun, walking up and down that train when it wasn't going too fast and blowing the horns of those jeeps. One place I got off when they stopped and I picked a few little rocks and then as we were driving, going by some kind of a factory, you know the factories had signs on them, Räder müssen auf für den Sieg rollen or something about, which meant wheels must roll on for victory or something like that. Anyways, we went by. I threw rocks at, I don't know if I hit any windows but I threw rocks at the windows anyway, hoping I'd hit one, do a little bit of damage. So we pulled into this yard and it stopped there for servicing. Soon, somebody came to check the brakes, again, where I was hiding in the little hut and so I put my fingers to my lips and he nodded his head. But I guess he went back and told his mates. So then one or two others came and had a look at me. About the third fellow that came, he didn't come up, he just threw the door open, pulled his Luger [German pistol] out and he told me in German, der Krieg ist für Sie zu Ende. The first real words in German that I understood: the war is over for you.

* * * * *

DUTKOWSKI, F/O Raymond (J28079) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 8 September 1923 in Regina; home there (stenographer); enlisted there 19 June 1942 and granted Leave Without Pay until 22 July 1942 when posted to No.2 Manning Depot; to Central Navigation School (guard duty), 10 September 1942; to No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.15 EFTS, 23 January 1943; ceased training and posted to No.3 Manning Depot, 17 February 1943; to No.7 BGS, 5 March 1943; to No.1 CNS, 29 May 1943; graduated and commissioned 9 July 1943. Posted to "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Repatriated 7 February

19445. To No.2 Air Command, 18 February 1945. To No.6 Release Centre, 8 April 1945. Released 11 April 1945. Re-engaged, 8 July 1948 to 10 February 1950. Moved to the United States, 1969 (Santa Barbara, California and Levanworth, Washington), returning to Canada in 1990s. Died in Abbotsford, British Columbia, 15 September 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation dated 17 October 1944, at which time he had flown 36 sorties (166 hours 45 minutes) between 20 April and 14 October 1944.

This bomb aimer has completed thirty-six heavy bombing attacks against the enemy. His work in general has been outstanding and he has been a splendid example of cheerful courage, unselfishness and sacrifice not only to his crew but to the squadron in general.

The sortie list was as follows:

20 April 1944 - Lens (5.15)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karsruhe (7.05)
26 April 1944 - Villeneuve St. Georges (5.10)
27 April 1944 - Aulnoye (4.40)
30 April 1944 - Somain (4.50)
1 May 1944 - St. Ghislain (4.55)
7 May 1944 - St. Valery-en-Caux (3.40)
10 May 1944 - Ghent (4.50)
11 May 1944 - Boulogne (4.25)
31 May 1944 - Au Fevre (4.50)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville Franceville (5.50)
6 June 1944 - Conde sur Noiseau (5.00)
8 June 1944 - Mayenne (5.05)
12 June 1944 - Arras (3.25)
15 June 1944 - Boulogne (3.45)
16 June 1944 - Sautrecourt (3.25)
17 June 1944 - Oisemont Neuville (3.55)
21 June 1944 - Oisemont Neuville (4.00)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (4.40)
28 June 1944 - Metz (1.10, duty not carried out)
12 July 1944 - Acquet (4.05)
14 July 1944 - Anderbelck (3.25)
18 July 1944 - Wesseling (5.35)
20 July 1944 - Grande Bois (3.55)

28 July 1944 - Hamburg (5.15)
31 July 1944 - Coquereaux (4.10)
3 August 1944 - Nieppe (4.10)
5 August 1944 - St. Leu (5.00)
7 August 1944 - La Hogue (4.40)
25 August 1944 - St. Mathieu (5.00)
27 August 1944 - Mimoyecques (3.20)
12 September 1944 - Gardening (6.50)
17 September 1944 - Boulogne (4.05)
14 October 1944 - Duisburg (5.35)

DUTKOWSKI, F/O Raymond, DFC (J28079) - No.427 Squadron - **Croix de Guerre (France)** - Awarded as per AFRO 1619/45 dated 19 October 1945. Recommended 9 January 1945 (DHist file 181.009 D.1729, PAC RG.24 Vol.20607), together with S/L William M. Stephens (awarded Croix de Guerre) and P/O Thomas S. Foy (not awarded Croix de Guerre). No citation in AFRO; recommendation as follows:

This bomb aimer has completed thirty-six operational bombing attacks against the enemy; twenty-one of these attacks have been since June 6th, 1944. Flying Officer Dutkowski's work in general has been outstanding and his bombing an inspiration to all bomb aimers in the squadron. He possesses coolness and displays exceptional fearlessness in the face of danger and at all times has been an example to his crew. I most highly recommend that Flying Officer Dutkowski be awarded the Croix de Guerre, as these attacks have been held mainly over France and had a great deal of effect on its liberation.

NOTE: Public Records Office Air 2/9645 has final citation.

Flying Officer Dutkowski has completed 36 operational bombing attacks, 21 of these being flown since the 6th June, 1944. His work in general has been outstanding and his bombing an inspiration. His coolness and exceptional display of fearlessness in the face of danger has at all times been an example to his crew.

