

EADIE, Corporal James Alexander (R116498) - **British Empire Medal** - Air Navigation School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Sanford, Manitoba, 26 April 1917. Worked with family on a fox ranch where he became familiar with mechanical equipment. Enlisted in Winnipeg, 18 July 1941 as Master Motor Mechanic. To No.16 SFTS, 20 August 1941. Promoted AC1, 10 November 1941. Promoted LAC, 1 April 1942. To "Y" Depot, Halifax, 25 August 1943. To Station Torbay, 30 August 1943. To Air Navigation School, 18 October 1945, serving there to 9 September 1946 (promoted Corporal and Acting Sergeant, 1 March 1946). Released 20 September 1946 and returned to Winnipeg area. Garage foreman for Winnipeg Supply and Fuel Company, responsible for fleet maintenance until he retired at age 64. Died in Winnipeg, 6 March 2003. Medal presented 13 September 1947.

This non-commissioned officer has given outstanding service of a high standard as a Motor Mechanic (Motor Transport). He has at all times rendered loyal, persistent and untiring devotion in the performance of his duties, earning the admiration and respect of those who serve with him and has proven himself an asset to his superiors.

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EAGER, P/O William Hedley (J17626) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Moose Jaw, Saskatchewan, 25 June 1920; home in Winnipeg. Enlisted there, 31 July 1941 and immediately posted to No.3 Manning Depot. To No.2 Manning Depot, 9 September 1941. To No.7 Equipment Depot, 9 November 1941. To No.3 BGS (non-flying duties), 11 December 1941. To No.7 ITS, 20 December 1941; graduated 13 February 1942 and promoted LAC; to No.19 EFTS, 28 February 1942; to No.10 SFTS, 9 May 1942. Graduated 28 August 1942 and promoted Sergeant. To "Y" Depot, 11 September 1942. To RAF overseas, 21 October 1942. Disembarked in Britain, 5 November 1942; to No.11 (Pilots) AFU, 17 November 1942. To No.19 OTU, 12 January 1943. To No.1660 Conversion Unit, 30 March 1943. To No.1654 Conversion Unit, 9 April 1943. Commissioned 26 April 1943. To No.61 Squadron, 14 May 1943. To No.1668 Conversion Unit, 5 October 1943. Attached to No.1661 Conversion Unit for one day. Promoted Flying Officer, 26 October 1943. Attached to Bomber Command Headquarters and No.3 Flying Instructor School, 13 October to 10 November 1943 when returned to No.1661 Conversion Unit. Killed in flying accident, 16 December 1943 at No.1661 Heavy Conversion Unit (Lancaster LM307, GP-T). Took off at 2014 hours from Winthorpe for night circuit training but crashed within two minutes of departure, killing six of the eight men aboard. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

Notes: Involved in accident, 31 March 1942 at No.19 EFTS, Tiger Moth 4009, doing solo practices. "Pupil failed to land on serviceable portion of airdrome, landing in heavy snow and turned aircraft over on its back." Classified as "poor judgement."

Involved in accident, 1850 hours, 15 April 1943, No.1654 Conversion Unit, Manchester L7294.

At the time he had 169 hours on all overseas types, four hours on Manchester. After completing a practice flight, he had received permission to land. On the downwind leg of the landing circuit, the port engine misfired and fire was noticed coming from rear of engine nacelle. He cut throttles, switched off petrol and engine switches, and flight engineer (1286221 Sergeant T.D. Viggers) operated the fire extinguisher. The approach was made with wheels up; pilot ordered wheels down using emergency method as aircraft approached airport boundary. He lost control at 50 feet, aircraft crashed on one wing and burned; crew escaped before the Manchester burnt out. Crew and ground observers disagreed as to whether fire had come first, followed by engine misfire or the other way round. It was noted that he had carried out correct fire drill but had not feathered the propellor. Also, it was stated that he had not operated the emergency air for the undercarriage until too late, causing sudden loss of flying speed near ground with resultant stall and crash. Manchesters were grounded pending inspection of engines, flame traps.

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EAID, WO2 (now P/O) John Gerald or Gerard (R66369/J53227) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 24 November 1917. Home in Simcoe, Ontario; enlisted in Hamilton, Ontario, 31 January 1941 and posted to No.1 Manning Depot. To No.1 WS, 1 March 1941. Promoted AC1, 12 October 1941 as WEM; to Newfoundland, 13 October 1941. Promoted LAC, 1 May 1942. Promoted Corporal, 1 October 1942. To No.10 (BR) Squadron, 15 November 1942. To No.9 BGS, 13 March 1943. To Halifax, 23 April 1943. To No.10 (BR) Squadron again, 26 April 1943. Promoted Sergeant, 1 September 1943. Promoted Flight Sergeant, 1 December 1943. Promoted WO2, 23 April 1944. Promoted WO1, 23 October 1944. Commissioned 21 March 1945. To Release Centre, 30 September 1945. Released 6 October 1945. Died in Simcoe, Ontario, 29 November 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001.

On 10th May 1945, several hundred miles out over the North Atlantic, Warrant Officer Eaid, flying as first Wireless Officer Operator on a very long range operational aircraft, displayed remarkable skill in his trade. After his crew had forced a German U-boat to surrender, this Warrant Officer began a series of perfect signals procedures which resulted in the successful homing of naval forces to take the submarine in charge. His efforts set a standard seldom excelled in wireless operating.

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EARL, Sergeant (now FS) Frederick James Leonard (R63700) - **Mention in Despatches** - No.116 Squadron - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 18 May 1901 at Newhall, England (RCAF press release 2659 announcing award). Home in Stratford, Ontario; enlisted in London, Ontario, 29 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 5 July 1940.

Promoted AC1, 28 August 1940. To No.3 Repair Depot, 6 November 1940. Promoted LAC, 19 December 1940. To No.3 Training Command, 11 February 1941. Promoted Corporal, 1 July 1941. To No.116 (BR) Squadron, 15 July 1941. Promoted Sergeant, 1 September 1942. Promoted Flight Sergeant, 1 September 1943. Reclassified as Flight Engineer, 1 January 1944. Commissioned 1 August 1944. To Eastern Air Command Headquarters, 5 March 1945. To Pennfield Ridge, 18 March 1945. To Release Centre, 4 September 1945. Released 13 September 1945. DHist file 181.009 D.3060 (RG.24 Vol.20635) has recommendation for AFM dated 12 December 1943; incident with injured pilot dated from March 1943.

This N.C.O. as a Flight Engineer has flown on many long and hazardous patrols exhibiting resourcefulness and stamina. He has been responsible for the training of many new flight engineers and has shown them by example the qualities of steadiness and devotion to duty. Recently when the captain of his aircraft had his hand severed between the wristbone and thumb by the propeller, Sergeant Earl displayed initiative by skilfully rendering first aid until medical assistance could be obtained.

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EARL, F/O Russell Spencer (J86872) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born on a farm near Roche Percee, Saskatchewan, 28 October 1923; home in Pinto, Saskatchewan (farmer). Enlisted in Regina, 29 May 1942 and posted to No.2 Manning Depot. To No.5 BGS (non-flying duties), 18 July 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942; to No.6 EFTS, 9 January 1943; graduated 5 March 1943 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, date uncertain; to United Kingdom, 15 July 1943. Commissioned 24 May 1944. Repatriated 2 August 1945. Released 29 September 1945. Postwar an Immigration Officer at North Portal, Saskatchewan for 25 years, retiring 28 December 1985. Died in Estevan, Saskatchewan, 27 December 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.2609 (RG.24 Vol.20627) has recommendation dated 18 September 1944 when he had flown 28 sorties (146 hours 50 minutes) between 24 March and 28 August 1944.

Flying Officer Earl has shown exceptional determination and courage in carrying out his operational duties. He has been an inspiration to the members of his crew and has set a fine example to other Captains of aircraft in the Flight.

He has completed 28 sorties over enemy territory, some of which were carried out over heavily defended German targets such as Stuttgart, Hamburg, Runswick and Kiel...

The sortie list was as follows:

24 March 1944 - Campgeine (5.45)
26 March 1944 - Roven (4.55)
31 May 1944 - Cherbourg (4.25)
5 June 1944 - Haulbourg (5.05)
7 June 1944 - Lorient (6.10)
8 June 1944 - Mayenne (5.35)
10 June 1944 - Versailles (6.05)
14 June 1944 - Cambrai (5.40)
16 June 1944 - Sautrecourt (4.30)
17 June 1944 - Oisemont (4.50)
21 June 1944 - Oiswmont (5.30)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (7.25)
9 July 1944 - Ardouval (4.05)
12 July 1944 - Bremont (4.35)
18 July 1944 - Caen (4.45)
20 July 1944 - Ferme du Grande Bois (3.40)
24 July 1944 - L'Hey (3.20)
25 July 1944 - Stuttgart (9.40)
28 July 1944 - Hamburg (6.00)
8 August 1944 - L'Hey (3.40)
12 August 1944 - Brunswick (5.40)
14 August 1944 - Potigny (4.20)
15 August 1944 - Tassily (4.15)
16 August 1944 - Kiel (5.10)
18 August 1944 - Connatre (6.50)
25 August 1944 - Brest (6.20)
28 August 1944 - Brest (4.30)

See <http://www.thememoryproject.com/stories/570:russell-spencer-russ-earl/> for an interview conducted by The Memory Project. The site includes a photo of his crew - Left to Right - Jack Johnson, Engineer; Vince (Harry) Vincent, Navigator (awarded DFC); Jake Feist, Wireless Operator; Jim Kinnard, Bomb Aimer; Art Reishman, Mid-Upper Gunner; Russ Earl, Pilot; Larry Bucoviz, Rear Gunner. The following text also appears on the site:

When I was going to school, especially on weekends, when I didn't have to go to school, if I heard an airplane, I would look around until I found it and followed it until it was out of sight. And at that time, I just felt, boy, would I love to be able to fly one of those.

When I was posted to Skipton [-on-Swale, England], the 424 Squadron, that was on the 30th of May of 1944. On the 7th of June, which was the day after D-Day, we were called over the station speaker system to report for a briefing. We were kind of surprised because we were a green crew and you didn't put green crews

on operations. But we went down there anyway and the briefing officer said, this is a very important trip for you. It was a mining trip or gardening they called it, to Lorient, France. Which is on the west coast of France. There was some U-boats in there getting recharged intended to go out into the Atlantic and up into the English Channel, to prey on the supply ships going across for the troops. We had to fly that trip with our bomb doors open because the mines are too big to get the bomb doors closed.

We made that trip and we had to use a GEE [Generalized Estimation Equation], which is a navigator's instrument. But when we got to the English Channel, which we had to cross, the GEE went haywire and it was no good, so the bomb aimer and the navigator worked together to plot the course to an aiming point on the coast. Because below in the moonlit night, you could see the coast of Europe quite plain. We used that and then we, well, when it come to that at any point, we released the mines and we could close the bomb doors then, which everybody was happy about. Especially me, while I was flying that plane.

And we returned to briefing, to the station and we went in for debriefing. They were surprised that we were asked to go on that operation because only crews with 18 operations or more were scheduled to fly that trip. So we felt pretty good about that. And later on, my engineer was in the library looking for a book to read and he came across a book by a German submarine ace. And while he was leafing through the book, he'd come across a chapter by, on Lorient Harbour. And that's that trip we made. So he found out in that section of a book that, those U-boats, did try to go out into the Atlantic and then up to the English Channel and one made it through the mines but was detected by a British frigate and it sunk. The rest of them were so badly damaged in the minefield, they returned to port at Lorient and never tried it again.

And we were very happy finding that out because it's the only time we found out about one of our trips that we made.

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EARL, F/L William Henry (J16274) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born 12 July 1919 in Balcarres, Saskatchewan; home there. Enlisted in Regina, 24 October 1940. To No.8 BGS (non-flying duties), 23 December 1940. To No.2 WS, 3 March 1941. Promoted LAC, 3 April 1941. To No.5 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, 19 August 1941; to RAF overseas, 17 September 1941. Commissioned 17 March 1942. Promoted Flying Officer, 17 March 1943. Promoted Flight Lieutenant, 2 May 1943. Repatriated with No.434 Squadron, 11 June 1945. To No.662 Wing for Tiger Force training, 9 August 1945. Released 30 August 1945. Grain buyer for United Grain Growers in Rimbey and Ponoka; later in management in Calgary, Vegreville and Edmonton. Final career was selling real estate. Education Officer with the RCAF

Reserve (Tactical Air Command), 8 January 1957 to 1 May 1963. Died in Sylvan Lake, Alberta, 27 December 2012. Wartime RCAF photo PL-25542L (left) is F/L W.H. Earl, DFC, PL-25542R (right) is F/O P. Eastcott, DFC.

Throughout his tour of operational duty, Flight Lieutenant Earl has displayed a high standard of proficiency, skill and keen devotion to duty. As squadron gunnery leader his personal ability and gunnery instruction has consistently been of the highest order.

RCAF Press Release No.2680 dated 4 January 1944 by S/L T.C. McCall (transcribed by Hugette Oates) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- A self-styled "jack of all trades" who made good in one particular -- and highly exacting job, is Flight Lieutenant W.H. "Bill" Earl. He has just been awarded the Distinguished Flying Cross for "proficiency, skill and keen devotion to duty". The former farm boy from Balcarres, Saskatchewan, is the oldest member of his squadron in point of service, having joined it in May, 1942, after graduating as a wireless operator-air gunner from Wireless School at Calgary and Bombing and Gunnery School at Dafoe, Saskatchewan. Since then, he has logged many trips against targets in Germany and Italy and besides carried out the important duties of squadron signals officer.

His first trips were in the now operationally obsolete Hampdens, one of which he particularly remembers. It was a mine-lying effort at Lorient when the aircraft was well holed by flak. "We accounted for two searchlights, though, before we left," he says. He was on the "Thousand Bomber" raid on the Ruhr and also logged trips to Wilhelmshaven, Emden, Dusseldorf, Brest and St. Nazaire, two being daylight sorties.

Converting to Wellingtons, he made a number of trips before moving with his squadron to Africa where, in spite of his dual role for a time as signals and gunnery leader, he managed 12 operational jaunts. Highlight was the first raid on Rome. "We went in first to bomb the seaplane base," he recounts, "and found it very well defended. "Then we went up to Tiber to the city itself to drop leaflets -- and ran into plenty of opposition. The kite got pretty badly bumped around and we lost the top of our dinghy, which might have been pretty serious if we'd come down in the sea."

Now that his tour of bombers is finished, F/L Earl would like to do another one on night-fighters. His parents, Mr. and Mrs. Ormand Earl operate a farm at Balcarres, near Regina. A brother, Terry, is with the Canadian Army in Italy.

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EARLY, F/L Allan Andrew (J14306) - **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. Enlisted in Windsor, Ontario, 1 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; graduated 29 November 1941; to No.31 SFTS, 1 December 1940; graduated and promoted Sergeant, 24 March 1941 when posted to Trenton; to No.14 SFTS, 3 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 2 June 1942. To No.1 GRS, 1 July 1943. Commissioned 15 August 1943. To Eastern Air Command, 18 December 1943. To No.161 (BR) Squadron, 20 December 1943. Promoted Flying Officer, 19 February 1944. To No.3 OTU, 25 March 1944. To No.161 (BR) Squadron again, 3 July 1944. Promoted Flight Lieutenant, 19 August 1944. To No.11 (BR) Squadron, 7 November 1944. To "K", 23 May 1945. To No.4 Release Centre, 26 August 1945. Retired 30 August 1945.

Flight Lieutenant Early is a most efficient and capable captain who, as a result of his consistent application to duty, has been a source of inspiration to members of his crew. Recently he was required to carry out a forced landing under most adverse weather conditions, whilst on patrol, and as a result of his skill this landing was carried out without injury to the crew and only minor damage to the aircraft.

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EASSON, F/O James Garvin (J12095) - **Distinguished Flying Cross** - No.7 Squadron (Canada) - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 18 August 1917 in Toronto. Home in Toronto (North Toronto Collegiate, 1933-1938 and University of Toronto, 1938-1940 in Mechanical Engineering; worked summers, 1935 through 1939 as instructor of sailing, Toronto Yacht Club).); enlisted there 11 May 1940 and posted to No.1 Manning Depot; to No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940 and though he had been posted to No.4 EFTS as of 21 June 1940; to No.2 SFTS, 31 August 1940; graduated and promoted Sergeant, 1 December 1940; to No.3 Training Command Headquarters, 11 December 1940; To No.1 ANS, Rivers, 5 January 1941; to No.1 SFTS, Camp Borden, 4 March 1941; to No.6 SFTS, Dunnville, 3 April 1941. Promoted WO2, 1 December 1941. To No.1 ANS, Rivers, 22 May 1942. Commissioned 31 May 1942. To Western Air Command, Victoria, 3 July 1942. To No.6 (BR) Squadron, Alliford Bay, 9 July 1942. Promoted Flying Officer, 30 November 1942. To No.3 OTU, Patricia Bay, 7 August 1943. To No.7 (BR) Squadron, Prince Rupert, 31 October 1943. Moved with that unit to Alliford Bay, 24 April 1944. Promoted Flight Lieutenant, 31 May 1944. To No.5 OTU, Boundary Bay, 20 January 1945. To Station Moncton, 6 March 1945. To No.11 (BR) Squadron, Dartmouth, 8 March 1945. To Transport Conversion Squadron, Pennfield Ridge, 13 April 1945. To No.164 (Transport) Squadron, Moncton, 23 June 1945. To Release Centre 4 January 1946. Released 19 January 1946. Rejoined RCAF in Toronto with rank of Flight Lieutenant, 9 April 1948 in Construction Engineering Branch (27925). To Training Command Headquarters, Trenton, 16 May 1948. To AFHQ (Air Member for Technical Services/Construction Engineering), 14 March 1950.