* * * * *

DUTTON, S/L Owen Langford (C8534) - **Mention in Despatches** - No.139 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Regina; insurance adjuster and flew 11 years with Regina Flying Club. Enlisted there 31 October 1941 as Equipment Officer. Almost immediately posted overseas. Promoted Flight Lieutenant, 1 May 1942. Promoted Squadron Leader, 7 March 1944. Transferred to Flying Control List, 1 September 1944. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To Western Air Command, 20 July 1945. To Release Centre, 20 September 1945. Released 2 October 1945.

* * * * *

DUVAL, Sergeant (now P/O) Jean Pierre Aime Joseph (R125456/J18359) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 17 August 1921 in Quebec; home in Gracefield, Quebec (clerk); enlisted in Ottawa, 20 August 1941 and posted to No.5 Manning Depot. To No.8 SFTS (guard duty), 6 November 1941. To No.6 BGS, 16 January 1942. Promoted LAC and simultaneous to Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 17 July 1942. Commissioned 14 July 1943. Repatriated 22 October 1944. To Edmonton, 8 January 1945. To Whitehorse, 15 January 1945. To No.1 SFC (whatever that is), 5 February 1945. To Western Air Command, 7 July 1945. To Release Centre, 6 October 1945. Released 15 October 1945. No citation in AFRO, "completed many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". See also FS R.L. Skillen.

RCAF Press Release 2612 dated 16 December 1943 reads as follows:

With the RCAF Bomber Group Overseas - Pilot Officer Jean P. Duval, a French-Canadian rear gunner of Gracefield, Quebec, who has flown twice over the six "hottest" targets in Germany, has been awarded the Distinguished Flying Medal.

Now a gunnery instructor at a heavy conversion unit commanded by Group Captain F.A. Sampson of Ottawa, Duval had a very exciting tour of operations with the Lion Squadron. His tour, half of which was done on Wellingtons and the remainder on heavy four-engines Halifaxes, took him twice over the heaviest defended targets in Jerryland, namely Berlin, Hamburg, Cologne, Duisburg, and Nuremburg.

Duval, who is 22 years of age and a six-footer, was born in Ottawa but moved to Gracefield at an early age. "We've been in on the start of a lot of fun over Germany," he said. "We started the long run of attacks which wiped out Hamburg and made some of the first raids on Berlin in the heavy work done last summer during June and July." He made several trips during the Battle of the Ruhr last summer.

"The last trip of our tour was over Berlin and I think that was the most exciting I have ever experienced," commented Duval. "Flak shrapnel struck the rear turret but did not touch me. Shell fragments cut off the automatic ammunition feed to the guns leaving me helpless in my glass cupola. On the return trip more flak bursts perforated the centre of the starboard elevator plane, missing me by feet. As if that wasn't enough, when we landed and rolled to the end of the runway our engines cut from lack of petrol."

Duval and the-all Canadian crew have always managed to return to base even though they have run the whole gamut of operational difficulties - searchlight coning over enemy territory, attacks by night fighters, flak-damaged aircraft, dangerous landings.

* * * * *

DUVALL, F/L Stanley Frank (C7935) - **Mention in Despatches** - Headquarters, BAF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 28 August 1917. Home in Hamilton, Ontario; enlisted there 25 April 1941 as Radio Mechanic. Granted leave Without Pay until 30 May 1941 when posted to Dalhousie University. Commissioned 6 September 1941 as Radio Officer. To Embarkation Depot, 19 September 1941. To RAF overseas, date uncertain. Promoted Flying Officer, 6 March 1942. Flight Lieutenant, 13 February 1943. Repatriated, 28 February 1945. To No.1 Air Command, 13 March 1945. To Moncton, 13 April 1945. To No.1 Technical Support Unit, 1 May 1945. To No.5 Radio School, 11 May 1945. To Eastern Air Command, 19 June 1945. To No.25 Radio Unit, 22 June 1945. To Release Centre, 4 August 1945. Released 8 August 1945. No citation.

* * * * *

DUYVEJONCK, WO Omer Hubert (R119899) - **Mention in Despatches** - No.357 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 20 February 1919 in St. Boniface (RAF Ferry Command records). Home in Winnipeg; enlisted there 29 July 1941 and granted Leave Without Pay until 9 August 1941 when posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 November 1941; to No.3 BGS, 11 December 1941; to No.7 ITS, 20 December 1941; promoted LAC, 28 February 1942 and posted to No.19 EFTS; ceased training and posted elsewhere, 6 April 1942; to No.3 WS, 23 April 1942; to No.7 BGS, 7 November 1942; graduated and promoted Sergeant, 7 December 1942. To No.5 AOS, 22 December 1942. Promoted Flight Sergeant, 7 June 1943. To No.5 Manning Depot, 26 July 1943. To No.111 OTU, 3 August 1943. To No.45 Air Transport Group, 28 November 1943. Promoted WO2, 7 December 1943. Departed Dorval 11 January 1945 in Liberator EV842, arriving that day in Bahamas. Departed Bahamas 13 January 1944, arriving Lagens next day. Departed Lagens and arrived Rabat sale, 14 January 1944. To Port Lyawtry, 15 January 1944; to Castel Benito, 16 January 1944; to Cairo, 21 January 1944; to Iraq, 23 January 1944 and thence to Karachi. Repatriated 14 May 1945. Released 4 July 1945.