Promoted Squadron Leader, 1 January 1952. To Canadian Joint Staff, London, 12 January 1952; to No.30 Air Material Base, Langar, 16 October 1952. To AFHQ, 2 February 1953. To No.1 Air Division, Metz, 13 April 1953. To AFHQ, 10 May 1954. Promoted Wing Commander, 1 January 1957. Killed in crash of a Mitchell near Manotick, 1 March 1957. Aircraft was returning from Churchill. RCAF photo PL-2271 show him receiving wings from Billy Bishop. As of recommendation he had flown 2,227 hours, of which 806 were operational (132 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6 has citation.

This officer, since completing a successful non-operational tour as a flying instructor, has completed an operational tour in which he has proven himself to be an equally capable and energetic pilot on operations. His keenness and devotion to duty have been a splendid example to all ranks in his squadron. He has consistently displayed determination to complete his missions under the most adverse conditions. The skill and manner in which he has carried out his duties are most praiseworthy.

Recommendation raised on 1 November 1944 by S/L Thomas Benson, and read as follows:

This officer has completed a tour of operations with over 800 hours of operational flying, his monthly totals frequently exceeding 125 hours, in addition to a long non-operational tour as an instructor. His keenness and devotion to duty have been a splendid example to all ranks in his squadron. He has consistently displayed praiseworthy determination to complete his missions under the most adverse conditions.

This was approved the same day by the station commander at Alliford Bay (W/C John W, McNee). Subsequently countersigned (date uncertain) by A/V/M F.V. Heakes and sent on to AFHQ

Notes:

Involved in accident, Dunnville, Yale 3427, 18 September 1940, with LAC J.L. Shanahan (RNZAF 402526); wing struck sentry box while taxiing. Assessed as "Carelessness".

Upon his arrival at No.6 (BR) Squadron he made a favourable impression, especially as Squadron Navigation Officer. However, on 30 December 1942, F/L V.A. Margetts wrote, "This officer is not temperamentally suited as a Bomber Reconnaissance pilot on flying boats. Could be more usefully employed on single-engine landplanes as he is a qualified instructor on single engine types." This opinion was supported by W/C H.J. Winney. This is virtually the only semi-adverse report on his file. On 13 April 1944, S/L . Dobson of No.7 (BR) Squadron wrote, "This officer has had a lot of flying experience both in training and operational commands. He is a fully qualified Canso pilot. He has developed a high spirit of esprit de corps in his crew." The next day, W/C L.H. Brooks (Station Prince Rupert) wrote, "Excellent pilot and loyal, dependable officer. Worthy and capable of holding Flight Lieutenant rank."

Course at No.3 OTU, 12 July to 1 October 1943 (although the start date overlaps his sorties as listed in application for Operational Wing. Involved flying Stranraer aircraft - three hours ten minutes dual by day, 26.16 as first pilot by day, 30.15 as second pilot by day (6.15 on instruments or cloud flying) plus 6.15 dual by night, 6.15 as first pilot by night and six hours as second pilot by night. Also 26 hours in Link. Bombing Results as follows - no night bombing but dropped 42 bombs on fixed target by day (average error, 20 yards) and 32 bombs by day on moving target (described as "above average" Gunnery training was 400 rounds on ground, 300 rounds air to ground and 700 rounds air-to-air. Ground courses in Ship Recognition, Practical Airmanship, Meteorology, Navigation, Photography, Signals. Described as follows - "Shown a keen and intelligent interest throughout the course. Good average ability and very willing to learn."

Applying for Operational Wing, 15 October 1944, he listed the following sorties, all described as "Anti-Submarine Patrols":

No.6 (BR) Squadron

16 July 1942 - Stranraer - 6.30
19 July 1942 - Stranraer - 6.20
20 July 1942 - Stranraer - 6.00
21 July 1942 - Stranraer - 5.30
23 July 1942 - Stranraer - 5.00
24 July 1942 - Stranraer - 3.45
25 July 1942 - Stranraer - 6.05
26 July 1942 - Stranraer - 1.05
28 July 1942 - Stranraer - 6.30
31 July 1942 - Stranraer - 2.20
1 August 1942 - Stranraer - 3.40
6 August 1942 - Stranraer - 3.10
7 August 1942 - Stranraer - 5.10
18 August 1942 - Stranraer - 1.30
31 August 1942 - Stranraer - 1.35
5 September 1942 - Stranraer - 3.15
21 October 1942 - Stranraer - 1.05
13 November 1942 - Stranraer - 5.25
15 November 1942 - Stranraer - 2.50
20 November 1942 - Stranraer - 1.45
24 November 1942 - Stranraer - 5.20
10 December 1942 - Stranraer - 4.35
15 December 1942 - Stranraer - 5.15
17 December 1942 - Stranraer - 5.20
27 December 1942 - Stranraer - 3.30
2 January 1943 - Stranraer - 5.50

8 February 1943 - Stranraer - 2.20
24 February 1943 - Stranraer - 4.20
7 March 1943 - Stranraer - 5.00
16 March 1943 - Stranraer - 5.20
20 March 1943 - Stranraer - 4.30
2 April 1943 - Stranraer - 6.45
9 April 1943 - Stranraer - 6.00
13 April 1943 - Stranraer - 6.00
6 May 1943 - Stranraer - 6.20
17 May 1943 - Stranraer - 5.40
23 May 1943 - Stranraer - 5.20
27 May 1943 - Stranraer - 6.00
2 June 1943 - Stranraer - 1.00
8 June 1943 - Stranraer - 4.10
10 June 1943 - Canso - 10.45
24 June 1943 - Stranraer - 6.00
28 June 1943 - Stranraer - 4.45
2 July 1943 - Stranraer - 4.30
3 July 1943 - Stranraer - 5.10
6 July 1943 - Stranraer - 6.15
8 July 1943 - Stranraer - 5.20
15 July 1943 - Canso - 10.05
20 July 1943 - Canso - 6.30

No.7 (BR) Squadron

11 December 1943 - Canso - 7.15
15 December 1943 - Canso - 3.00
20 December 1943 - Canso - 5.00
28 December 1943 - Canso - 4.00
2 January 1944 - Canso - 2.30
5 January 1944 - Canso - 6.15
8 January 1944 - Canso - 4.45
12 January 1944 - Canso - 7.15
22 January 1944 - Canso - 1.20
24 January 1944 - Canso - 4.50
25 January 1944 - Canso - 2.00
30 January 1944 - Canso - 3.00
31 January 1944 - Canso - 8.00
4 February 1944 - Canso - 4.45

8 February 1944 - Canso - 10.00
19 February 1944 - Canso - 11.05
22 February 1944 - Canso - 9.00
25 February 1944 - Canso - 10.05
22 March 1944 - Canso - 10.05
26 March 1944 - Canso - 10.15
4 April 1944 - Canso - 4.50
8 April 1944 - Canso - 11.30
23 April 1944 - Canso - 10.10
26 April 1944 - Canso - 12.50
30 April 1944 - Canso - 7.30
2 May 1944 - Canso - 5.15
5 May 1944 - Canso - 13.40
10 May 1944 - Catalina - 11.15
13 May 1944 - Catalina - 10.00
15 May 1944 - Catalina - 8.05
18 May 1944 - Catalina - 8.20
24 May 1944 - Canso - 11.25
28 May 1944 - Canso - 13.10
1 June 1944 - Canso - 13.15
5 June 1944 - Catalina - 11.00
15 June 1944 - Canso - 5.40
16 June 1944 - Catalina - 10.05
23 June 1944 - Catalina - 20.40
29 June 1944 - Catalina - 9.00
3 July 1944 - Canso - 11.00
7 July 1944 - Canso - 12.00
11 July 1944 - Canso - 12.30
15 July 1944 - Canso - 11.40
19 July 1944 - Canso - 13.00
27 July 1944 - Canso - 10.20
26 August 1944 - Catalina - 12.25
30 August 1944 - Catalina - 10.20
1 September 1944 - Catalina - 5.25
3 September 1944 - Canso - 10.00
5 September 1944 - Canso - 10.00
7 September 1944 - Catalina - 10.10
9 September 1944 - Canso - 10.00
11 September 1944 - Canso - 10 10
12 September 1944 - Canso - 3.10

15 September 1944 - Catalina - 9.35
17 September 1944 - Canso - 11.05
19 September 1944 - Canso - 10.05
23 September 1944 - Catalina - 9.30
25 September 1944 - Canso - 10.20
27 September 1944 - Canso - 11.15
1 October 1944 - Canso - 4.15
3 October 1944 - Canso - 11.10
7 October 1944 - Canso - 11.15
13 October 1944 - Catalina - 7.00

Total: 113 sorties and 806 hours ten minutes.

On 27 October 1945, Air Marshal Robert Leckie (Chief of the Air Staff) wrote the following letter to Air Officer Commanding, No.9 Transport Group, Rockcliffe:

Mercy Flight - Cape Dorset - Baffin Island
October 2nd to October 6th, 1945

1. The report covering the mercy flight to Cape Dorset-Baffin Island, which commenced October 2nd and was completed on October 6th, 1945, contains special reference to the able direction and guidance given by the Captain and Navigator of the aircraft, Squadron Leader D.S. Florence, DFC, CNO, No.8 Transport Group, the excellent pilotage of first pilot Flight Lieutenant J. Scott of No.164 Squadron, who was assisted by the following aircrew members:

2nd Pilot Flight Lieutenant J.G. Easson, DFC
WAG F/O N.M. Roberts
Crewman LAC Lloyd Raymond

2. The efficiency of the crew contributed greatly to the successful conclusion of this important flight over Canada's Arctic regions, during a period of non too favourable weather conditions.

3. In the light of the foregoing, please compliment the crew for their excellent work in this connection.

4. A note to this effect has been entered in the officers' documents.

His postwar career as a engineering officer and staff officer was the subject of numerous

positive assessments. On 22 August 1949, at Training Command Headquarters, S/L F.H. Nichols wrote, "This officer has a marked aptitudes for assimilating the essential requirements of problems assigned to him, some being quite diverse to his normal duties. His interest and efforts to improve in knowledge of his work is commendable. It is considered that he has an excellent potential in Construction Engineer work. He is a man of high character."

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EASSON, P/O James Kenneth (J17551) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Toronto, 4 August 1917; home there; enlisted there 3 July 1941. To No.1 Manning Depot, 31 August 1941. To No.4 BGS (guard), 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.9 EFTS; graduated 28 March 1942 and posted to No.8 SFTS; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 31 July 1942. To RAF overseas, 6 August 1942. Commissioned 24 April 1943. Promoted Flying Officer, 24 October 1943. Promoted Flight Lieutenant, 13 June 1944. Repatriated 4 September 1945. Retired 17 October 1945. Died 23 March 1979 as per **Airforce Magazine**, September 1981.

As captain of aircraft, Pilot Officer Easson has flown on operations over Germany, Sicily and Italy. On all occasions he has pressed home his attack with skill and determination and has secured some excellent photographs. This officer has consistently demonstrated a keen sense of duty and, because of his reliability and accuracy, has often been selected for special tasks.

EASSON, F/L James Kenneth, DFC (J17551) - **Air Force Cross** - No.24 Operational Training Unit (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in Canadian sources; Public Records Office Air 2/9144 has recommendation drafted when he had flown 1,180 hours, 495 on instructional duties, 96 in previous six months. Originally intended for September 1945 List (see Air 2/9117).

As Deputy Flight Commander, this officer has proved extremely reliable and conscientious and has helped considerably to raise the general standard of training in his flight. By his own initiative and personal example he has done much to encourage both instructors and pupils to give of their best.

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EASTCOTT, P/O Peter Dehertel (J9563) - **Distinguished Flying Cross** - No.221 Squadron - Award effective 4 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated

12 February 1943. Born in Pembroke, Ontario, 11 February 1921. Attended Normal Model School (1928-1935), Ottawa Technical School (1937-1938) and Ottawa High School of Commerce (1938-1939); home in Ottawa where he was a pharmacy clerk. Member, Second Battalion, Governor General's Foot Guards, 14 August 1940 to 7 January 1941. Enlisted in RCAF, Ottawa, 8 January 1941 and posted that date to No.1 Manning Depot, Toronto; to No.1A Manning Depot, Picton, 19 February 1941; to No.1 Manning Depot again, 18 March 1941; to No.1 SFTS, Camp Borden (guard), 22 April 1941; to No.1 ITS, Toronto, 9 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.1 AOS, Malton; graduated 12 October 1941 when posted to No.1 BGS, Jarvis; graduated and promoted Sergeant, 22 November 1941; posted that date to No.2 ANS, Pennfield Ridge. Commissioned 22 December 1941. To No.31 GRS, Charlottetown, 16 January 1942. To No.31 OTU, Debert, 13 February 1942. Attached to RAF Ferry Command, 11 April 1942. Departed Dorval, 22 April 1942 in crew of Hudson FH334 which went to Presqu'île that day, to Goose Bay on 23 April 1942 and to Britain on 24-25 April 1942. To No.7 (Coastal) OTU, 11 May 1942. To No.1446 FT Flight, 11 August 1942. To No.38 Squadron, date uncertain. To No.221 Squadron, 12 September 1942. Promoted Flying Officer, 1 October 1942. To No.38 Squadron again, 27 January 1943. To No.458 Squadron, Malta, 14 March 1943. To United Kingdom, 26 October 1943. To No.3 (Coastal) OTU, 23 November 1943. Promoted Flight Lieutenant, 22 December 1943. To No.6 (Coastal) OTU, 4 January 1944. To No.4 (Coastal) OTU, 3 February 1944. Repatriated 29 September 1944. To Rockcliffe, 31 October 1944. To No.2 Release Centre, 28 June 1945. Retired 9 July 1945. Postwar graduate of McGill University (Electrical Engineering, 1950) and joined Canadian General Electric; retired in 1986 with 54 patents to his credit. Wartime RCAF photo PL-25542L (left) is F/L W.H. Earl, DFC, PL-25542R (right) is F/O P. Eastcott, DFC. Died in Peterborough, 29 November 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998.

In October 1942, Pilot Officer Eastcott was the navigator in an aircraft which led a formation detailed to make a daylight attack on an enemy ship in Tobruk Harbour. The outward flight, a distance of several hundred miles over the sea, was made only a few feet over the water and complete surprise was achieved. At least three hits were scored on the vessel which was destroyed. This officer displayed navigational skill of a high character.

NOTE: Public Record Office Air 2/4922 has message sent from Headquarters, Middle East to Air Ministry, 23 December 1942.

An immediate award of the Distinguished Flying Cross has been made to Pilot Officer Eastcott, J9553 of No.221 Squadron. Pilot Officer Eastcott was the navigator in the leading aircraft in a most successful daylight/dusk formation torpedo attack with Wellington aircraft against an enemy ship at the entrance of Tobruk Harbour on 26th October 1942. For tactical reasons the formation had to

fly at low altitude for a distance of over 400 miles over the sea at the whole time less than 100 feet. Pilot Officer Eastcott made a sighting one miles from the target so that the enemy was taken so completely by surprise that at least three hits were registered and the ship destroyed.

Notes: On repatriation form dated 26 July 1944 he stated he had flown 40 sorties (296 operational hours) and total flying was 653 hours 35 minutes,

Training: Interviewed in Ottawa, 6 August 1940 by F/O E.L. O'Leary - "Tall, good-looking and intelligent lad. Very cooperative and alert. Has apparently employed his time well, and is equipped to be of service in several lines of work. Should develop into excellent air crew man and prove popular with others."

Course at No.1 ITS was 9 June to 14 July 1941. Courses in Mathematics (95/100), Armament, practical and oral (88/100), Signals (97/100), Drill (75/100) and Law and Discipline (98/100). Placed eleventh in a class of 27. "Is alert and cool. Has ambitions to go to top and is confident of success. Enthusiastic and determined, of a quiet and retiring nature."

Course at No.1 AOS was 21 July to 12 October 1941. Anson aircraft - 22.55 as first navigator by day, 29.10 as second navigator by day, 7.45 as first navigator by night, 11.20 as second navigator by night. "Consistently good in the air. Writes a good log. Should improve with further training." Examined in DR Plotting (112/150), DR written (188/200), Compasses and Instruments (142/150), Signals (100/100), Maps and Charts (97/100), Meteorology (94/100), Photography (73/100) and Reconnaissance (87/100). Placed third in a class of 37. "An excellent student. Accurate, quick to learn, neat, ambitious to increase his knowledge of the course." Also, "A young but ambitious clever man. Well liked. Has done considerable outside reading on navigation. Should make an excellent observer and officer."

Course at No.1 BGS was 13 October to 22 November 1941. Battle aircraft - 17.15 on Bombing and 7.35 on Gunnery. Marked in Bombing, written (137/150), Bombing, practical (141/150), Gunnery, written (90/100) and Gunnery, practical (90/100). Placed first in a class of 34. "A hard working student. Very popular. Possesses a keen sense of humour. Puts his whole heart into his work. Will be highly respected as a leader. Well recommended as an officer."

Course at No.2 ANS was 24 November to 22 December 1941, Anson aircraft - 3.15 as first navigator by day, 9.35 as second navigator by day, 6.00 as first navigator by night, 14.05 as second navigator by night. "Capable and accurate. Shows resourcefulness in the air." Ground courses in Astro Navigation, Plotting (149/150) and Astro Navigation, written (86/100). Placed second on a class of 54. "Keen student, has ability, interested in his work. Did a good deal of individual study into theory on his own."

Course at No.31 GRS was 19 January to 14 February 1942. Anson aircraft (16 hours 40 minutes). Graded in DR Navigation (80 percent), Reconnaissance (89 percent), Coding (93 percent), Ship Recognition (84 percent) and Visual Signals (Pass). Placed fifth in a class of 24. "A hard working and intelligent pupil. Should prove a useful member of a GR squadron."

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EASTON, W/C Donald Robertson (C4172) - **Member, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 May 1904 in Ayton, Ontario. Educated there, 1910-1918; at Harriston, 1918-1923; at Medical School, University of Toronto, 1927-1933. Took further courses on Psychiatry, University of Toronto, 1937-1938. Physician in Schumacher, Ontario, 1934-1937, and with Department of Health (Hotel Dieu), 1937-1940. Lieutenant in Queens Own Rifles, February to June 1940; RCAMC, June 1940 to 15 November 1940. Home in Stratford, Ontario; enlisted in RCAF, Toronto, 16 November 1940. Granted rank of Flight Lieutenant on enlistment and assigned to No.4 Training Command, Regina (later No.2 Air Command), 16 January 1941. Promoted Squadron Leader, 15 July 1942. Promoted Wing Commander, 1 December 1942. To "Y" Depot, 17 November 1944; embarked from Canada, 24 November 1944. Disembarked in Britain, 5 December 1944. To RCAF Overseas Headquarters, 5 January 1945. Repatriated to Canada, 23 July 1945. To No.7 Release Centre, 3 August 1945. Retired 4 September 1945. Medical Officer for Department of Veterans Affairs after the war. As a member of the Supplementary Reserve (60352) he occasionally was called out for duty with No.18 Wing (Auxiliary), Edmonton, and Tactical Air Command, 1950-1959, forming Reserve Medical Units (Edmonton, Saskatoon, Winnipeg, Calgary and Regina) with rank of Group Captain. Completed his Fellowship in Psychiatry. Retired in Edmonton, Alberta.

This officer has been Deputy Principal Medical Officer and later Principal Medical Officer of Command Headquarters for more than two years. During this time he has displayed the greatest interest in the health and welfare of all personnel in the Command. He has organized all Station Hospitals in this Command in a most efficient manner, and this efficiency has reflected in the low incidence of illness which prevails at all units. Wing Commander Easton has worked untiringly so that a satisfactory state of health is enjoyed by all personnel. He is a most capable doctor and an efficient administrator who has made a splendid contribution to the well being of personnel.

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EASTON, G/C John Alvin (C160) - **Officer, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946.

Born in Brockville, Ontario, 8 April 1909. Educated there, 1916-1929 and Glasgow University, 1929-1934 (Mechanical Engineering). Attended Infantry and Signals School in Brockville, 1923-1929. Enlisted in Ottawa, 1 November 1934. To Camp Borden, 8 January 1935. To No.1 Aircraft Depot, Ottawa, 1 June 1935. Promoted Flying Officer, 1 November 1935. Attached AFHQ, 28 September 1936. To Camp Borden, 10 January 1937. Qualified for flying badge, 3 May 1937. To Trenton, 21 May 1937. To Station Ottawa, 12 July 1937. Attended Air Navigation and Seaplane School. To AFHQ, 2 August 1938. Promoted Flight Lieutenant, 8 April 1939. To RCAF Overseas Headquarters, 22 May 1940. Promoted Squadron Leader, 1 November 1940. To Rockcliffe, 11 October 1941. To AFHQ, 30 October 1941. Promoted Wing Commander, 15 January 1942. To No.1 GRS, 25 February 1943 for course. To Eastern Air Command Headquarters, 26 May 1943. To Torbay, 28 May 1943, flying with No.5 (BR) Squadron (application for Atlantic Star). To No.4 Training Command, 17 October 1943. Promoted Group Captain, 1 October. To AFHQ, 12 May 1944. Appointed Air Member for Research and Development, 3 September 1945. Remained in postwar RCAF, retaining rank of Group Captain as of 1 October 1946. To Trenton, 1 November 1948; to No.12 Group, Vancouver, 31 July 1949. Promoted Air Commodore, 1 August 1951. To AFHQ, 23 August 1951. Promoted Air Vice-Marshal, 1 August 1958; retired 15 November 1962; died in Ottawa, 8 January 1992 as per **Airforce Magazine**, issue of October-November-December 1992.

This officer served with distinction as an Engineering Officer at Overseas Headquarters during the Battle of Britain. Since that time he has held various responsible positions in Canada and Newfoundland, where his high professional ability and wealth of engineering knowledge equipped him to render outstanding service. In October 1944 he assumed the heavy responsibility of Director of Postings and Careers. The responsibilities placed upon this officer were further increased when the duties and the functions of the Directorate of Airmen's Personal Services were combined with the Directorate of Postings and Careers under his direction and guidance. During the past six months many extremely difficult and complex problems have had to be faced in connection with the reallocation and release of personnel. In dealing with such problems, Group Captain Easton has displayed outstanding ability and good judgement. His work has continued to be onerous, entailing long hours of overtime but, throughout he has displayed outstanding devotion to duty and his quiet determination, persistence and energy have been an inspiration to all personnel under his direction.

He was first recommended for an OBE, 9 November 1942 by Air Commodore A.L. Johnson, who repeated the process, 22 February 1943.

Notes: He was engaged by the RCAF as an Engineer Officer, and pilot training was arranged only

to qualify him to advise on aircraft matters. This resulted in some extraordinary correspondence (2 January 1937, W/C A.B. Shearer, Ottawa Air Station, to AFHQ), stating that tests had been conducted to assess the ability of F/O Easton (wearing summer flying kit and a parachute) to operate the rudder controls of a Fleet aircraft. "It is found that this officer can move the rudder controls in both the front and rear seats to their full extent with ease." This was a matter of concern because he was only 64 ½ inches tall.

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EASTON, S/L John Franklin (J9549) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 9 July 1919 in Timmins, Ontario; home there. Served in Second Battalion, the Algonquin Regiment, October 1940 to May 1941. Enlisted in RCAF at North Bay, 12 May 1941 and posted to No.1 Manning Depot. To No.12 Equipment Depot, 28 May 1941, To No.3 ITS, Victoriaville, 16 July 1941; graduated and promoted LAC, 20 August 1941). To No.11 EFTS, Cap de la Madeleine, 20 August 1941; to No.8 SFTS, Moncton, 11 October 1941; graduated and promoted Sergeant, 2 January 1942 but then commissioned from that date. To "Y" Depot, 4 January 1942. Disembarked in Britain, 9 February 1942. To No. 11 EFTS, 1 March 1942 for instructor course. To No.24 EFTS, 6 May 1942. To No.15 EFTS, 15 July 1942. Promoted Flying Officer, 1 October 1942. To No.24 EFTS, 15 November 1942. To RAF College Flying Training School for training, 16 June 1943. To No.82 OTU, 14 September 1943. To No.61 Base, 31 December 1943. Promoted Flight Lieutenant, 2 January 1944. To No.1679 Conversion Unit, 18 January 1944. To No.408 Squadron, 7 March 1944. Promoted Squadron Leader, 1 September 1944. To RCAF Overseas Headquarters, 22 November 1944. To No.76 Base, 25 July 1945. Repatriated 21 August 1945. To Rockcliffe, 15 October 1945. To War Staff College, 15 February 1946. To No.1 Air Command, Trenton, 19 August 1946. Served in postwar RCAF (19656). To Station Fort St. John, 14 December 1949. To No.123 Search and Rescue Flight, Sea Island, 21 July 1950. To Promoted Wing Commander, 1 September 1951. To No.12 Air Defence Group, Vancouver, 16 December 1951 (Senior Personnel Staff Officer). To Canadian Joint Staff, London, 21 January 1953 (Staff College). To Station Trenton, 17 March 1956. To Training Command Headquarters, 2 March 1959. To Station Trenton, 13 September 1959. To AFHQ, 16 September 1959. To No.1 Air Division, Metz, 1 July 1963 (Staff Officer Personnel Administration). Retired 17 February 1969 while at No.1 Air Division. Died in Ottawa, 3 January 1973. RCAF photo PL-40867 (ex UK-17294 dated 7 December 1944) shows him being congratulated on DFC by Sergeant Eric Worth (Winnipeg, member of squadron Orderly Room staff for three years). RCAF photo PL-44740 (ex UK-22176 dated 22 June 1945) is captioned as follows: "W/C J.F. Easton, DFC, Timmins, Ontario, and his bride, Sergeant M.W. Tod, Duncan, B.C., are pictured here after their marriage on June 14th at St. Columba Church in London. Mrs. Easton, who is the daughter of Mr. and Mrs. Christopher Tod, Duncan, B.C. was attended by Miss C. Tod, Perth, Scotland, F/L B.D.J. Lanktree, Buenos Aires, Argentina, was best man. The

groom is the son of Mr. And Mrs. J.J. Easton, Timmins, Ontario.”

This officer has completed a large number of sorties, many of them against objectives deep in German territory. He has on all occasions pressed home his attacks with great determination, obtaining many valuable photographs. On two of his sorties his aircraft was severely damaged by enemy fighters, but each time he has completed his mission and brought the crippled bomber back to base. The cheerful and inspiring leadership of Squadron Leader Easton has been a great asset to his squadron.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C R.A. McLernon, 4 September 1944 when he had completed 26 sorties (126 hours 37 minutes):

Flight Lieutenant Easton has completed a very large number of sorties against the enemy, many of them deep penetrations into Germany to attack such heavily defended targets as Berlin and Frankfurt. On all occasions this officer has displayed a fine offensive spirit and has pressed home all his attacks with great determination, obtaining many photographs of the actual aiming point to be bombed. On two occasions his aircraft was badly mauled by enemy night fighters, but each time he accurately bombed the target and fought his crippled bomber back to base. That the bomber continued to fly on one of these occasions was indeed miraculous for a hole of about ten feet square had been blown in one wing and only the exceptional skill of the pilot saved the aircraft and crew from destruction and death.

Flight Lieutenant Easton, by his professional ability and cheerful and inspiring leadership has been a great asset to this squadron. Therefore I recommend that he be awarded an Immediate Distinguished Flying Cross.

Notes: Assessed 26 May 1943 at No.24 EFTS; had flown 1,029 hours (302 in past six months). “Is making good steady progress as an officer. With more experience should develop into a good Flight Commander.” (W.C T.C. Chambers)

Application for Operational Wing dated 23 November 1944 stated he had flown 33 sorties (166 hours 30 minutes), 15 March to 22 November 1944).

Training: Attended No.3 ITS, 15 July to 20 August 1941. Courses in Mathematics (88/100), Armament, practical and oral (76/100), Signals (100/100), Hygiene and Sanitation (38/40), Drill (87/100) and Law and Discipline (50/60). Placed third in a class of 169. “Cheerful, quick and steady. Attentive and wide awake. Very good aircrew material.” (W/C D.D. Findlay).

Attended No.11 EFTS, 20 August to 10 October 1941. Finch II aircraft - 35.45 dual, 26.30 solo. Was 10.10 on instruments. Logged 10 hours ten minutes in Link. "Above average on instruments. Learnt his aerobatics very quickly. Rest of his flying is just average. Dual cross-country was a little careless. He zig-zagged a bit. Recommended for a commission." (P.M. Boisvert). Ground school marks - Airmanship (177/200), Airframes (86/100), Aero Engines (84/100), Signals, practical (100/100), Theory of Flight (68/100), Air Navigation (169/200) and Armament , oral (146/200). Rated 160/200 in qualities as officer. Placed fourth in a class of 35. "Good worker, tried hard. Attentive and keen. Above average. Excellent conduct."

Attended No.8 SFTS, 13 October 1941 to 2 January 1942. Flew 44.25 day dual, 48.55 day solo, 2.15 night dual, 10.00 night solo. Was 23.45 on instruments. Logged 20 hours in Link. "A very smooth and fairly accurate pilot, clear hood and instrument. Should do well. On instruments he flies confidently without seemingly to over-concentrate." (S/L Bryant). Courses in Airmanship and Maintenance (134/200), Armament, written (78/100), Armament, practical (77/100), Navigation (102/150), Meteorology (48/50), Signals, written (37/50) and Signals, practical (100/100). "An above average student who works quietly and efficiently. Very reliable. Above average." Placed fourth in a class of 50.

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EATON, FS John Stuart (R50197) - **Mention in Despatches** - No.422 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 10 March 1908. Home in Berwick, Kin's County, Nova Scotia. Enlisted in Halifax, 18 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 24 May 1940. Promoted AC1, 18 July 1940. To No.2 SFTS, 25 September 1940. Promoted LAC, 1 December 1940. To No.9 SFTS, 23 January 1941. To No.13 SFTS, 1 September 1941. To "Y" Depot, 16 March 1942; to RAF overseas, 13 June 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 25 May 1943. Promoted Flight Sergeant, 24 August 1943. Repatriated to Canada, 22 July 1945. Discharged 7 September 1945.

EATON, FS John Stuart (R50197) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award.

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EATON, W/C Noel Beattie (C1850) - **Mention in Despatches** - No.6 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Oshawa, 25 December 1909. Educated at Appleby School, Oakville, 1918-1926, Victoria

University (Manchester, England), October 1926 to December 1930 (Textile Engineering, Bachelor of Technical Studies). Employed 1931 to enlistment by Eaton Knitting Company, Hamilton, as salesman, department manager and assistant supervisor. Also service as Second Lieutenant, Second Dragoons, October 1930 to late 1931. Home in Oakville, Ontario; enlisted in Toronto, 1 April 1940 in Signals Branch. To No.1 WS, Montreal, 15 April 1940. To No.10 (BR) Squadron, 4 August 1940. To Western Air Command, 9 September 1940. Promoted Flight Lieutenant, 1 July 1941. Promoted Squadron Leader, 15 June 1942. To "Y" Depot, 22 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To Headquarters, Bomber Command, 10 July 1943. To Headquarters, No.6 Group, 6 September 1943. Promoted Wing Commander, 23 November 1943. To RCAF Overseas Headquarters, 16 May 1945. Repatriated to Canada, 17 May 1945. To Eastern Air Command, 18 May 1945 in anticipation of Signals Training in Tiger Force. To Release Centre, 13 September 1945. Retired 19 September 1945. Re-engaged as Flight Lieutenant, 11 December 1946 (120067) with No. 424 (Auxiliary) Squadron. Promoted Squadron Leader, 1 June 1948. Appointed Honorary Aide-de-Camp to Lieutenant-Governor of Ontario, 8 August 1949 (relinquished 17 February 1952). To No.2424 Aircraft Control and Warning Squadron, Hamilton, 1 October 1950. To No.16 (Auxiliary) Wing, 30 September 1951. Awarded Queen's Coronation Medal, 23 October 1953. Promoted Wing Commander, 1 January 1954. Retired 26 October 1954. Died in Waterdown, Ontario, 28 September 1996. No citation to MiD. RCAF photo PL-28658 (ex UK-9619 dated 14 April 1944) is captioned as follows: "Widely known throughout the textile industry in Canada, Wing Commander Noel B. Eaton of Hamilton and Oakville, Ontario, found his peacetime hobby of radio extremely valuable at the outbreak of war. Joining the RCAF he was trained at No.1 Wireless School, Montreal, and served at Dartmouth before becoming Chief Signals Officer at Western Air Command. In November of last year he became Chief Signals Officer for the RCAF Bomber Group in Great Britain. A graduate of the University of Manchester (England); he was general manager of the Eaton Knitting Company, Ltd., Hamilton. His wife resides in Oakville." RCAF photo PL-43671 (ex UK-21007 dated 3 May 1945) is captioned as follows: "HRH The Princess Royal was shown signals equipment when she visited the Headquarters of the RCAF Bomber Group. With her in the picture is W/C N.B. Eaton of Oakville, Ontario, Chief Signals Officer."