* * * * *

DWORKIN, F/L David Louis (J23584) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 6 March 1922 in Calgary; home there; enlisted there 31 March 1942 and granted Leave Without Pay until 28 April 1942 when posted to No.3 Manning Depot. To

No.15 SFTS for guard duty, 15 June 1942. To No.7 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; to No.2 BGS, 10 October 1942; may have graduated 12 December 1942 but not posted to No.7 AOS until 27 December 1942; graduated and commissioned 5 February 1943. To Mountain View, 6 February 1943. To No.5 BGS, 22 February 1943. To "Y" Depot, 2 August 1943. Promoted Flying Officer, 5 August 1943. To United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 3 August 1945. Released 14 September 1945. Attended University of Toronto and practiced law for 50 years. Died in Calgary, 28 October 2011. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 18 March 1945 when he had completed 33 sorties (175 hours 15 minutes) from 21 June 1944 to 8 March 1945. Bombing Leader in unit at the time.

The above noted officer has completed thirty-three successful sorties over enemy territory and has proven his skill as a most efficient Air Bomber. His co-operation, coolness and presence of mind contributed in a large measure to the success attained by the crews he has flown with. Since this officer arrived on this squadron he has been employed as Squadron Bombing Leader and his initiative, level-headedness and exceptional trade ability and knowledge has won the confidence and respect of all aircrew under him. He has always displayed an excellent example of loyalty and devotion to duty. Flight Lieutenant Dworkin is an inspiring leader whose outstanding ability and splendid record warrant a strong recommendation for the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

21 June 1944 - Oisemont (5.10, day)
24 June 1944 - Bonnetot (4.35, day)
25 June 1944 - Gorenflos (4.55, day)
27 June 1944 - Wizernes (3.55)
4 July 1944 - Villeneuve St. George (6.40)
17 July 1944 - Mondeville (5.00)
18 July 1944 - Wesseling (5.30)
20 July 1944 - Ferme de Grand Bois (4.15, day)
23 July 1944 - Donges (6.15)
28 July 1944 - Hamburg (6.40)
1 August 1944 - Ferme de Forrestel (4.00, day)
3 August 1944 - Foret de Nieppe (3.55, day)
4 August 1944 - Bois de Casson (4.40, day)
5 August 1944 - St. Leu d'Esserent (4.40, day)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (5.00, day)
10 August 1944 - La Rochelle (6.50)

12 August 1944 - Mont Richard (6.05, day)
 14 August 1944 - Bons Tassily (4.30, day)
 15 August 1944 - Brussels (3.55, day)
 16 August 1944 - Kiel (5.30)
 11 September 1944 - Castrop Rauxel (4.55, day))
 17 September 1944 - Boulogne (3.50, day)
 25 September 1944 - Calais (4.05, day)
 26 September 1944 - Calais (4.05, day)
 27 September 1944 - Bottrop (5.20, day)
 28 September 1944 - Cap Gris Nez (3.50, day)
 30 November 1944 - Cologne (6.35, day)
 6 January 1945 - Hanau (7.25)
 16 January 1945 - Magdeburg (7.00)
 23 February 1945 - Essen (6.05, day)
 7 March 1945 - Hemmingstedt (6.10)
 8 March 1945 - Hamburg (6.20)

* * * * *

DWORNIK, F/L Peter (J22735) - **Mention in Despatches** - No.404 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 20 January 1919. Home in Oak Bluff, Manitoba. Enlisted Saskatoon, 4 January 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 14 February 1941. Promoted AC1, 12 July 1941. To No.10 SFTS, 16 July 1941. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.2 ITS, 25 April 1942; may have graduated as early as 20 June 1942 but not posted to No.19 EFTS until 1 August 1943; graduated 25 September 1942 and posted next day to No.10 SFTS; graduated and commissioned 22 January 1943. To No.31 GRS, 29 January 1943. To "Y" Depot, 17 April 1943; promoted F/O, 11 April 1943; to RAF overseas, 8 May 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 7 July 1945. To No.2 Air Command, 20 July 1945. To Release Centre, 5 September 1945. Released 13 September 1945. RCAF photo PL-26070 (ex UK-8959 dated 18 March 1945) shows him standing on port wing of aircraft; caption identifies him with Colonsay, Saskatchewan, saying, "veteran now of numerous shipping strikes on enemy convoys off the Norwegian coast, Flying Officer Dwornik was an agricultural student in Saskatoon before he enlisted in the RCAF."

RCAF Press Release No. 4394 dated 4 April 1944 reads:

Flying with an R.C.A.F. squadron Beaufighter of R.A.F. Coastal Command, Flying Officer P. Dwornik, whose father lives at Colonsay, Saskatchewan, took part in a successful strike against enemy shipping off the Norwegian coast recently when at least one medium-sized merchant vessel and several escort vessels were hit.

“Bad visibility made it impossible for us to see the result of our work, but I followed our squadron leader as we dived in to attack the convoy of two medium-sized merchantmen and three heavily armed trawlers,” said F/O Dwornik. “We had to escort torpedo-carrying Beaufighters, and, as soon as soon as they had released their torpedoes on the leading merchantman, we dived down to attack.”

“I think all the escort vessels and, I know, the largest of the merchantmen were hit by our cannon. I saw our squadron leader score a hit with cannon on the merchantmen and there was a large vivid flash of flame as though something important had been hit. We were forced to break off immediately and make for home.”