EATON, W/C Noel Beattie (C1850) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation to MiD.

Note: On 22 February 1940, S/L A.H.K. Russell (Toronto) wrote to the Commanding Officer, RCAF Recruiting Centre, Toronto, as follows:

I have interviewed the above noted applicant [Noel B. Eaton] for a Commission in the Non-Flying List of the RCAF. Mr Eaton is of neat personal appearance, has

a very good technical education and has, for many years, been deeply interested in radio telegraphy and telepathy, having lately been experimenting with high-frequency transmission, including experimenting between aircraft and the ground. I would recommend him for consideration for a Commission as a Wireless Officer (Non-Flying) in the RCAF.

Training: Course at No.1 WS was 15 April to 20 July 1940. Courses in Morse (26 words per minute), Procedure (92 percent), Administration (76 percent), Theory (76 percent), Air Force Law (57 percent), Drill (80 percent), Technical Equipment (82 percent), Batteries (74 percent), Stores (86 percent). "This officer is technically qualified for immediate posting to a squadron as signals officer. He has shown initiative while on course. Was a member of advanced class during course." (F/L K.R. Patrick).

Selected Assessments: "S/L Eaton is employed as Command Signals Officer and as such replaced a Permanent Force Squadron Leader in this position. He has been tireless in his efforts to organize and maintain the Communications system in the Command. He is keen and conscientious and has proved his ability to administer the Signals organization of this Command. In keeping with the position he holds, it is strongly recommended that he be given accelerated promotion to Flight Lieutenant." (S/L R.M. Wynd, Western Air Command, 15 June 1941).

"This officer has done an outstanding job in organizing the squadron signals and radar section, and has devoted a great deal of extra time and energy to the work of the squadron." (W/C D.B. Annan, No.424 Squadron, 28 September 1948).

"Squadron Leader Eaton is an outstanding technical officer who has devoted a great deal of time, effort and material help to further service ends. He is a very busy top industrial executive with whom the service comes first. It is unfortunate that this unit establishment does not allow a higher rank, which would be a just reward for his work. In time of emergency, his wide service and business experience would certainly enable him to carry a much higher rank capably." (G/C D.B. Annan, No.16 Auxiliary Wing, 15 December 1952)

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EBDON, F/L Frank Arthur (J20236) - **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 28 August 1920 in Edmonton; home there (labourer, aircraft welder), enlisted there 17 November 1941. Granted Leave Without Pay until 29 December 1941 when posted to No.3 Manning Depot. To Calgary, 28 February 1942. To No.2 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942; to No.3 AOS, 4 July 1942; graduated and

commissioned, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 22 November 1942; disembarked in Britain 30 November 1942. Attached to No.50 Group, April 1943. To No.1 (Observer) AFU, 6 May 1943. Promoted Flying Officer, 23 April 1943. To No.23 OTU, 8 June 1943. To No.1664 Conversion Unit, 28 August 1943. To No.419 Squadron, 26 September 1943. To No.405 Squadron, 13 February 1944. Attached to Night Training Unit, 16 February to 1 March 1944. Promoted Flight Lieutenant, 16 July 1944. Repatriated to Canada, 27 November 1944. To No.2 Air Command, 16 January 1945. To No.19 SFTS, 22 January 1945. To Moncton, 14 February 1945. To No.165 (Transport) Squadron, 8 April 1945. To No.7 Release Centre, 17 August 1945; retired 22 August 1945. Enrolled in RCAF Auxiliary, 16 August 1952 as Navigator (60644) in rank of Flying Officer. With No.18 Wing on enrollment. To No.418 Squadron, 17 August 1954. Promoted Flight Lieutenant, 1 January 1955. To No.18 Wing Headquarters, 1 September 1956. To Supplemental Reserve, 30 November 1956. Died in Chilliwack, British Columbia, 24 September 1975. 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 August 1944 when he had flown 43 sorties (206 hours 58 minutes) as follows:

9 August 1943 - NICKEL (4.25)
3 October 1943 - Kassel (7.00)
4 October 1943 - Frankfurt (8.00)
8 October 1943 - Hanover (5.35)
22 October 1943 - Kassel (5.10)
18 November 1943 - Mannheim (7.45)
20 December 1943 - Frankfurt (5.20)
29 December 1943 - Berlin (7.55)
20 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (8.15)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (5.02)
10 April 1944 - Laon (3.36)
11 April 1944 - Aachen (3.23)
20 April 1944 - Lens (3.03)
24 April 1944 - Karlsruhe (5.23)
26 April 1944 - Essen (4.09)
3 May 1944 - Montdidier (3.10)
6 May 1944 - Nantes Gassicourt (2.49)
19 May 1944 - Mont Couple (1.58)
21 May 1944 - Duisburg (4.05)
22 May 1944 - Dortmund (3.51)

27 May 1944 - Rennes a/f (3.49)
28 May 1944 - Mardick (2.12)
31 May 1944 - Trappes (3.51)
2 June 1944 - Trappes (3.30)
5 June 1944 - Longues (3.04)
10 June 1944 - Versailles (3.53)
11 June 1944 - Tours (4.52)
12 June 1944 - Amiens (2.58)
15 June 1944 - Lens (2.34)
16 June 1944 - Renescure (1.55)
5 July 1944 - Wizernes (1.54)
7 July 1944 - Caen (2.36)
10 July 1944 - Nucourt (2.37)
12 July 1944 - Paris (Vaires) (3.12)
17 July 1944 - Cagny (2.38)
20 July 1944 - Courtrai (2.07)
23 July 1944 - Kiel (5.13)
24 July 1944 - Stuttgart (7.06)
25 July 1944 - Stuttgart (7.17)
28 July 1944 - Stuttgart (6.38)
3 August 1944 - L'isle Adam (3.09)
5 August 1944 - Chaussee (3.03)
8 August 1944 - Lucheux (3.10)
10 August 1944 - La Pallice
12 August 1944 - Russelheim

This officer is a very keen and capable navigator in a highly successful crew. Flying Officer Ebdon has invariably displayed coolness and courage of the highest order in the face of heavy enemy opposition encountered on many of his sorties. The exceptional skill and devotion to duty shown by this officer is to be commended. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

EBDON, F/L Frank Arthur, DFC (J20236) - **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 Ebdon has continued to operate with the utmost keenness and efficiency, participating in attacks against such heavily defended targets as Frankfurt, Essen and Stettin.

This officer's fine courage and devotion to duty have contributed largely to the many successes attained by his crew.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 when he had flown 54 sorties (256 hours 53 minutes) including eleven sorties (49 hours 50 minutes) since previous recommendation. The additional trips and original text were as follows:

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

Flight Lieutenant Ebdon is a very keen and efficient navigator who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Frankfurt and Mannheim. His cheerful disposition combined with his fine fighting spirit and an utter disregard for personal considerations makes him a very valuable member of aircrew. Undoubtedly, this officer's fine personal example of courage and devotion to duty has done much to contribute towards the brilliant operational successes attained by his crew. Strongly recommended for the non-immediate award of a Bar to the Distinguished Flying Cross.

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

Whilst returning from Aachen on the night of the 11th April 1944, at 2300 hours and in a position of 51.15 North 05.37 East, Lancaster "O" serial no. JB707 of 405 (RCAF) Squadron was fired upon by a four engined aircraft with twin tail fins,

possibly a Lancaster. Visibility at the time of the encounter was good with moon just rising and 4/10th cloud at 8,000 feet.

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

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

Notes: Application for Operational Wing and Bar dated 8 January 1945 stated he had flown 40 sorties (191 hours 55 minutes) on first tour and 16 sorties (68.35) on second, 9 August 1943 to 30 October 1944.

Training: Interviewed in Edmonton, 7 November 1941. "Applicant has Senior Matriculation, also training with D.P.Y.P. Programme School at Edmonton, Alberta for five and one-half months as Welder. Clean cut type, good aircrew material and recommended as Pilot."

Course at No.2 ITS was 12 April to 5 June 1942. Courses in Mathematics (147/150), Armament (48/50), Signals (150/150), Anti-Gas (44/50), Aircraft Recognition (100/100), Drill (80/100), Law and Discipline (93/100), Navigation (176/200) and General Studies (90/100). Placed seventh in a class of 145. "A very serious type of airman. He did extremely well in all subjects and assisted many others in the flight. This airman is very anxious to become a good member of aircrew and is working hard towards that end. He should prove to be commission material upon completion of the course."

Course at No.3 AOS was 9 July to 23 October 1942. Anson aircraft - 35.10 as first navigator by day, 32.10 as second navigator by day, 16.10 as first navigator by night, 20.50 as second navigator by night. Graded in Navigation Air Work (518/700), Photography Air Work (78/100), Elements of Navigation (355/700), Magnetism and Compasses (67/100), Instruments (37/50), Signals, practical (100/100), Signals, written (36/50), Maps and Charts (32/50), Meteorology (79/100), Photography (38/50), Reconnaissance (65/100), and Aircraft Recognition (81/100). "Work is always very neat - A good type of man - has done a good job at AOS." Placed seventh in a class of 20.

Assessments: "An above average navigator and a good officer." (W/C W. Pleasance, 15 February 1944, when he had flown 342 hours 50 minutes, 110.10 in past three months).

"Has done a fine job on this squadron and latterly helped considerably in coaching the less experienced men." (S/L J.F. Roberts, No.405 Squadron, 23 November 1944, when he had flown 54 sorties, 260.30 operational hours).

"Careful, conscientious and capable. Has adjusted himself to traffic routine in a satisfactory manner." (S/L E.C. Hamber, Edmonton Detachment, No.165 Squadron, 12 May 1945, on completion of one month duty as Traffic Despatcher).

"This officer is inclined to be retiring but not under-confident or self-conscious. He shows above average ability as a Navigator and is interested in Navigation instruction. On his own initiative he has taken younger and less experienced Navigators under his wing to instruct them in Navigation. His attendance is fair but could be improved. It is considered that his potentialities as a Navigation Instructor should be developed." (F/L T.S.W. Harvey, 6 December 1953)

"This officer has done much to improve the navigation section. He has always been most cooperative and willing to accept responsibility. He is liked by his fellow officers and is smart in appearance." (S/L F.T. Guest, No.418 Squadron, 13 August 1956)

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EBY, WO Gordon Albert Christian (R155477) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Kitchener, Ontario, 28 December 1923; home there (meat packer). Enlisted in Kitchener, 13 April 1942. To No.1 Manning Depot, 18 June 1942. To No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.1 AOS; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. Attached to 7 Canadian Infantry Brigade, 2-14 July 1943. Attached to No.7 EFTS, 16-30 July 1943. To No.3 (Observer) AFU, 10 August 1943. To No.14 OTU, 7 September 1943. Promoted Flight Sergeant, 2 October 1943. To No.51 Base, 5 January 1944. Attended Battle School, 5-10 January 1944. To No.101 Squadron, 10 January 1944. Promoted WO2, 2 April 1944. To No.86 OTU, 25 June 1944. Promoted WO1., 2 October 1944. To No.18 OTU, 15 October 1944. Repatriated 1 February 1945. To No.1 Air Command, 13 February 1945; to No.16 SFTS, 18 April 1945. To No.4 Release Centre, 3 May 1945. Retired 16 May 1945. Subsequently working with Dominion Alkali and Chemicals, Beauharnois, Quebec (August 1951). Died 25 July 1957. 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 for a DFM (he was still a Flight Sergeant) dated 10 July 1944 when he had flown 29 sorties (185 hours 30 minutes), 10 January to 31 May 1944.

20 January 1944 - Berlin - Many bomb bursts seen leaving target.
21 January 1944 - Magdeburg - Large area of fire seen on leaving target.
27 January 1944 - Berlin - Many fires in target area
28 January 1944 - Berlin - Marking very good; target bombed
30 January 1944 - Berlin - Marking and bombing appeared to be well directed.
15 February 1944 - Berlin - Successfully bombed.
19 February 1944 - Leipzig - Well concentrated bombing
20 February 1944 - Stuttgart - Concentrated attack.
24 February 1944 - Schweinfurt - Good marking. Fires visible for 120 miles distant.
25 February 1944 - Augsburg - Good concentration in centre of town.
1 March 1944 - Stuttgart - Several explosions in target area.
15 March 1944 - Stuttgart - Many explosions and large fires in concentrated area.
18 March 1944 - Frankfurt - Large fires on both sides of river.
22 March 1944 - Frankfurt - Target area bombed.
24 March 1944 - Berlin - Marking very scattered.
26 March 1944 - Essen - 10/10 cloud. Heavy and concentrated attack.
11 April 1944 - Aachen - Concentrated marking and well directed attack.
20 April 1944 - Cologne - Nothing visible through thick cloud. Marking somewhat scattered.
22 April 1944 - Dusseldorf - PFF well placed. Well developed attack.
24 April 1944 - Karlsruhe - Bomb bursts over target area.
26 April 1944 - Schweinfurt - A very concentrated attack in good visibility.
3 May 1944 - Maily-le-Camp - Railways and woods pinpointed visually.
7 May 1944 - Rennes - Target identified visually and bombed.
19 May 1944 - Orleans - A concentrated attack.
21 May 1944 - Duisburg - 10/10 cloud obscured target. Bombed PFF markers.
22 May 1944 - Brunswick - Bombed fires on ETA.
24 May 1944 - Aachen - PFF well on time and concentrated attack developed on their markers.
27 May 1944 - Bourg-Leopold - Thick ground haze, target not visually identified, but bombed reds and greens.
31 May 1944 - Trappes - Port outer propeller hit by flak
Flight Sergeant Eby, a Canadian, has recently completed 29 very successful sorties on his first operational tour, with six attacks on Berlin to his credit.

Extremely capable and efficient, this Non-Commissioned Officer has flown with several different captains to all of whom he has shown the same keenness and cooperation. He is a navigator who volunteered for Special Duties with this squadron, which he has carried out with exceptional skill and clarity.

Flight Sergeant Eby's cheerful confidence and great courage have inspired a high

standard of morale among all the crews with which he has flown, while his considerable experience has proved to be a great asset to the squadron.

This Non-Commissioned Officer's unconquerable spirit and keenness to engage the enemy are worthy of high praise and it is recommended that his devotion to duty and fine record of achievement be recognized by the award of the Distinguished Flying Medal.

The reference to "Special Duties" is not explained above, but in approving the recommendation (15 July 1944) the Officer Commanding, RAF Station Ludford Magna, Market Rasen, Lincolnshire (signature appears to be "Patrick R. King") writes:

Flight Sergeant Eby is a special duties operator of dauntless courage and dogged determination. He concentrates on his exacting task with sublime unconcern for his personal safety. He has been selected on many occasions to keep a special listening watch for enemy transmissions, especially in the target area. His reports, often obtained during periods of intense enemy opposition, have been of an exceptionally high standard. His unassuming manner conceals courage and skill of a high order.

Notes: On application for Operational Wing dated 2 July 1944 he claimed 29 sorties (185 hours 30 minutes), 20 January to 31 May 1944.

Training: Course at No.5 ITS was 28 September to 5 December 1942. Courses in Mathematics (89/150), Armament (36/50), Signals (145/150), Navigation (114/150), Airmanship, Theory of Flight and Engines (75/100), Drill (41/50), Law and Discipline (83/100), Meteorology (43/50), Aircraft Recognition (95/100), Anti-Gas (42/50). Placed 70th in a class of 129. "Frail, youthful, very quiet and retiring, studies hard but stays to himself, dependable, cooperates, knows what he wants, anxious to stay in aircrew."

Course at No.1 AOS was 7 December 1942 to 2 April 1943. Anson aircraft (42.35 day as first navigator, 32.10 day as second navigator, 23.00 night as first navigator, 19.00 night as second navigator and 2.30 as passenger). Courses in Navigation, air work (439/700), Photography, air work (80/100), Elements of Navigation (344/500, repeated and scored 387/500), Magnetism and Compasses (66/100), Instruments (31/50), Signals, practical (100/100), Signals, written (49/50), Maps and Charts (43/50), Meteorology (67/100), Photography (40/50), Reconnaissance (37/50), Aircraft Recognition (100/100), Armament (34/50). "Slow and erratic on D.R. Plotting. Keeps neat logs but should get more done in the air. Poor map reader." Placed 15th in a class of 17 - "Likeable youngster, immature, lacks self assurance."

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ECCLESTONE, LAC Ernest (R160340) - **Mention in Despatches** - No.436 Squadron (AFRO gives unit only as "RCAF Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 20 August 1918. Enlisted in Toronto, 13 April 1942 and posted to No.1 Manning Depot. To No.4 BGS, 26 June 1942. Graduate and promoted LAC, 9 October 1942. To No.7 EFTS, 21 November 1942. To No.5 SFTS, 20 February 1943. Ceased training and posted to No.1 Manning Depot, 24 April 1943. Reclassified for Air Bomber trade and posted to No.1 BGS, 12 June 1943. Ceased training and posted to No.1 Manning Depot, 9 July 1943. Reclassified to General Duties, 2 August 1943 and reverted to AC2. To a Wireless School, 16 August 1943. Promoted AC1, 2 November 1943. Promoted LAC, 3 February 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 12 March 1946. Retired 11 April 1946. Unit identified from ORB entry of 1 January 1946.

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ECCLESTONE, F/L George Awrey (J26114) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born at Central Butte, Saskatchewan, 10 October 1913; home in Montreal (office manager and accountant). Enlisted in Montreal, 26 February 1942. Granted Leave Without Pay until 16 March 1942 when posted to No.5 Manning Depot. To No.13 SFTS (guard, 8 May 1942. To No.5 ITS, 9 July 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.13 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.1 SFTS until 5 December 1942; graduated and commissioned, 30 April 1943. To No.1 GRS, 14 May 1943. To "Y" Depot, 7 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 1 October 1944. Repatriated 12 September 1945. To No.1 Air Command, 30 September 1945. Promoted Squadron Leader, 1 April 1946. To No.2 Release Centre, 15 September 1946. Retired 24 September 1946. RCAF photo PL-33930 (ex UK-16709 dated 17 November 1944) is captioned as follows: "Back from an operation against Hamburg, these members of a Bluenose Squadron crew in RCAF Bomber Group allow an intelligence officer to glean information from them. Facing camera in background is Warrant Officer Wally A. Hannaberg. air gunner from Guelph, Ontario; while his pilot, Flying Officer Awrey Ecclestone, Montreal, watches. The intelligence officer at right is Flying Officer Cliff Miller of Calgary." No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". RCAF photo PL-45223 (ex UK-22820 dated 20 July 1945) shows him on a picturesque bridge with Sergeant Moire Down (London, Ontario). DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 18 March 1945 when he had flown 35 sorties (215 hours 55 minutes), 1 July 1944 to 23 February 1945. Sortie list notes his aircraft was holed by flak 12 September

1944 (Dortmund), 14 October 1944 (Duisburg) and 27 November 1944 (Neuss), combat with fighters on 9 October 1944 (Bochum) and severe icing on 2 December 1944 (Hagen).

Flight Lieutenant Ecclestone has completed a tour of operations, the majority of which were attacks against heavily defended major German targets. Throughout all his tour he has invariably displayed at all times keen operational spirit, devotion to duty and courage worthy of emulation by all members of the squadron. On one occasion during an attack on Bochum his aircraft was attacked three times by enemy fighter aircraft. The skilful and accurate evasive action by the pilot enabled him to bring crew and aircraft safely back to base.

The complete sortie list was as follows:

1 July 1944 - Biennais (4.20)
4 July 1944 - Biennais (4.00)
12 July 1944 - Bromont (4.55)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (5.15)
31 August 1944 - Ile de Cezembre (5.05)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.15)
11 September 1944 - Dortmund (5.20, bags of flak, plenty of holes)
12 September 1944 - Dortmund (5.10, bags of flak, two large holes)
17 September 1944 - Boulogne (4.05)
18 September 1944 - Domberg (4.00)
19 September 1944 - Domburg (2.25, recall)
28 September 1944 - Cap Gris Nez (4.35)
4 October 1944 - Bergen (6.40)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (5.50, on fighter combat, two other attacks)
14 October 1944 - Duisburg (5.30, several good size holes in aircraft)
15 October 1944 - Wilhelmshaven (5.20)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (5.25)
20 November 1944 - Castrop Rauxel (6.50)
27 November 1944 - Neuss (5.25, flak holes in starboard wing)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.35, picked up bags of icing)
4 December 1944 - Karlsruhe (7.15)
5 January 1945 - Hanover (6.10)

6 January 1945 - Hanau (6.25)
7 January 1945 - Munich (8.50)
1 February 1945 - Mannheim (7.35)
2 February 1945 - Wiesbaden (6.50)
4 February 1945 - Bonn (6.15)
7 February 1945 - Goch (6.45, bags of fighters)
13 February 1945 - Dresden (9.45)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Pforzheim (8.25)

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ECKEL, F/L Edward Albert (J26464) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 22 June 1921 in Toronto; home there (salesman). Enlisted Toronto, 13 April 1942 and posted to No.1 Manning Depot; to No.4 Manning Depot, 3 June 1942; to No.5 Manning Depot, 17 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.10 EFTS until 7 November 1942; may have graduated 10 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and commissioned, 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 14 November 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 February 1945. To No.1 Air Command, 28 February 1945. To No.16 SFTS, 11 April 1945. To No.4 Release Centre, 20 April 1945. Retired 9 May 1945. Died in London, Ontario, 24 May 2006 as per **Legion Magazine** of November 2006. Photo PL-35127 is a wartime portrait.

During his operational tour Flight Lieutenant Eckel has completed many attacks against major targets in Germany and occupied territory. At all times he has displayed outstanding leadership, cool courage and devotion to duty which have won the admiration of all his crew. On several occasions his aircraft has been subjected to intense anti-aircraft fire and attacks by enemy fighters but by his fine airmanship and determination he has overcome all opposition and completed his allotted tasks. In July 1944 his aircraft was detailed to attack Stuttgart. While on a second run over the target severe damage was sustained from anti-aircraft fire. Although the aircraft was very difficult to control, Flight Lieutenant Eckel successfully attacked his target. Another time in September 1944, during a mission against an airfield at Gilzerijen his aircraft was again attacked by intense anti-aircraft fire while on the bombing run and the flight engineer was wounded. Undeterred, Flight Lieutenant Eckel flew his aircraft safely back to base and landed it successfully without further damage or injury to his crew.

NOTE: Public Records Office Air 2/9038 has recommendation dated 12 October 1944 with sortie list and a more detailed narrative as follows:

5 July 1944 - Dijon
7 July 1944 - Caen
12 July 1944 - Tours
25 July 1944 - Stuttgart - damaged by flak; port outer engine u/s returned on three engines
31 July 1944 - Foret de Nieppe
3 August 1944 - Trossy St. Maximum
4 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion
10 August 1944 - Oeuf en Ternois
12 August 1944 - Brunswick
16 August 1944 - Stettin
18 August 1944 - Ghent
25 August 1944 - Russelheim
26 August 1944 - Kiel
3 September 1944 - Gilze-Rijen - damaged by flak
12 September 1944 - Frankfurt
16 September 1944 - Rheine-Salzbergen
20 September 1944 - Calais
23 September 1944 - Neuss
25 September 1944 - Calais
26 September 1944 - Calais
3 October 1944 - West Kapelle
7 October 1944 - Emmerich
11 October 1944 - Frederick Hendrik
14 October 1944 - Duisburg

This Canadian pilot is the captain of a Lancaster aircraft and is now nearing the end of his first tour of operations, having flown 26 sorties comprising 138 hours operational flying. At all times he has proved himself an extremely able and gallant captain whose operational record is of the highest order.

He has participated in attacks on many heavily defended targets in Germany and the occupied countries including Stuttgart, Brunswick, Stettin and Kiel and has always pursued his task to the utmost, winning for himself and his crew a very high reputation for determination and devotion to duty.

On several occasions the aircraft captained by Flight Lieutenant Eckel has been subjected to attacks by accurately predicted heavy anti-aircraft fire and enemy aircraft, but this officer has, by his skill and determination, overcome all opposition in order to complete his allotted task. On the occasion of an attack on Stuttgart on 25/26th July 1944 the aircraft flown by Flight Lieutenant Eckel was hit by well-directed heavy anti-aircraft fire whilst making a second bombing run over the target, and the port outer engine, wing and fuselage were badly damaged. Despite the difficulty in controlling the aircraft, Flight Lieutenant Eckel bombed the target successfully against the heavy opposition.

On another occasion, whilst attacking Gilze-Rijen airfield on 3rd September 1944, the Lancaster aircraft flown by this pilot was subjected to heavy anti-aircraft fire on the bombing run over the target and the Flight Engineer wounded, but with his usual cheerfulness and masterly control Flight Lieutenant Eckel brought his aircraft back to base without further damage or injury to the crew.

Throughout his tour of operations Flight Lieutenant Eckel has shown exceptional qualities of leadership and coolness, and his courage, skill and devotion to duty have been a great inspiration to his crew. He is most strongly recommended for an award of the Distinguished Flying Cross.

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ECKSTRAND, Sergeant Leonard Peter (R58405) - **Mention in Despatches** - No.410 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Dubuc, Saskatchewan, 4 January 1912. Garage mechanic in Saskatchewan and British Columbia. Settled in Powell River. Enlisted in Vancouver, 5 August 1940 as Airframe Mechanic. To School of Technical Training, St. Thomas, 18 September 1940. Promoted AC1, 1 February 1941. To No.3 SFTS, 5 February 1941. To No..12 SFTS, 16 May 1941. Promoted LAC, 1 July 1941. To "Y" Depot, Halifax, 16 March 1942. To RAF overseas, 30 April 1942. To No.410 Squadron, 14 June 1942. Promoted Corporal, 1 July 1942. Posted to No.3062 Servicing Echelon, 25 November 1943. To No.149 Airfield, 27 March 1944. Attached to No.147 Airfield, 28 April to 1 May 1944. To No.410 Squadron, 14 June 1944. To No.6410 Servicing Echelon, 1 May 1945. Repatriated to Canada, 23 July 1945. Posted to Debart, 27 July 1945. To Release Centre, 5 September 1945. Released 2 October 1945. Died in Surrey, British Columbia, 20 May 1980, age 70. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. DHist file has recommendation forwarded by W/C G.A. Hiltz on 15 January 1945 when he was described as "Continuity NCO" and listing his accomplishments as follows:

1. Sgt. Eckstrand in his capacity as continuity Sgt has proved himself not only a very capable tradesman but has exhibited unusual engineering qualities despite an unfortunate lack of scholastic training.
2. He has through his enthusiasm raised a job not normally regarded favourably by servicemen to a sought after position on this Squadron. His job is generally recognized as that of a technical adjutant rather than strictly as continuity sergeant.
3. He is an excellent fitter but has familiarized himself with every aspect of the aeroplane, with all special instructions, etc. to a point that he is recognized as the squadron "Gen Man".
4. His natural born ingenuity has in several instances aided the squadron through times when spares were not available i.e. developed a way of servicing inter-cooler relief valves normally in short supply - developed a way of servicing the hand emergency hydraulic pumps at present in very short supply.
5. He was strongly complimented on his thoroughness in bringing his squadron through the Mosquito Servicing Wing at Hunsdon while the echelon was in transit to France.
6. Sgt. Eckstrand is, with loyalty and a strong sense of duty, doing a fine job for the Squadron and I take pleasure in recommending him strongly for a Mention in Despatches.

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EDDY, FS Edward Everett (R51041) - **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 21 May 1908. Enlisted 19 October 1939 as Airframe Mechanic. To School of Technical Training, St. Thomas, 13 November 1939. Promoted to AC1, 29 February 1940. Posted elsewhere, 2 May 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 16 December 1940. Promoted Sergeant, 1 October 1941. To Western Air Command, 11 May 1943. To No.165 (Transport) Squadron, 15 July 1943. Promoted Flight Sergeant, 1 November 1943. To "Y" Depot, Halifax, 28 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated to Canada, 21 August 1945. Released 13 October 1945. Worked 28 years for Department of Veterans Affairs. Died in Ottawa, 19 February 2005.

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EDGAR, S/L Charles (C8676) - **Mention in Despatches** - No.6 Group Headquarters (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 28 November 1899 at Ashton-in-Makerfield, Lincolnshire, England. Educated in British Columbia. Employed by Elk Lumber Company, Fernie, British Columbia, 1917-1918 (clerk), CPR, 1918 (checker), Western Canada Wholesale Company, 1918-1919 (book keeper), Crows Nest Pass Coal Company, 1920-1921 (stationary fireman), and insurance companies, 1921 onwards as clerk and secretary. Home in Fernie, British Columbia. Enlisted in Calgary, 15 November 1941 as Administrative Officer. To Trenton, 15 November 1941 for administrative course. To No.8 BGS, Lethbridge, 14 December 1941. To No.11 SFTS, 7 March 1943. Posting immediately changed to "Y" Depot, Halifax, same date. Promoted Flight Lieutenant, 17 March 1943. To RAF overseas, 27 March 1943. Disembarked in Britain, 4 April 1943. To Topcliffe, 14 April 1943. To RCAF Overseas Headquarters, date uncertain. To Topcliffe again, 20 September 1943. Attached to Headquarters, No.91 Group, 18 October 1943. On Personnel Staff of No.6 Group Headquarters, 1945 and very much involved with repatriation process in the summer of 1945 (RCAF Press Release 6448 of 2 August 1945). Promoted Squadron Leader, 1 February 1945. Repatriated to Canada, 23 October 1945. Released 6 December 1945. Died in Chilliwack, 17 September 1967 as per **Legionary** of November 1967.

Selected Assessments:

"He is employed as Administrative Officer assisting at the Ground Instructional School. Both his department and work have been satisfactory. Retention recommended." (G.C W.A. Jones, Commanding Officer, No.8 BGS, 27 May 1942).

"Base Adjutant. Outstanding. Qualified to hold any Flight Lieutenant Administration position. Possesses almost every attribute required of a commissioned officer. Held back from promotion in order to retain services in a position restricted by establishment." (W/C C.C. Sparling, Topcliffe, 13 July 1943)

"Has been employed as RCAF Staff Officer at Headquarters, 91 Group, Bomber Command for a period of approximately 16 months, has discharged his duties with conspicuous success and largely contributed to the establishment of good will and harmonious relations existing at this Group Headquarters." (G/C D.W. Stoneham, 24 January 1945)

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EDGAR, W/C Norman Salisbury (C1460) - **Air Force Cross** - No.12 SFTS (since moved to No.18

SFTS) - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Enlisted at Regina, 2 January 1940. Home in Brandon, Manitoba. To No. 10 SFTS, 5 March 1941. Promoted Flight Lieutenant, 1 September 1941. Promoted Squadron Leader, 15 January 1943. Posted to United Kingdom, May 1943; repatriated to Canada 28 September 1943. To No.2 Training Command, 30 September 1943. To No.12 SFTS, 12 July 1944. Promoted Wing Commander, 1 August 1944. To No.18 SFTS, 6 March 1945. To No.6 Release Centre, 20 August 1945. Retired 22 August 1945. RCAF photo PL-1588 taken 1940 showing F/O M.E. Grant and P/O N.S. Edgar. As of award had flown 2,100 hours, 1,800 as instructor, 120 in previous six months.

This officer was an instructor of exceptional ability for over four years. During that time he set an example both to his fellow instructors and students alike that is worthy of the highest praise. Now as chief instructor, through his untiring efforts, the efficiency and standard of his unit has been improved to a remarkable extent. Throughout a lengthy instructional career this officer has rendered highly meritorious devotion to duty.

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EDGAR, Corporal William (R85739) - **Mention in Despatches** - No.116 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 9 July 1919. Enlisted in Toronto, 18 December 1940 as Aero Engine Mechanic. To School of Technical Training, St. Thomas, 31 January 1941. Promoted AC1, 28 June 1941. To No.6 BGS, 2 July 1941. Promoted LAC, 28 September 1941. To Station Botwood, 19 September 1942. Promoted Corporal, 1 November 1942. To Station Shelburne, 11 November 1942. To No.116 Squadron, 18 November 1943. To No.162 Squadron, 14 June 1945. To No.4 Release Centre, 7 August 1945. Retired 5 September 1945.

This non-commissioned officer has been employed on squadron maintenance work for the past twenty-eight months. His aggressive and co-operative attitude while in charge of servicing parties has contributed greatly to the maintenance of a high standard of efficiency in his section. In the cheerful execution of his duties he has set a splendid example for those who work with him.

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EDGE, P/O Lawrence Stanley (J94313) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 29 January 1915. Enlisted in Calgary, 11 June 1942. To No.3 Manning Depot, 27 September 1942. To No.4 ITS, 9 January 1943; graduated 20 March 1943

and posted that day to No.5 EFTS. Ceased training on 23 April 1943 and posted to No.3 Manning Depot. To No.5 BGS, 25 June 1943; graduated 2 October 1943 and posted to No.7 AOS; promoted Sergeant, 12 November 1943. Posted to "Y" Depot, Halifax, graduated 26 November 1943. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 20 March 1945. Repatriated to Canada, 1 June 1945. Released 12 June 1945. Died in Cochrane, Alberta, 8 June 1962 as per **Legionary** of September 1962. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation for a DFM dated 6 May 1945 when he was a Flight Sergeant (R168741) and had flown 30 sorties (187 hours 31 minutes), 29 November 1944 to 18 April 1945. Sortie of 4 April 1945 not counted as duty not carried out (port inner engine unserviceable).