* * * * *

DWYER, Sergeant Walter (R123972) - **British Empire Medal** - No.1 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 9 November 1919. Home in Winnipeg; enlisted there 19 August 1941 as Clerk Stenographer and posted to No.2 Manning Depot. To No.2 WS, 17 September 1941. To Trenton, 2 October 1941. To No.3 Training Command, 8 November 1941. Promoted AC1, 19 November 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 August 1942. Promoted Sergeant, 26 April 1943. Formation renamed No.1 Air Command, 15 January 1945. To Release centre, 14 March 1946. Discharged 21 March 1946. Joined RCAF Auxiliary (No.402 Squadron), 9 September 1946 with rank of Corporal, 1 October 1946. Released again, 31 May 1951. Presented 13 September 1947.

Since the formation of No.1 Air Command, Sergeant Dwyer has filled the position of non-commissioned officer in charge of the Senior Personnel Staff Officer's Orderly Room. In this capacity, he has been of inestimable value, particularly during the months that the two Commands were going through the process of merging. Almost every night for several months this non-commissioned officer worked on Command Instructions, circulars and orders to consolidate the records of the two Commands. At all times he has displayed initiative and resourcefulness in his work. He can be depended upon at all times to successfully complete any task without supervision and has done much to assist the officers of the S.P.S.O. Branch in organizing and carrying on the work of the Branch.

* * * * *

DYCK, F/L Abram Louis (C12593) - **Distinguished Flying Cross** - No.223 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 8 June 1915 in Borden, Saskatchewan; home there or Saskatoon (farmer);

enlisted in Fort William, 24 June 1940 as a flying instructor (suggesting prewar flying experience). To No.6 EFTS, 16 July 1940 where he was retained as a Sergeant, rank effective 22 July 1940. Still on strength of No.6 EFTS, 23 March 1942 when classified as RCAF pilot. To No.1 Manning Depot, 23 March 1942. To No.6 SFTS, 25 April 1942. Commissioned 19 June 1942.. To "E", 20 June 1942. To No.1 Flying Instructor School, date uncertain. To No.3 SFTS, 8 August 1942. Promoted Flying Officer, 19 December 1942. To No.1 GRS, 31 December 1942. To "Y" Depot, 10 April 1943. To RAF overseas, 13 April 1943. Survived the sinking of the SS **Amerika**, 22 April 1943; landed in Iceland, 28 April 1943. To No.111 OTU, 3 March 1944. To No.45 Group, 17 May 1944. Promoted Flight Lieutenant, 19 June 1944. To United Kingdom, 5 August 1944. Repatriated 1 June 1945. To Release Centre, 12 June 1945. Released 8 August 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". Award sent by registered mail, 11 July 1950. Public Records Office Air 2/9069 (Part 1) has recommendation dated 15 February 1945 when he had flown 40 sorties (301 hours 20 minutes). The first tour was with No.120 Squadron (Liberators, Coastal Command); the second was in No.100 Group in which the sortie list is vague as to areas but tantalizing in other details. RCAF photo PL-15816 (ex UK-3787 dated 4 May 1943) shows P/O C.F. Mohs (Edmonton), P/O John Wouters (Edan, Saskatchewan) and P/O Abraham L. Dyck (Borden, Saskatchewan).

First Tour - No.120 Squadron

9 August 1943 - Anti-Sub Patrol - Reykjavik
 13 August 1943 - Anti-Sub Patrol - Reykjavik
 20 August 1943 - Anti-Sub Patrol - Reykjavik
 27 August 1943 - Anti-Sub Patrol - Reykjavik
 6 September 1943 - Anti-Sub Patrol - Reykjavik
 20 September 1943 - Anti-Sub, Escort - U-boat attacked, not sunk.
 25 September 1943 - Anti-Sub, Escort. - Reykjavik, landed Ballykelly
 27 September 1943 - Anti-Sub Patrol - Ballykelly-Reykjavik
 1 October 1943 - Anti-Sub, Escort - Three attacks
 24 October 1943 - Anti-Sub, Escort - Reykjavik
 1 January 1944 - Anti-Sub Patrol - Ballykelly to Reykjavik
 3 January 1944 - Ant-Sub, Escort - Night Sweep
 9 January 1944 - Ant-Sub, Escort
 14 January 1944 - Anti-Sub, Sweep - To Ballykelly
 31 January 1944 - Anti-Sub, Sweep - Ballykelly to Reykjavik

Second Tour - No.223 Squadron (No.100 Group)

28 September 1944 - Special Patrol
 30 September 1944 - Target (Fortress)
 3 October 1944 - Special Duty Patrol
 6 October 1944 - Special Duty Patrol
 30 October 1944 - Window Patrol (South)

2 November 1944 - Window Patrol
6 November 1944 - ditto
10 November 1944 - ditto
15 November 1944 - ditto (North)
27 November 1944 - ditto
29 November 1944 - ditto
30 November 1944 - ditto (North)
2 December 1944 - ditto
4 December 1944 - ditto Operation carried out on three engines
17 December 1944 - Window Patrol
18 December 1944 - ditto
23 December 1944 - ditto Operation carried out on three engines
28 December 1944 - Window Patrol
29 December 1944 - ditto
13 January 1945 - Jostle Patrol, Saarbrücken
28 January 1945 - Window Patrol
1 February 1945 - ditto (South)
2 February 1945 - ditto
4 February 1945 - Jostle Patrol, Bonn
7 February 1945 - ditto, Ladbergen
14 February 1945 - Window Patrol (North)

Flight Lieutenant Dyck has successfully completed 40 sorties; of these 25 operational flights have been carried out with this squadron on Bomber Support duties. During his present tour as captain, this officer has displayed a most determined spirit. On a recent occasion he was forced to feather one engine en route to his target but by skilful flying he maintained height and was able to carry out his allotted task and return safely to base.