29 November 1944 - Essen (4.57)
30 November 1944 - Duisburg (6.05)
2 December 1944 - Hagen (7.06)
5 December 1944 - Soest (6.28)
26 December 1944 - St.Vith (5.53)
29 December 1944 - Coblenz (6.37)
30 December 1944 - Cologne (6.13)
2 January 1945 - Ludwigshaven (6.51)
5 January 1945 - Hanover (5.54)
6 January 1945 - Hanau (6.41)
14 January 1945 - Saarbrucken (6.20)
16 January 1945 - Magdeburg (6.42)
8 February 1945 - Wanne-Eickel (5.54)
13 February 1945 - Bohlen (8.28)
14 February 1945 - Chemnitz (8.00)
17 February 1945 - Wesel (4.58)
24 February 1945 - Kamen (5.42)
27 February 1945 - Mainz (6.47)
2 March 1945 - Cologne (5.37)
3 March 1945 - Kamen (6.16)
5 March 1945 - Chemnitz (8.33)
7 March 1945 - Hemmingstedt (6.06)
8 March 1945 - Hamburg (5.44)
11 March 1945 - Essen (5.23)
22 March 1945 - Dulman (5.00)
25 March 1945 - Osnabruck (5.30)
4 April 1945 - Harburg (1.18, DNCO)

8 April 1945 - Hamburg (5.47)
9 April 1945 - Stade (5.20)
11 April 1945 - Bayreuth (7.00)
18 April 1945 - Heligoland (4.23)

This NCO has now completed his first operational tour consisting of 30 sorties involving a total of 187 hours.

He has always pressed home his attacks with the greatest accuracy and has obtained many successful photographs. His attacks have often been against the most heavily defended targets and he has displayed a complete disregard for his personal safety and the greatest courage and coolness in face of the enemy.

His unfailing enthusiasm and keenness to operate have been a source of inspiration to other Air Bombers, and he has done much valuable work in connection with their training.

For his courage, coolness and devotion to duty, he is most strongly recommended for the award of the Distinguished Flying Cross.

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EDIE, Sergeant Robert Alexander (R107427 and C86115) - **Distinguished Flying Medal** - No.635 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born at Langham, Saskatchewan, 8 April 1922; home there. Enlisted in Saskatoon, 25 June 1941 for General Dutie and posted to No.2A Manning Depot. To No.7 BGS, 5 July 1941. Reclassified as Messman, 23 July 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Corporal, 1 October 1942. Remustered as Air Gunner, 3 July 1943. Commissioned 11 May 1944 (C86115). Promoted Flying Officer, 11 November 1944. Repatriated 23 November 1944. To No.33 EFTS, 15 January 1945. Retired 9 May 1945. Reported killed (circumstances not stated), 10 November 1946.

One night in April 1944, this airman was the rear gunner of an aircraft detailed to attack Friedrichshafen. When nearing the target area the aircraft was attacked by two Junkers 88s. Coolly and skilfully, Sergeant Edie gave the necessary evading directions to his pilot and then brought his guns to bear on the attackers, one of which was shot down and the other driven off. Some time later he drove off another fighter which attempted to close in. His good shooting, coolness and co-operation played a worthy part in the success of the operation. This airman has completed many sorties against well defended targets.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 12 May when he had flown 15 sorties (107 hours 20 minutes). Sortie list and submission follows; the abbreviations "SWPP" and "VSU" are not explained:

8 October 1943 - Hanover (6.05)
3 November 1943 - Dusseldorf (6.05)
18 November 1943 - Ludwigshaven (7.25, landed at Harwell)
22 November 1943 - Berlin (7.20)
20 December 1943 - Frankfurt (6.35)
20 January 1944 - Berlin (7.35)
24 February 1944 - Schweinfurt (3.10, jettisoned)
25 February 1944 - Augsburg (3.10, landed Pershore)
18 March 1944 - Frankfurt (5.05)
22 March 1944 - Frankfurt (5.35)
26 March 1944 - Essen (4.55)
30 March 1944 - Nuremburg (7.50)
11 April Aachen (3.30, SWPP)
18 April 1944 - Rouen (3.55, VBU)
20 April 1944 - Ottignes (3.25, ill)
22 April 1944 - Laon (4.20, ill)
24 April 1944 - Karlsruhe (5.45)
26 April 1944 - Essen (3.45)
27 April 1944 - Friedrichshafen (7.35, one Junkers 88 destroyed)

This Non-Commissioned Officer was the rear gunner of an aircraft which was detailed to attack Friedrichshafen on the night of 27/28th April 1944. Whilst over enemy territory nearing the target the aircraft was attacked by two Junkers 88s. Sergeant Edie, by his coolness under fire was able to give his captain a commentary which enabled him to avoid the attacking fire of the Junkers 88s and eventually bring his guns to bear and to destroy the enemy aircraft. This was observed to crash in flames by three other members of the crew. The second Junkers 88 came in, but again by careful judgement his fire was avoided and he eventually broke off the engagement. Later after leaving the target a single-engined fighter came in from astern, but by handling his guns with cool determination the attacking enemy aircraft was driven off. This Non-Commissioned Officer's cooperation, coolness and devotion to duty contributed in a large measure to the success of this operational flight. In addition, Sergeant Edie has successfully operated against some of the most important enemy targets.

Public Record Office Air 50/288 has combat report for the night of 27 April 1944 involving Lancaster G/635. Crew were as follows: pilot, Warrant Officer John Maurice Bourassa, RCAF (later DFC); flight engineer Sergeant Fletcher, navigator Flight Sergeant Powell, bomb aimer Flying Officer Gordon Melville Lockie, RCAF (later awarded DFC), wireless operator Sergeant Beaumont, mid-upper gunner Sergeant R.E. Chapman, rear gunner Sergeant Robert A. Edie. Target was Friedrichshafen. Narratives of two combats as follows:

First Engagement

On night of 27/28th April 1944 position 48 22" North 07 55" east at 0130 hours, height 19,000 feet, speed 150 knots, heading 116 True. Visibility good with no cloud, the moon being dead astern and setting. Rear gunner sighted Ju.88 dead astern at 200 yards. Order given to corkscrew port and Rear Gunner opened fire with a 3/4 second burst. Enemy aircraft opened fire and tracer passed over port wing as aircraft dived, severing the 1194 aerial. Rear Gunner could see tracer ricochet off enemy aircraft. Enemy aircraft broke away to port quarter down with his starboard engine on fire. As the captain resumed course enemy aircraft was seen by Rear Gunner, Mid-Upper Gunner, Engineer and Pilot to be in a vertical dive and on fire. It was also seen to explode on the ground. Second Ju.88 was sighted at 600 yards on Port Quarter, silhouetted against first aircraft which was going down in flames. Mid-Upper Gunner opened with a short burst as the pilot corkscrewed. Enemy aircraft broke away and did not attack again. Total time of both attacks - four minutes.

Rear Gunner - 200 rounds
Mid-Upper Gunner - 200 rounds.

Second Engagement

On night of 27/28th April 1944 50 45" North 00 17" East; Time 0353, height 19,000 feet, heading 295 Magnetic, speed 170 knots in good visibility with a white layer of cloud below. Rear Gunner sighted FW.190 climbing to attack from port quarter and gave order to corkscrew port, the fighter being at 400 yards. As he dived Rear Gunner opened fire and Mid-Upper Gunner continued to fire until fighter broke away to port. Pilot resumed course and fighter was again sighted on Port Quarter down at 300 yards. Mid-Upper Gunner opened fire as order given to corkscrew and Rear Gunner could see Mid-Upper tracer hitting fighter. Fighter broke off attack by diving away to port and turned ay to port towards the Channel. Total time of attack - six minutes. Enemy aircraft would appear to

have been damaged.

Rear Gunner - 100 rounds

Mid-Upper Gunner - 400 rounds

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EDINGER, F/L Charles Emanuel (J10272) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Onaway, Michigan, 17 April 1916. Educated at Hillsdale College, Michigan; home on enlistment given as Barrie, Ontario. Railway time-keeper, 1935-1936; corporate time-keeper, 1936; paper salesman, 1937, draftsman, 1937-1939, photographer, 1939-1941. Enlisted in Windsor, 12 May 1941 and posted to No.1 Manning Depot. To No.119 (BR) Squadron, 25 May 1941. To No.3 ITS, 24 July 1941; graduated and promoted LAC, 31 August 1941; posted that date to No.21 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and commissioned 27 February 1942. To Trenton, 28 February 1942. To No.1 SFTS to instruct, 22 April 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 31 May 1943. To United Kingdom, 22 June 1943, embarking 23 June 1943 from Canada. Disembarked in Britain, 1 July 1943 and posted to No.3 Personnel Reception Centre. To No.12 (Pilots) AFU, 21 September 1943. To No.51 OTU, 21 December 1943. Promoted Flight Lieutenant, 6 February 1944. To No.410 Squadron, 11 April 1944. To United Kingdom, tour expired, 10 April 1945. To Pershore, 7 May 1945. Repatriated 16 September 1945. Retired 26 October 1945. Living in Summit, New York, April 1952 when applying for an American farm loan. Died in Contra Costa, California, 25 January 1960 in an air crash - Piper Apache of Travis Air Service, in a rain storm (two men and one 12-year old girl killed, two passengers injured). Photo PL-37253 shows F/L C.E. Edinger and F/O C.L. Vaessen on troopship **Louis Pasteur** on return to Canada. Photo PL-40405 (ex UK-17552 dated 16 December 1944) shows him parking his flying gear at squadron dispersal. Credited with the following victories: **13/14 June 1944**, one Ju.88 damaged; **17/18 June 1944**, one Ju.188 destroyed; **3/4 July 1944**, one Ju.88 destroyed; **16/17 September 1944**, one unidentified enemy aircraft destroyed; **6/7 October 1944**, one Ju.88 destroyed; **18/19 December 1944**, one Ju.88 destroyed; **24/25 July 1944**, one Ju.87 destroyed.

This officer displayed great skill, courage and resolution. He has completed very many sorties and has shown keenness to engage the enemy. He has destroyed five enemy aircraft.

EDINGER, F/L Charles Emanuel (J10272) - **Mention in Despatches** - RCAF Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946.

Training: Course at No.5 ITS was 27 July to 1 September 1941. Courses in Mathematics (79/100), Armament, written and practical (88/100), Signals (88/100), Drill (78/100), Law and Discipline (46/60), Hygiene and Sanitation (34/40). "Unassuming, intelligent. Responsible and reliable. Fair background. Confident. Calm and cool." Placed seventh in a class of 47.

Course at No.21 EFTS was 1 September to 25 October 1941. Fleet aircraft - 31.05 day dual, 32.30 day solo. Spent 6.50 on instruments. Logged ten hours in Link. Ground school marks were in Airmanship (154/200), Airframes (93/100), Aero Engines (67/100), Signals, practical (95/100), Theory of Flight (82/100), Air Navigation (176/200), Armament, oral (173/200). Graded 125/200 in Qualities as an officer. Placed eight in a class of 38. "Very good student, lots 'on the ball'. Ability, above average, works very good, conduct excellent."

Course at No.9 SFTS was 27 October 1941 to 27 February 1942. Harvard II aircraft - 43.40 day dual, 55.50 day solo, 5.15 night dual, 6.45 night solo. Spent 22.45 on instruments and logged 22.45 in Link. Ground courses in Airmanship (141/200), Armament, written (81/100), Armament, practical (86/100), Navigation (121/150), Meteorology (37/50), Signals, practical (90/100) and Signals, written (49/50). "Above average student. Intelligent, conscientious, hard worker, conduct and deportment good." Placed 5th in a class of 67.

Course at Central Flying School, Trenton, 2 March to 21 April 1942. On course flew 11.35 single engine elementary (13.05 day dual, 11.35 day solo), single engine advanced trainer (13.25 day dual, 16.05 day solo, 2.00 night dual, 1.00 night solo) and twin engine advanced trainer (14.05 day dual, 15.10 day solo, 1.00 night dual, 1.00 night solo). Tested on Harvard, 21 April 1942. Described under following headings: Sequence (complete), Voice (clear), Manner (instructive), Ability to Impart Knowledge (high average), Ability as Pilot (above the average). Awarded Category "C" Instructor. "Good average pilot with good knowledge of patter, With experience should make a very capable instructor."

Course at No.12 (Pilots) Advanced Flying Unit was 28 September to 19 December 1943. Blenheim aircraft (3.15 day dual to first day solo, 10.00 total day dual, 14.05 day solo, 50 minutes night dual to first night solo, 2.10 total night dual, 3.50 night solo). Spent 3.35 on instruments; logged 15,15 in Link. Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (160/250), Night Flying (75/100), Link (40/50). "A capable pilot but tends to overconfidence and should be watched for this." (W/C A.H. Abbott, 19 December 1943).

Course at No.51 OTU was 28 December 1943 to 4 April 1944. Flew Blenheim (40 minutes dual by day), Beaufort (8.00 day dual, 1.10 day solo), Beaufighter (40 minutes night dual to first night solo, 2.55 total night dual, 21.20 night solo). Was 3.35 on instruments. Logged 14.10 in Link. One accident - 3 February 1944 when he had engine failure on a Beaufighter; undercarriage

collapsed on landing. Fired 704 rounds air-to-air (eleven hits), 380 rounds air-to-sea. Flying tests in General Flying (290/400), Applied Flying (150/200), Instrument Flying (165/250), Night Flying (65/100), Link (40/50). Ground tests in R.D.F. (240/300), Armament (282/300), Meteorology (82/100), Navigation (176/200) and Signals (80/100), "Above average pilot. Nothing outstanding and with Flight Sergeant King makes an average team." (W/C W.R.D. Beaumont, 4 April 1944)

Notes: Accident at No.1 SFTS, 11 October 1942, four miles north of airport. Harvard FE464 with Captain Duff Wilson as passenger. "I was letting down preparing to join the circuit. When I tried to open the throttle, I found it stuck. Soon after flames appeared around the cowling. I put the flaps down, dove into a field and force landed."

Application for Operational Wing dated 25 April 1945 states he had flown 90 sorties (243 operational hours), 11 April 1944 to 7 April 1945.

Assessments: "Rarely puts himself out to help others; occasionally takes the lead. Usually can count upon his loyalty." (F/L K.L. Morton, No.1 SFTS, 14 August 1942).

"This officer has capabilities but is inclined to be too often discontened with his work. Is very anxious to get overseas." (W/C G.A. Hiltz, No.1 SFTS, 30 November 1942)

Retested as an instructor, 9 March 1943, by which date he had logged 815 hours single engine day solo, 135.00 single engine day solo, 16.10 twin engine night solo, 16.00 twin engine night dual. Of this, 687 hours had been instructing, Tested on Harvard, 9 March 1943. Described under following headings: Sequence (excellent), Voice (strong, clear), Manner (confident), Ability to Impart Knowledge (above average), Ability as Pilot (above average in all departments). Awarded Category "A.2" as single engine instructor. "This instructor shows by his demonstrations and sequence he has put in considerable study and practice. His work shows his ability." (S/L G. Ingram, No.1 Visiting Flight, Central Flying School.)

"Extremely capable and intelligent instructor." (W/C G.A. Hiltz, No.1 SFTS, 24 May 1943.

"This pilot was one of the top operational pilots in the squadron. He was exceptionally keen and eager to carry out all operations." (S/L I.E. Mactavish, 14 April 1945, endorsed by W/C E.R. Heybroek).

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EDISON, S/L John Galbraith (C7397) - **Mention in Despatches** - No.126 Wing - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

Born in Port Hope, Ontario, 19 January 1911 as John Galbraith Abraham, the son of a Presbyterian minister. Attended Guelph Collegiate and Upper Canada College. Accountant, Rogers Coal Company, Toronto, 1932-1933. Attended University of Toronto, 1933-1936 (economics) and graduated in law. Lawyer and legal office manager to enlistment. Changed his name to John Galbraith Edison, 27 July 1938 at the insistence of his father who believed his original name would be an impediment in the legal profession. Enlisted in Toronto, 12 September 1941 and posted to No.1 Manning Depot; commissioned that date. To No.2 ANS, Pennfield Ridge, 26 September 1941. To "Y" Depot, Halifax, 31 October 1941. Embarked from Canada, 3 November 1941. Disembarked in Britain, 3 November 1941. To Station Lossiemouth, 25 November 1941. To School of Flying Control, 26 January 1942. To No.20 OTU, 26 February 1942. To Station Catterick, 7 March 1942. Promoted Flying Officer, 12 March 1942. To Station Acklington, 20 March 1942. Embarked for Canada, 2 July 1942. Taken on strength of Rockcliffe, 11 July 1942. To No.1 Group Headquarters, 20 July 1942 (Aircraft Safety Officer). To AFHQ, 5 October 1942. Promoted Flight Lieutenant, 1 December 1942. Considerable temporary duty in Washington, Moncton, Boston and Dorval. See assessment below for comments on performance. To "Y" Depot, 18 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. To No.126 Airfield, 31 December 1943. To No.144 Airfield, 14 February 1944. To No.126 Airfield, 28 February 1944. Promoted Squadron Leader, 29 March 1944. To Marshalling Concentration, 31 May 1944. Disembarked in beachhead, 7 June 1944. To Repatriation Depot, 18 October 1944. To No.126 Wing, 25 November 1944. Returned to Britain, 29 May 1945. To RCAF Overseas Headquarters, 1 June 1945 where employed on legal duties. Repatriated 5 September 1945. Retired 30 October 1945. News clipping published early 1945 says he served with a night fighter unit, returned to Canada and helped organize flying control on both coasts and on Northwest Staging Route; wife living in Ottawa. Clipping added that once overseas in a six-day period he "directed 2,400 planes onto the mobile airfield, 600 of which he guided safely onto the strip in less than 24 hours". He had also directed landing of many disabled aircraft. Died in Toronto, 11 January 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1992. No citation.

EDISON, S/L John Galbraith (C7397) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. Flying Control Officer. 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 Edison served with outstanding distinction as Senior Flying Control Officer of a Wing in 83 Group of 2nd Tactical Air Force in France from D-Day plus one until the cessation of hostilities in Europe.

Notes: Interviewed in Toronto, 3 July 1941 - "Good type. Hard worker, clever, well recommended by Partner of Law Firm. I consider him very well suited for either Regional

Control or Administrative Officer.”

Selected Assessments - “The above mentioned officer was brought to this Headquarters [AFHQ] from Headquarters No.1 Group, to fill the position of Aircraft Safety under the Deputy Director of Flying Control. In this capacity, this officer is filling a Squadron Leader’s position and has proved himself very competent. It is pointed out that this officer was repatriated from England for Flying Control duties in this country and that if it had not been for his return, would have been promoted to the rank of Acting Flight Lieutenant some time ago..” (W/C RB Middleton, 6 November 1942).

“Edison prior to posting overseas was Flying Control Staff Officer at AFHQ for approximately nine months. He filled Deputy Director of Flying Control post during absence of Deputy. The problem of control of North West Staging Route and of Flying and Air Traffic Control of Airways and routes in Operational Commands was a very large job, and entailed several meetings with U.S. authorities. Edison for some reason was never posted in the DDFC post although he was doing the job extremely well. Two months ago S/L Miller repatriated and in view of seniority was appointed DDFC. Edison had every entitlement to be DDFC and to carry rank of Acting Squadron Leader and I think there has been a certain amount of hardship in his case. Edison applied for posting overseas; he was upset when superceded but continued to do a thoroughly good job and gave loyal help to Miller. Shortly before posting he was recommended for Acting Squadron Leader but not approved by Director of Personnel of overseas posting as liable to make bad impression, on RAF authorities. Edison is known to RAF from previous tour overseas and with his experience and ability they may consider him qualified for promotion.” (G/C P. Campbell, AFHQ, 15 November 1943).

“An exceedingly able and experienced officer in his present position.” (G/C G.R. McGregor, No.126 Wing, 29 October 1944).

“An exceptionally fine flying control officer. He has been recommended for the OBE for efficient and courageous work during the beach head operations.” (G/C G.R. McGregor, No.126 Wing, 10 December 1944).

“In peace time practices law. An exceptionally able, efficient and reliable officer who handled his section in a completely satisfactory manner.” (G/C G.R. McGregor, No.126 Wing, 3 January 1945). To this, Air Commodore D.A. Boyle adds, “Is very efficient and capable Senior Flying Control Officer but even so I consider his CO has assessed him rather too high.”

“This is the best flying control officer in my experience. His cool and intelligent work has on several occasions avoided losses and damage.” (G/C G.R. McGregor, No.126 Wing, 26 July 1945). To this, Air Commodore H.A. Fenton adds, “An extremely fine Control Officer in all respects.”

RCAF Press Release No. 8390 dated 24 January 1945 from "Negru/Dunbar" reads:

AN ADVANCED RCAF AIRFIELD IN HOLLAND: -- A peace-time barrister whose only aviation experience was as a passenger, Squadron Leader John G. Edison, of Toronto, (207 Rosemary Road), has probably directed more aircraft take-offs and landings than any other member of the RCAF since setting foot on the soil of Normandy the morning after D-Day. Senior flying control officer with the Canadian top-scoring Spitfire Wing in 2nd. TAF, he was mentioned in despatches in the King's New Year's honors list for his work.

Arriving on the continent with a complete flying control organization to man, the first emergency landing strip to be put in construction, S/L Edison, three days later, supervised the initial landing by an Allied aircraft – a Typhoon in distress. Since then, he has advanced through France, Belgium and Holland with the wing's airfield to nine subsequent locations, constantly confronted with a changing set of problems in adapting equipment to changing conditions at every strip. Despite these problems, however, he recorded 2400 landings in one period of six days at a strip in Belgium – nearly 600 of them in one day. And he has been going strong ever since.

S/L Edison was one of the earliest of those men recruited by the RCAF for flying control work in the United Kingdom, enlisting in September 1941. After a short selective course, he went overseas for full training in Britain and in February, 1942 was posted to a night-fighter station. He was one of ten men chosen to go back to Canada to set up a flying control organization in Eastern and Western Air Commands and, after a year in the Dominion, he returned to Britain where he joined this wing. "He helped to establish flying control facilities over the Northwest Staging Route into Alaska," said in part the recommendation for his Mention in Despatches. It also said that "he was instrumental in landing several badly shot up aircraft which otherwise might have crashed".

Thirty-four years old, S/L Edison is a graduate of Osgoode Hall, Toronto, Ontario, and practiced law for five years in that city before entering the Air Force.

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EDMOND, FS Richard William (R113015 and J94441) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45. Born in Edmonton, 11 January 1915; home there (store clerk and book keeper).

Enlisted in Edmonton, 21 June 1941 as Nursing Orderly and posted to No.2 Manning Depot. To No.15 SFTS, 6 August 1941. Promoted AC1, 21 September 1941. Promoted LAC, 21 December 1941. To Western Air Command Headquarters, 9 May 1942. Promoted Corporal, 1 September 1942. Remustered to aircrew and posted to No.4 ITS, 27 December 1942. Graduated 20 March 1943 when posted to No.2 AOS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flight Sergeant, 6 February 1944. Commissioned 26 March 1945. Repatriated 5 September 1945. Promoted Flying Officer, 26 September 1945. Retired 17 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 12 January 1945 when he had flown 30 sorties (174 hours), 25 August to 29 December 1944.

25 August 1944 - Russelsheim
26 August 1944 - Kiel
5 September 1944 - Le Havre
6 September 1944 - Le Havre
7 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
16 September 1944 - Steenwyk
23 September 1944 - Neuss
27 September 1944 - Calais
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
23 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
11 November 1944 - GARDENING
21 November 1944 - GARDENING
27 November 1944 - Freiburg
6 December 1944 - Merseburg
12 December 1944 - Essen
13 December 1944 - GARDENING
17 December 1944 - Ulm
22 December 1944 - Coblenz

26 December 1944 - St.Vith
27 December 1944 - Rheydt
29 December 1944 - Scholven-Buer

This Canadian navigator has completed a tour of 30 sorties against some of the most heavily defended targets in Germany and occupied territory. An experienced navigator of considerable skill, he has played a conspicuous part in the undoubted success of his crew. Under a calm and quiet manner he has a magnificent offensive spirit in action and, by his example, has inspired other navigators with the same sense of devotion to duty.

Many of his sorties have been carried out in adverse weather conditions and in the face of heavy odds but he has allowed nothing to interfere with the efficient discharge of his duty, even in the most trying circumstances.

His coolness under fire, exceptional skill and determination to achieve his objective make him well worthy of the award of the Distinguished Flying Cross.

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EDMONDS, F/L William Beatty (J28122) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 11 March 1920 in Toronto; home there (student). Served in COTC. Enlisted there 17 June 1942. To No.1 SFTS (guard), 10 August 1942. To No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.9 EFTS until 27 December 1942; to No.5 SFTS, 20 March 1943. Graduated and commissioned, 9 July 1943. To No.1 GRS, 23 July 1943. To "Y" Depot, 16 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 9 January 1944. Repatriated 19 May 1945. To No.16 SFTS, 27 June 1945. Retired 2 August 1945. Died 25 July 2008 in Toronto as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Obituary noted that he was known in University of Toronto as "Stumpy: where studied commerce and finance; played football for Trinity College. Postwar in sales business. "During one mission over Germany, heavy gunfire disabled two of four engines, but Bill managed to get his crew home." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 15 April 1945 when he had flown 35 sorties (176 hours one minute). NOTE: Sortie sheet not sent from England or separated from first page.

During the course of his operational tour, Flight Lieutenant Edmonds has

displayed persistent devotion to duty and splendid powers of leadership. He has carried out 35 sorties against numerous heavily defended targets, most of which have been attacked in daylight. His qualities as a captain of aircraft have been such as to inspire the complete confidence of all the members of his crew. Flight Lieutenant Edmonds' enthusiasm and unobtrusive skill combined with his ability to take advantage of his experience have made him an asset to the squadron and I recommend that his valuable contribution to the war effort be recognized by the award of the Distinguished Flying Cross.

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EDMONDSON, P/O Frederic Roy (J86254) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born at Fortier, Manitoba, 19 June 1921. Home in Oakville, Manitoba (farmer). Enlisted in Winnipeg, 15 January 1942. To No.2 Manning Depot, 3 February 1942. To No.10 SFTS (guard), 11 April 1942. To No.7 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.6 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, 6 March 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 24 April 1944. Promoted Flying Officer, 24 October 1944. Repatriated 7 February 1945. To Central Flying School, Trenton, 29 March 1945. To Western Air Command, 19 May 1945. To No.5 OTU, 3 July 1945. To No.9 Release Centre, 10 September 1945. Retired 14 September 1945. Joined the Royal Air Force, 31 August 1947 as Flying Officer with seniority from 9 October 1946; promoted Flight Lieutenant, 4 January 1951; retired 12 September 1964 (59541). Died in Frimley Park Hospital, Hampshire, United Kingdom, February 2011.

Pilot Officer Edmondson has completed many sorties. On one occasion when attacking Berlin one engine of his aircraft became unserviceable. Undeterred by heavy enemy opposition and gradual loss of height, he pressed home his attack with great determination. The successful completion of these operations have been due largely to the skill, initiative and resourcefulness displayed by this officer.

DHist file 181.009 D.2909 (RG.24 Vol.20633) has recommendation by W/C A.J. Lewington dated 22 July 1944 when he had flown 35 sorties (184 hours five minutes) as follows:

20 January 1944 - Berlin (7.20)
30 January 1944 - Berlin (6.45)
15 February 1944 - Berlin (6.40)

25 February 1944 - Augsburg (6.55)
15 March 1944 - Stuttgart (7.50)
22 March 1944 - Gardening (6.25)
24 March 1944 - Berlin (7.20)
30 March 1944 - Nuremburg (7.40)
9 April 1944 - Villeneuve St. George (5.15)
11 April 1944 - Gardening, Kattegat (6.05)
20 April 1944 - Lens (5.53)
22 April 1944 - Dusseldorf (5.37)
26 April 1944 - Essen (5.20)
27 April 1944 - Aulnoye (4.10)
30 April 1944 - Somain (4.35)
1 May 1944 - St. Nazaire (5.35)
3 May 1944 - Lorient (5.00)
8 May 1944 - Brest (4.40)
9 May 1944 - St. Valerie en Caux (3.55)
11 May 1944 - Boulogne (3.10)
15 May 1944 - Gardening, Kattegat (5.20)
31 May 1944 - Au Febre (4.45)
3 June 1944 - Ijmuiden (2.25)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireau (5.35)
9 June 1944 - Le Havre (4.00)
15 June 1944 - Boulogne (4.05)
24 June 1944 - Bonnetot (4.35)
25 June 1944 - Gorenflos (3.50)
27 June 1944 - Wizernes (4.05)
28 June 1944 - Lorient (5.15)
4 July 1944 - Villeneuve St. George (6.15)
6 July 1944 - Sautrecourt (4.15)
9 July 1944 - Ardouval (3.45)
18 July 1944 - Wesseling (5.00)

Pilot Officer Edmondson has made thirty-five sorties over enemy territory including such major targets as Berlin (4), Augsburg, Stuttgart and Nuremberg.

On the last sortie this officer made to Berlin, a further target run was necessary. Whilst orbiting, one motor cut, but undeterred by intense flak opposition and gradual loss of height, Pilot Edmondson pressed home his attack with grim determination, and eventually successfully landed at an emergency base.

The successful completion of these operational sorties has been due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit have undoubtedly inspired a high standard of morale in his crew and on the squadron generally.

I consider that this officer by his outstanding ability and strong sense of duty fully merits the immediate award of the Distinguished Flying Cross.

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EDMONDSON, F/L William Rankin (J26767) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Winnipeg, 16 May 1917; home there (clerk). Enlisted in Winnipeg, 1 May 1942. To No.2 Manning Depot, 26 May 1942. To No.2 ITS, 28 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.2 EFTS until 21 November 1942; graduated 22 January 1943 but not posted to No.11 SFTS until 6 February 1943; graduated and commissioned, 28 May 1943. To No.1 GRS, 4 June 1943. To "Y" Depot, 21 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 28 November 1943. Repatriated 23 April 1945. Retired 5 July 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 December 1944 when he had flown 29 sorties (170 hours 40 minutes), 24 July to 15 December 1944.

As pilot and captain of aircraft Flight Lieutenant Edmondson has consistently displayed a high degree of courage, determination and initiative. His calm confidence and obvious ability have inspired a high standard of morale in his crew and he has contributed to a major degree in the operational efficiency of the squadron.

His major targets include heavily defended points such as Ludwigshaven, Neuss, Castrop, Munster, Duisburg, Dortmund, Bottrop, Domburg, Kiel, Stuttgart, Stettin, Bremen, Russelheim and Wilhelmshaven, as well as troop support attacks. On each he has pressed home the attack despite heavy flak and opposition.

As Deputy Flight Commander he has shown exceptional leadership and sound judgement. For his all around ability and devotion to duty, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

24 July 1944 - Stuttgart (8.50, second pilot)
5 August 1944 - St. Leu (5.55)
7 August 1944 - Mer de Magna (5.00)
8 August 1944 - Foret de Chantilly (5.40)
9 August 1944 - Coulouvillers (4.00)
10 August 1944 - La Pallice (7.05)
12 August 1944 - Falaise (3.55)
14 August 1944 - Falaise (4.30)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Stettin (8.20)
18 August 1944 - Bremen (6.45)
25 August 1944 - Russelheim (9.10)
29 August 1944 - Stettin (9.20)
12 September 1944 - Dortmund (4.50)
14 September 1944 - Wilhelmshaven (3.50, recalled)
15 September 1944 - Kiel (6.15)
18 September 1944 - Domburg (3.30)
19 September 1944 - Domburg (2.10, recalled)
20 September 1944 - Calais (3.25)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.10)
28 September 1944 - Cap Gris Nez (4.35)
4 October 1944 - Bergen (6.10)
6 October 1944 - Dortmund (6.50)
14 October 1944 - Duisburg (5.45)
14 October 1944 - Duisburg (5.40)
18 November 1944 - Munster (5.25)
21 November 1944 - Castrop (5.25)
27 November 1944 - Neuss (6.20)
15 December 1944 - Ludwigshaven (6.10)

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EDSON, P/O Ivan George (J19320) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Montreal, 1 September 1912; home in Unity, Saskatchewan. Enlisted in Winnipeg, 14 September 1940 as Service Policeman. Appointed Corporal, 15

November 1940. To No.2 Training Command, 20 November 1940. Remustered to aircrew and posted to No.2 ITS, 14 March 1942; graduated 1 August 1942 when posted to No.3 AOS; to Trenton, 17 September 1942; to No.5 BGS, 26 September 1942; to No.5 AOS, 21 November 1942; graduated and promoted Sergeant, 20 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 28 October 1943. Promoted Flying Officer, 28 April 1944. Repatriation and release dates uncertain. Rejoined in Provost List, 12 February 1951. 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 17 May 1944 when he had flown 32 sorties (194 hours two minutes), 3 September 1943 to 27 April 1944.