This officer is a thoroughly conscientious captain and his close attention to the accurate completion of his detail has been most praiseworthy.

NOTE: The Group Captain who supports this recommendation (18 February 1945) writes:

This officer has displayed exceptional enthusiasm for operational flying; he has proved himself reliable and efficient. The squadron in which this officer now serves was reformed for Bomber Support duties, and the development of the squadron's operational effort has been accelerated by the example of certain original pilots, of which Flight Lieutenant Dyck is a most outstanding member.

* * * * *

DYCK, F/L Menzie McGill (J11632) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Home in Vancouver. Born 1 June 1914. Enlisted Saskatoon, 8 May 1941 and posted to No.2A Manning Depot. To No.15 SFTS for guard duty, 21 June 1941. To No.4 ITS, 27 July 1941; graduated and promoted LAC, 30 August 1941; posted that date to No.5 EFTS. Ceased training and posted elsewhere, 12 October 1941; to No.3 AOS, 20 November 1941; to No.2 BGS, 28 February 1942; graduated and promoted Sergeant, 11 April 1942; posted that date to No.1 ANS; commissioned 11 May 1942. To No.7 ITS, 15 June 1942 (an odd posting); to No.1 CNS. 12 September 1942. Promoted Flying Officer, 11 November 1942. To Eastern Air Command, 28 February 1943. To No.10 (BR) Squadron, 4 March 1943; to Torbay, 14 August 1945. To Release Centre, 25 September 1945; retired 2 October 1945. Died 9 February 2004 in Langley, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004.

Flight Lieutenant Dyck, serving as navigator, has completed nine hundred and twenty operational flying hours in the North Atlantic area. As a crew member on very long range aircraft, his work has been of the highest calibre, and he has consistently displayed a cheerfulness, courage and devotion to duty that have been an inspiration to all.

* * * * *

DYER, P/O (now F/O) Charles Grant Reynolds (C36584) - **Air Force Cross** - No.10 EFTS - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 15 April 1920 at Alvinson (near Sarnia, Ontario); educated in Toronto; home there. Enlisted in Toronto, 9 May 1941 as Elementary Flying Instructor; granted rank of Sergeant, 7 August 1941. To No.10 EFTS, 6 August 1941. Classified as Service Pilot and promoted Warrant Officer, 1 December 1942. Commissioned 30 December 1942 (still with No.10 EFTS). Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 1 June 1944. To Release Centre, 9 April 1945. Placed on Class "E" Reserve, 12 April 1945, from which he was finally removed, 27 October 1947. Reported to have flown 2,175 hours, 1,966 hours as instructor, 332 hours in past six months. Award presented 17 June 1945. Died 11 November 2006 in Orillia, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May/June 2007. Medals and logbook displayed at RCAF Memorial Museum, Trenton, Ontario.

This officer has been employed on flying instructional work for two and a half years and has at all times executed his duties with untiring efforts and the highest degree of proficiency. He has proved himself to be a most efficient officer and has set an admirable example to instructors and pupils alike.

* * * * *

DYER, S/L Hugh Richard Ford (J5699) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born 15 July 1914 in Minnedosa, Manitoba; home there. Enlisted in Toronto, 3 September 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.12 EFTS; graduated 28 March 1941 and posted to No.1 Manning Depot; to No. 5 SFTS, 10 April 1941; graduated and promoted Sergeant, 16 June 1941. Commissioned 22 June 1941. To Station Trenton, 29 June 1941 for course at Central Flying School; to No.10 SFTS, Dauphin, 16 September 1941; to "Y" Depot, Halifax, 29 December 1942; to UK, 25 January 1943; to No.15 (P) AFU, 23 February 1943; to No.23 OTU, 20 April 1943; to No.1659 Conversion Unit, 2 July 1943; to No.419 Squadron, 25 July 1943 (repostings to No.419 Squadron recorded on 1 September and 11 October 1943). Promoted Squadron Leader, 11 October 1943. To command No.1695 Bomber Defense Training Flight, 12 May 1944. Invested at Buckingham Palace, 11 August 1944. Appointed Chief Flying Instructor, No.1659 Heavy Conversion Unit, 8 August 1944 (promoted Wing Commander); appointed Base Training Inspector, No.61 Base, 27 September 1944. Repatriated to Canada 18 June 1945 for "Tiger Force" preparations; released 7 September 1945. His OBE later sent by registered mail. RCAF photo PL-22368 (ex UK-6065 dated 11 November 1943) shown inspecting art work in a dispersal hut used by groundcrew, with Corporal A.G. Richardson of Vancouver. RCAF photo PL-31195 (ex UK-12739 dated 20 July 1944 is captioned as follows: "Squadron Leader Hugh Dyer, DFC, Minnedosa, Manitoba, has charge of fighter affiliation drogue towing flights at a training unit of RCAF Bomber Group overseas. The flights consist of Hurricanes, for day fighting, good for night, and of Martinets which tow drogue targets for bomber gunners to sharpen their shooting. The Hurricanes put bomber pilots through their paces in mock aerial combat. S/L Dyer is an operational veteran of the famous Moose Squadron, having completed one tour." RCAF photo PL-32562 (ex UK-13650 dated 28 August 1944) shows him.

This officer has completed a large number of sorties, most of which have been against such well defended targets as Berlin, Nuremburg, Mannheim and Hanover. His ability and determination have always been apparent and have earned him much success. He is a model captain whose personal example has contributed in a large way to the high standard of morale and efficiency of his flight.

DYER, W/C Hugh Richard Ford, DFC (J5699) - **Officer, Order of the British Empire** - Station Topcliffe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation. However, the following comments by superiors are relevant:

25 September 1944, G/C J..G. Kerr (Commanding Officer, Station Topcliffe):
"Has been employed as Chief Instructor of a Heavy Conversion Unit for one month only but has shown himself to be a very capable officer"

21 April 1945, G//C J.G. Kerr: "Has readily adapted himself to a training job and has used his operational experience to good advantage in this work. An outstanding young officer, very mature for his years. He works quietly and efficiently and has earned the highest respect of all who service with him".

RCAF photo PL-28616 (ex UK-9565 dated 6 April 1944) shows Dyer on right with one of No.419 Squadron's Lancaster X aircraft and WO Jim McNary (Windsor, a pilot in the unit). The caption to photo PL-31195 (taken 20 July 1944) describes his duties as follows: "Squadron Leader Hugh Dyer, DFC, Minnedosa, Manitoba, has charge of fighter affiliation drogue-towing flights at a training unit of RCAF Bomber Group overseas. The flights consist of Hurricanes, for day fighting, good for night, and Martinets which tow drogue targets for bomber gunners to sharpen their shooting. The Hurricanes put bomber pilots through their paces in mock aerial combat. Squadron Leader Dyer is an operational veteran of the famous Moose Squadron, having completed one tour." RCAF photo PL-28617 (ex UK-9566 dated 6 April 1944) is captioned as follows: "Members of the RCAF Bomber Group's most famous unit, the Moose Squadron, admire the first Canadian-built Lancaster to be assigned to them for operational use. It is the 'Ruhr Express' which has already logged two flights over enemy territory, and has been assigned to the Moosemen for operational use. Looking at it on an English aerodrome are (left to right), F/L Lloyd Boe (Manville, Alberta), Warrant Officer Jack McNary (Windsor, Ontario), Squadron Leader Hugh Dyer (Minnedosa, Manitoba), F/L J.D. 'Jimmy' Virtue (Toronto)." RCAF photo PL-31195 (ex UK-12739 dated 20 July 1944) is captioned as follows: "Squadron Leader Hugh Dyer, DFC of Minnedosa, Manitoba, has charge of fighter affiliation drogue-towing flights at a training unit of RCAF Bomber Group overseas. The flights consist of Hurricanes for day fighting, good for night, and of Martinets which tow drogue targets for bomber gunners to sharpen their shooting. The Hurricanes put bomber pilots through their paces in mock aerial combat." RCAF photo PL-40339 (ex UK-17121 dated 2 December 1944) taken as he married Corporal Sally Brooker of Schumacher, Ontario (daughter of F/L and Mrs. E.A. Brooker). RCAF photo PL-40340 (ex UK-17122 dated 2 December 1944) shows him as a Wing Commander, taken at his wedding, with his sister (Lieutenant Nursing Sister B. Dyer) and brother (Lieutenant David Dyer, RCN).

* * * * *

DYKES, P/O George (C86178) - **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 31 December 1906 in Troon, Scotland; home there; enlisted in Saskatoon, 9 November 1939 as Master Motor Mechanic (Transport). Posted overseas with No.110 (Army Cooperation) Squadron, 8 January 1940. Promoted AC1, 29 May 1940. Promoted LAC, 1 January 1941. Remustered to aircrew (Air Gunner), 3 April 1943. Promoted Corporal, 3 June 1943. Promoted Sergeant, 3 June 1943. Commissioned 15 April 1944. Repatriated to Canada, 12 September 1944. To Mountain View, 17 October 1944. To No.4 BGS, 11 December 1944. To Release Centre, 17 February 1945. Retired 16 March 1945. Served in postwar RCAF. Died in Toronto, date uncertain, reported in **Legion Magazine** of January 1984.

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 31 sorties (184 hours 45 minutes) from 27 September 1943 to 25 June 1944. Sent by registered mail, 3 February 1949.

This officer has completed 31 operational trips including sorties against such targets as Berlin (4), Frankfurt (2), Stuttgart (2) and Leipzig. He has at all times shown complete disregard of opposition, and his commendable courage and devotion to duty has proven an inspiration not only to his crew, but to all personnel on the squadron. I consider that this officer by his splendid record and dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 September 1943 - Hanover (6.45)
29 September 1943 - Bochum (6.00)
4 October 1943 - Frankfurt (8.05)
3 November 1943 - Dusseldorf (3.00, duty not carried out)
22 December 1943 - sea search (5.20)
21 January 1944 - Magdeburg (6.15)
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)
2 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 Calipan (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)

* * * * *

DYSON, F/O Eddie (J21809) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 February 1923 in Saskatoon; home in Vedder Crossing, British Columbia (electrician's helper); enlisted in Vancouver, 27 February 1942 and granted Leave Without Pay until 1 April 1942 when posted to No.3 Manning Depot. To No.4 SFTS, 22 May 1942 (guard duty). To No.7 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.5 BGS until 12 September 1942; graduated 6 November 1942 and next day taken on strength of No.2 AOS; graduated and commissioned 18 December 1942. To "Y" Depot, 2 January 1943. To RAF overseas, 2 February 1943. Disembarked in United Kingdom, 13 February 1943. To No.2 (Observer) AFU, 27 April 1943 - Anson aircraft, 24 hours 35 minutes. To No.81 OTU, 25 May 1943 - Whitley aircraft, 92 hours five minutes. Promoted Flying Officer, 18 June 1943. To No.1662 Conversion Unit, 4 August 1943 - Lancasters, 45 hours 20 minutes. To No.103 Squadron, 8 October 1943 (Lancasters, 146 hours 55 minutes). To No.156 Squadron, 13 February 1944 (Lancasters, 278 hours 35 minutes) . Attached Night Training Unit, 15 February to 2 March 1944 (Lancasters, nine hours 25 minutes) when returned to No.156 Squadron. Promoted Flight Lieutenant, 8 September 1944. To Repatriation Depot, 26 November 1944. Repatriated via Rockcliffe, 27 November 1944. To Western Air Command, 16 January 1945. To No.5 OTU, Boundary Bay, 18 January 1945. To No.1 School of Flying Control, Patricia Bay, 5 February 1945; to Northwest Air Command Headquarters, Edmonton, 21 April 1945. To Whitehorse, 1 May 1945. To Watson Lake, 14 June 1945. To No.8 Release Centre, 25 October 1945. Released 26 October 1945. Died in Hope, British Columbia, 20 September 1967, age 44. 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 2/8828 has recommendation dated 20 August 1944 when he had flown 42 sorties (179 hours 35 minutes), 4 November 1943 to 18 August 1944.

4 November 1943 - Dusseldorf
26 November 1943 - Berlin
2 December 1943 - Berlin
16 December 1943 - Berlin
20 December 1943 - Frankfurt
23 December 1943 - Berlin
6 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
9 April 1944 - Lille
10 April 1944 - Laon
11 April 1944 - Aachen
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Freidrichshaven
30 April 1944 - Somain
1 May 1944 - Malines
3 May 1944 - Montdidier
11 May 1944 - Hasselt
17 May 1944 - Nantes
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Rennes
31 May 1944 - Tiergner
10 June 1944 - Tours
16 June 1944 - Rennescure
23 June 1944 - Coubron
24 June 1944 - Middel Straete
12 July 1944 - Tours
14 July 1944 - Revigne
18 July 1944 - Cagny
28 July 1944 - Hamburg
12 August 1944 - Russelsheim
14 August 1944 - TRACTABLE
15 August 1944 - Volkel
16 August 1944 - Stettin
18 August 1944 - Bremen

Flying Officer Dyson has completed 42 operational sorties, including 29 sorties with the Pathfinder Force. Some of the targets attacked have been the most heavily contested areas, including eight on the German capital.

This officer is a Set Operator of special equipment used in the squadron, and on which he has shown a marked degree of proficiency. He has always shown a keen determination to obtain the exceedingly good results achieved. He has shown great coolness and courage under enemy fire, and his devotion to duty has

at all times been outstanding. I recommend him for the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 15 November 1944 he claimed 40 Pathfinder sorties and 13 bomber trips (270 hours five minutes) plus 336 hours 20 minutes non-operational. Last sortie was 26 October 1944. A letter dated 13 November 1944 (RCAF Overseas Headquarters Personnel Section) states he had 750 hours of which 275 were operational - 53 sorties in two tours. He had an H2S course and the special course at the Night Training Unit.

The matter of his sorties after 18 August 1944 is resolved by reference to the No.156 Squadron website - http://www.156squadron.com/view_aircrew.asp?pCrewid=63 - which provides the following trips:

25 August 1944 - Russelheim
26 August 1944 - Kiel
29 August 1944 - Stettin
15 September 1944 - Kiel
16 September 1944 - Moerdik
5 October 1944 - Saarbrücken
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen

His captain from 9 April to 28 July 1944 was P/O Henry Thomas Griffin (RAF, later DFC). His captain from 12 August to the end of his tour was F/L W.E.B. Mason, RCAF (later awarded DFC).

Training: Course at No.7 ITS was 6 July to 28 August 1942. Courses in Mathematics (109/150), Armament (43/50), Signals (120/150), Navigation (80/150), Airmanship, Theory of Flight and Engines (79/100), Drill (69/100), Law and Discipline (68/100), Meteorology (32/50), Aircraft Recognition (93/100), Anti-Gas (45/50). Placed 60th in a class of 80. "Uncommunicative, hard to 'draw out', fair student and conscientious worker. Average material."

Course at No.5 BGS was 14 September to 6 November 1942. Battle and Anson aircraft, 23.15 on day bombing, 4.25 on night bombing and 7.30 on daylight gunnery. Dropped 44 bombs at high level (18 by night) and 16 bombs low level. In Gunnery Test fired 350 rounds in Beam Test (ten percent hits), 800 rounds in Beam Relative Speed Test (13.8 percent hits) and 400 rounds in Under Tail Test (9.5 percent hits). Spent three hours 40 minutes in Turret Manipulation. Graded in Bombing, written (190/250), Bombing, practical (201/250), Proficiency as Bomb Aimer (372/400), Gunnery, written (83/100), Gunnery, practical (73/100), Proficiency as Air Gunner (147/200), Signals (38/50) and Aircraft Recognition (49/50). In Bombing described as "above average in all bombing work", and in Gunnery "Above average in all gunnery work." General

comments, "Cheerful and alert. Somewhat immature but has worked hard to obtain his present position." Placed eighth in a class of 43.

Course at No.2 AOS was 9 November to 18 December 1942. Anson aircraft (26.05 day and 15.20 night). Graded in Navigation, air work (74/100), Bombing, air work (65/100), Photography, air work (76/100), Elements of Navigation (40/50), Signals, practical (75/75), Photography (47/50), Reconnaissance (38/50) and Aircraft Recognition (62/75). Placed fourth in a class of 18. Navigation described as "very good air work" - Armament "average results" and General Remarks "A neat young chap, good officer material."

Course at School of Flying Control, 7 February to 20 April 1945, had following courses: Meteorology (69/100), Theory of Flight (41/50), Flying Control and Air Traffic Control (137/200), Navigation (109/150), Signals (108/150), Air-Sea Rescue and Flying Control Operations (148/200), and Administration (32/50). Course also included flying as a passenger in an Anson (14 hours 45 minutes) and 21 hours in a Link. "Standing 20th. A good average candidate. Pleasing personality and popular with his fellows. Should develop into a good Flying Control Officer." (S/L R.M. Donaldson).

Assessments: "Plays ice hockey with zest; a good Bomb Aimer, keen and conscientious at his work; otherwise just average only untidy in appearance, with an uncouth manner." (W/C E.D. McK. Nelson, No.103 Squadron, 2 March 1944 when he had flown 395 hours 40 minutes, 255.10 in previous six months). To this, G/C W.P. Sheen adds, "An average officer who could easily raise himself out of this class if he paid some attention to small matters such as his appearance and manner."

"An above average H2S operator and always seeking to improve his own knowledge. He has done much to assist in the training of others." (G/C T.L. Bingham-Hall, 15 November 1944 when he had flown 684 hours, 221 in previous six months).

* * * * *

DZINKOWSKI, Sergeant Karl Edward (R101827) - **British Empire Medal** - RAF Ferry Command, Dorval - Award effective 30 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born 15 October 1919 (RCAF press release 883) or 15 November 1919 (RAF Ferry Command records). Member, COTC. Home in Winnipeg; enlisted there 2 May 1941 and posted to No.2A Manning Depot. To No.16 SFTS (guard duty), 21 June 1941. To No.4 ITS, 27 July 1941. Graduated and promoted LAC, 27 August 1941 and posted to No.3 Manning Depot. To No.2 WS, 15 September 1941; graduated 31 January 1942 and posted that day to No.2 BGS; graduated and promoted Sergeant, 5 March 1942. To No.31 OTU, 21 March 1942. To Ferry Command, 23 March 1942. To Trenton, 8 May 1942. Departed Dorval, 9 June 1942 in Hudson EW904, proceeding via Presqu'ile and Goose Bay to Britain (arrived 16 June 1942). Returned to Canada by boat. Promoted Flight Sergeant, 5 September 1942. Promoted WO2, 5 March 1943. Promoted WO1, 5 September 1943. After the crash noted

in citation, he appears to have flown no more delivery trips until 21 February 1943 when he departed Nassau in Baltimore FA379 for the Middle East. On return to North America he departed Nassau on 15 March 1943 in Dakota FD809. To the Middle East. Again back to North America and departed Nassau on 12 April 1943 (Dakota FD838 to Middle East). Quickly turned around because he again departs Nassau, 24 April 1943 (Dakota FD844 to Middle East). Returned by "Clipper" to North America, 7 May 1943. Engaged in ferry of Baltimore FA365 to Accra, 14 May 1943. Departed Nassau 28 May 1943 in Dakota FD874 to Accra. Departed Nassau 15 June 1943 in Hudson FH547 (destination uncertain). Departed Nassau 3 August 1943 with Baltimore FA225 for Accra. Returned by C-87; departed Nassau 30 August 1943 (Dakota FL529 to Accra). Departed Nassau 17 September 1943 (Baltimore FW405 to Accra). Departed Nassau 7 November 1943 (Dakota FL554, to Accra). Departed Nassau 29 November 1943 (Dakota FL583, Accra). Departed Nassau 14 December 1943 (Baltimore FW573, to Accra). Departed Nassau 31 December 1943 (Baltimore FW547 to Accra). Departed Nassau 29 January 1944 (Ventura JT813 to Takoradi and Cairo). Departed Nassau, 29 February 1944 (Baltimore FW720 to Accra). Departed Nassau 19 March 1944 to Accra (Baltimore FW764). Departed Nassau, 8 April 1944 (Marauder HD406) to Accra. Departed Nassau 6 May 1944 (Liberator EV879, to Brutain). Departed Nassau, 5 June 1944 (Marauder HD598 to Accra). Commissioned 26 June 1944 (J47520). To "Y" Depot, 15 August 1944. To No.6 OTU, 21 August 1944. Unsure of further postings. Released 18 September 1945. Medal presented 3 December 1942. Died in Winnipeg, April 1996; see Winnipeg **Free Press** dated 10 April 1996.

This airman was the wireless operator air gunner of a Ventura aircraft which crashed one day in July 1942. Sergeant Dzinkowski, although badly burned, returned to the aircraft and extricated another member of the crew. He dragged him fifteen feet from the wreckage and then collapsed. Sergeant Dzinkowski sustained further burns whilst performing this gallant rescue.