"Spec Duty" denotes "Special Duties" - Sortie Sheet
does not indicate target or type of operation
* denotes duty not carried out

3 September 1943 - Boulogne (3.04)
5 September 1943 - Mannheim (7.04)
8 September 1943 - Boulogne (2.44)
15 September 1943 - Montlucon (6.32)
16 September 1943 - Modane (7.49)
22 November 1943 - Berlin (6.510)
1 December 1943 - GARDENING, Kattegat (8.08)
4 December 1943 - French target (3.51)
14 January 1944 - Construction works (3.02)
27 January 1944 - GARDENING, North Frisians (5.15)
28 January 1944 - GARDENING, North Frisians (5.28)
4 February 1944 - SD, France (6.55)
5 February 1944 - Spec Duty (7.15)
7 February 1944 - Spec Duty (4.15)
8 February 1944 - Spec Duty (7.30)
15 February 1944 - Spec Duty (6.35)
19 February 1944 - GARDENING, Kiel Bay (4.52)
3 March 1944 - Spec Duty (5.10)
5 March 1944 - Spec Duty (6.31)
6 March 1944 - Spec Duty (4.03)*
10 March 1944 - Spec Duty (7.10)
15 March 1944 - Amiens (4.16)
18 March 1944 - GARDENING, North Frisians (4.27)
19 March 1944 - GARDENING, Gironde (7.17)

22 March 1944 - Kiel Bay (6.47)
25 March 1944 - Aulnoye (5.12)
5 April 1944 - Spec Duty (6.45)
9 April 1944 - Spec Duty (6.28)
10 April 1944 - Spec Duty (0.51)*
11 April 1944 - Spec Duty (8.10)
20 April 1944 - GARDENING, Brest peninsula (4.59)
22 April 1944 - Laon (4.33)
23 April 1944 - GARDENING, Kiel Bay (6.09)
27 April 1944 - Spec Duty (8.04)

This officer has completed an excellent tour of 32 operational sorties against the enemy, including many against heavily defended targets. On all occasions he has pressed home his attacks with vigour and determination and has displayed a strong sense of devotion to duty. His unflinching cheerfulness and high spirits in face of any adversity have been an inspiration to the whole of the squadron, and I strongly recommend him for the award of the Distinguished Flying Cross.

RCAF Press Release No. 2776 dated 17 September 1943 read:

A blow to enemy communications was dealt last night by RAF bombers when they concentrated their assault on the vital railway marshalling yards of Modane in France. This strategic target is only slightly less important to the enemy than the Brenner Pass itself and the undoubted success of last night's bombing raid will severely cripple Axis rail movements.

The RAF Stirlings again played a major role in the raid, and among the many crews of these huge bombers were hundreds of RCAF personnel and Canadian trained RAF crews. A former member of the RCMP, now an air-bomber in an RAF crew was among the first to return to base after the long trip to Modane. He is F/S Ivan Edson who enlisted in the RCAF in Winnipeg in 1940 as ground crew, later remustering when the age restrictions were relaxed.

Flight Sergeant Edson said that this was one of the easiest of his many operational sorties over enemy territory. "The bombers on the target before us had really given it a good pranging," said Edson. "It was easy to see the great amount of damage that was done. There was no flak, no searchlights and no fighter opposition, so we had a chance to take our time and make sure we were dead on the target. If that was a marshalling yard yesterday, it isn't now. There won't be any marshalling there for quite a while."

F/S Edson lived in Regina before moving to Winnipeg. His wife resides in Unity, Saskatchewan.

One of the few who saw any night fighters was S/L M.I. Freeman of Wolfville, N.S. He saw one fighter who came towards them with the moon silhouetting him perfectly. "He must have been new to the game", said Freeman. "No experienced fighter would put himself in a spot like that. He didn't come close so we didn't have a chance to give him a burst."

The RAF squadron, in which S/L Freeman and F/S Edson fly, include a number of Canadians. Some of them who were on last night's raid were P/O Phil Murray, navigator of Port Elgin, N.B.; Sgt. John Copeland, mid-upper-gunner of Ingersoll, Ontario and Sgt. Dave Cantera, mid-upper gunner, whose Canadian home is 9266-110th Avenue, Edmonton.

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EDWARD, Sergeant Robert Alexander (R71235) - **British Empire Medal** - No.419 Repair and Salvage Unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in North Cypress, Manitoba, 15 August 1918 (RCAF press release announcing award). Trained in Diesel engineering; tinsmith and driver before the war. Enlisted in Winnipeg, 21 September 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 9 October 1940. Promoted AC1, 22 February 1941. To No.10 SFTS, 26 February 1941. Promoted LAC, 1 July 1941. To Embarkation Depot, 11 July 1941. To RAF overseas, 20 July 1941. Promoted Corporal, date uncertain. Promoted Sergeant, 1 October 1942. Repatriated 5 April 1945. Retired 4 June 1945. Public Records Office Air 2/9094 has recommendation which gives names as "Roy Allan".

Since the arrival on the Continent in June 1944, Sergeant Edward has carried out his duties as NCO in charge of an Aircraft Salvage crew in a most praiseworthy manner. In July 1944 he was assigned the task of salvaging a Messerschmitt 109G in the Caen Sector for the Technical Intelligence Branch. Although the aircraft was only 400 yards from the enemy lines, he directed the dismantling and loading of this entirely strange aircraft in the remarkable time of two hours and twenty minutes and brought the aircraft safely to base without further damage. A few days later this determined and courageous airman salvaged a Mustang in the same area while under artillery and mortar fire. He was forced to abandon the work on the advice of army personnel but returned later and finished it. On yet another occasion Sergeant Edward successfully directed the

salvage of two Typhoons which were urgently needed for investigation in a Sector over which a heavy artillery duel was being fought. His initiative and unwavering devotion to duty at all times have been exceptional.

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EDWARDS, G/C Douglas Muir (C126) - **Air Force Cross** - No.1 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Ottawa, 29 September 1908, educated at RMC. As Gentleman Cadet, appointed Provisional Pilot Officer for period 24 June to 31 August 1929 (first year of RCAF training): Entitled to pilots wings, 22 October 1930, and placed on RCAF Permanent List as Pilot Officer on that date. Promoted Flying Officer, 22 October 1931. Posted from Camp Borden to Trenton, 31 October 1931. Returned to Camp Borden, 31 January 1933. To No.12 Detachment, Winnipeg, 12 November 1935. Very active training No.12 Squadron (later No.112 Squadron). Promoted Flight Lieutenant, 1 April 1936. To courses abroad, Britain, to attend course at Central Flying School, 23 January 1939 to 25 March 1939. On return, posted to Trenton, 29 May 1939. When sent to UK he had to sign a document promising to remain in RCAF for at least two more years. Promoted Squadron Leader, 1 April 1939. Early in 1940 became first CO, Central Flying School, Trenton. Promoted Wing Commander, 1 December 1940. Became CO, No.1 SFTS, Camp Borden, 1 May 1942; posted overseas in March 1943 for service in No.6 Group (station CO at Linton and Croft). Promoted Group Captain, 1 November 1943. Reported in May 1944 to have flown as second pilot with No.433 (Iroquois) Squadron on recent raid on Lille (his pilot was S/L C.W. Huggins). Further reported to have flown at least one sortie to Caen in July or early August 1944. In August 1944 was appointed RCAF Liaison Officer to US 9th Air Force to end of hostilities (7 September 1944 to 9 September 1945). At war's end was appointed Air Attaché in Paris. On return to Canada he attended National Defence College, then to AFHQ in October 1951 as Director of Air Intelligence. Retired 5 January 1961. Died 3 March 1966 in Germany. RCAF photo PL-22105 (ex UK-5709 dated 20 October 1943) taken when Duchess of Gloucester (Air Chief Commandant of the WAAF) visited an RCAF bomber base and met Women's Division personnel - shown with Edwards and Section Officer Alice Trotter (Little Current, Ontario). AFC recommended 7 September 1942 by A/V/M G.O. Johnson.

Group Captain D.M. Edwards was appointed to command the Central Flying School on the reorganization in March 1940. During the period of his command the school trained over 900 instructors. The excellent results were achieved not only by the sound basic organization which was incorporated in this school by Group Captain Edwards but also by the amount of flying instruction that he personally gave during his tenure of office. An excellent pilot, Group Captain Edwards set an outstanding example to those pupils who served under him and

who were instructed by him. He has completed 2,500 hours of flying of which 1,800 hours have been on flying instructional duties.

NOTE: The following is Johnson's original submission; words in bold were pencilled out:

Group Captain D.M. Edwards was appointed to Command the Central Flying School on the reorganization in March 1940. During the period of his command the school trained over 900 instructors. The excellent results were achieved not only by the sound basic organization which was incorporated in this school by Group Captain Edwards but also by the amount of flying instruction that he personally gave during his tenure of office. An excellent pilot, Group Captain Edwards set an outstanding example to those pupils who served under him and were instructed by him, **and the devotion to duty shown by this officer should not pass unrecognized.** After a period of Air Force Headquarters, Group Captain Edwards was posted to command No.1 SFTS, Camp Borden where he is continuing to show outstanding leadership, particularly in flying. He has completed 2500 hours flying of which 1800 hours have been on flying instructional duties. **It is therefore felt that a suitable reward for this officer's work, particularly in regard to flying instruction that he has accomplished, should be the Air Force Cross.**

EDWARDS, G/C Douglas Muir, AFC (C126) - **Mention in Despatches** - Attached 9th USAAF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Volume 20648) has a recommendation for MiD submitted from No.64 Base to No.6 Group Headquarters, 28 July 1944, which may have been the basis for this award. Noted that he had served in Canada 12 years 11 months, and 14 months in England. Station Commander, Croft.

Group Captain Edwards, through his firm but cheerful leadership, has built up an unusual "esprit de corps" on his station. He has imbued his squadrons with an exceptionally strong desire to excel all other squadrons in their Group in all aspects of their training and operational work. Through his personal enthusiasm and interest he has greatly improved the buildings and their surroundings on his station, which is of the dispersed type. This had contributed immeasurable to the morale and well-being of his personnel.

EDWARDS, G/C Douglas Muir, AFC (C126) - Air Attaché, Paris - **Croix de Guerre with Silver 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:

This officer served with distinction as a Station Commander in 6 Group. The work performed by squadrons under his command aided greatly in driving the Germans from French soil.

EDWARDS, G/C Douglas Muir, AFC (C126) - Air Attaché, Paris - **Air Medal (United States)** - AFRO 165/48 dated 19 March 1948.

EDWARDS, G/C Douglas Muir, AFC (C126) - Air Attaché, Paris - **Chevalier of the Legion of Honour (France)** - AFRO 737/48 dated 4 December 1948.

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EDWARDS, Sergeant Edward John (R59012) - **Mention in Despatches** - No.1659 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 24 February 1915 in Winnipeg; enlisted there 27 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 5 July 1940. Promoted AC1, 27 August 1940. To No.4 SFTS, 13 November 1940. Promoted LAC, 9 February 1941. Promoted Corporal, 1 November 1941. Promoted Sergeant, 1 October 1942. To "Y" Depot, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated 30 March 1945. To No.2 Air Command, 14 April 1945. To Release Centre, 6 June 1945. Released 21 June 1945.

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EDWARDS, F/O Francis William (J26275) - **Mention in Despatches** - No.116 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 29 July 1909. Home in Sherbrooke, Quebec; enlisted in Montreal, 17 August 1940. To No.119 (BR) Squadron, 8 October 1940. Promoted LAC and posted to No.1 WS, 3 February 1941; to No.4 BGS, 23 June 1941; graduated and promoted Sergeant, 21 July 1941. To No.116 (BR) Squadron, 22 July 1941. Promoted Flight Sergeant, 21 July 1942. Promoted WO2, 21 January 1943. Commissioned 16 February 1943. Promoted Flying Officer, 16 August 1943. Promoted Flight Lieutenant, 1 January 1945. To Release Centre, 28 July 1945. Released 1 August 1945.

This officer has been engaged as a wireless operator air gunner in anti-submarine operations over the North Atlantic for three and one-half years. As a crew member he has participated in many long, hazardous sorties over Northern waters. On such occasions his courage and tenacity have been an inspiration to all his fellow crew members. In recent months he has filled the position of squadron wireless operator air gunner leader and has applied his skill and

practical experience toward the maintenance of an efficient section. His entire service career has been marked by an unselfish loyalty and devotion to duty far beyond the average.

EDWARDS, F/L Francis William (J26275) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. As of recommendation he had flown 1,301 hours, 951 operational (82 sorties). No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

During his operational career, Flight Lieutenant Edwards has participated in many long and hazardous sorties over the North Atlantic. His courage, determination and keen sense of duty have at all times been an inspiration to the members of his crew. His skill and experience have enabled him to provide competent leadership in his section and have been responsible for the successful training of other wireless air gunners on his unit. Throughout he has displayed splendid devotion to duty.

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EDWARDS, Sergeant (now P/O) Frank (R250812/J94422) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 4 January 1915 in Toronto; home there. Agent (company not defined). Enlisted in Winnipeg, 16 March 1943. To No.1 Manning Depot, 25 March 1943. To No.3 BGS, 21 May 1943. To No.20 Pre-Aircrew Education Detachment, 15 June 1943. To No.7 ITS, 10 July 1943; promoted LAC, 17 September 1943; to Technical Training School, 11 November 1943; to No.4 BGS, 14 April 1944; promoted Sergeant, 29 April 1944 when posted to No.2 ANS; to "Y" Depot, 24 May 1944; taken on strength of No.3 PRC, 2 June 1944. Commissioned 19 February 1945. Promoted Flying Officer, 19 August 1945. Repatriated 21 January 1946. Retired 12 February 1946. Flight Engineer to F/L C.B. Benton. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 21 April 1945 when he had completed 28 sorties (180 hours 45 minutes) between 27 November 1944 and 13 April 1945.

Sergeant Edwards has completed a large number of sorties against targets in enemy territory. At all times he has displayed coolness and courage of the highest order. On several occasions when his aircraft had sustained damage by enemy action, Sergeant Edwards' skill as a Flight Engineer, and devotion to duty, enabled his captain to complete the mission and return to base.

The accompanying sortie list (which has only 27 entries) was as follows:

27 November 1944 - Neuss (5.55)
30 November 1944 - Duisburg (6.50)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (7.05)
6 December 1944 - Osnabruck (5.55)
17 December 1944 - Duisburg (5.30)
29 December 1944 - Trois Dorf (7.00)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (6.35)
5 January 1945 - Hanover (6.05)
13 January 1945 - Saarbrucken (7.40)
14 January 1945 - Gravenbroich (6.00)
16 January 1945 - Magdeburg (6.00)
4 February 1945 - Bonn (5.50)
8 February 1945 - Wanne Eickel (3.55)
13 February 1945 - Bohlen (8.10)
14 February 1945 - Chemnitz (8.30)
17 February 1945 - Wesel (6.10)
27 February 1945 - Mainz (7.05)
1 March 1945 - Mannheim (6.55)
2 March 1945 - Cologne (6.30)
11 March 1945 - Essen (6.05)
12 March 1945 - Dortmund (6.45)
13 March 1945 - Wuppertal (6.45)
4 April 1945 - Harburg (5.40)
13 April 1945 - Kiel (6.20)

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EDWARDS, S/L Gerard John James (J14045) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Sudbury, October 1921. Home in Aylmer East, Quebec, Enlisted in Ottawa, 14 October 1940 (possible 30 June 1940). Trained at No.2 ITS (graduated 24 January 1941), No.6 EFTS (graduated 31 March 1941) and No.10 SFTS (graduated 21 June 1941). Employed as a flying instructor at No.13 SFTS, St. Hubert before going overseas. Commissioned 1942. Flew with No.428 Squadron before being promoted Wing Command and

being given command of No.420 Squadron. Before VE Day he was on operational staff officer duties at No.62 Base and with No.6 Group Headquarters. Repatriated in June 1945. Served in postwar RCAF (20515). Appointed to a senior administrative position, Eastern Air Command, before selection to attend Staff College. Graduated August 1946. To RCAF Headquarters in Directorate of Organization and Establishments. In 1948 assigned to USAF Headquarters Planning Staff, Washington on exchange duties. Served there two years before appointment as Military Member, Privy Council Secretariat. Next appointed to be Assistant Secretary to Chiefs of Staff in Ottawa, which he held to August 1952. Appointed Commanding Officer, No.435 Squadron. Awarded Queen's Coronation Medal, 23 October 1953 as Wing Commander, No.435 Squadron. To Air Transport Command Headquarters, 1954 as Senior Air Staff Officer. In June 1957 assigned to Directing Staff, Royal Air Force College Cranwell (Bracknell, England). In August 1959 he returned to Air Transport Command Headquarters as Chief Staff Officer. Attended National Defence College, Kingston (September 1963 to July 1964). On graduation he assumed the post of Director of Postings and Careers (AFHQ), To be Director of Senior Appointments (Air Force), July 1965. Appointed Chief of Staff, Force Requirements and Doctrine in Headquarters, Mobil Command, July 1966. Appointed Commander, 10 Tactical Air Group, August 1968. To Directing Staff, National Defence College, Kingston, 1 July 1969. To be Senior Liaison Officer, Canadian Defence Liaison Staff, Washington, July 1970. Promoted Major-General, 15 July 1974 and appointed Commandant of National Defence College, Kingston, 1 August 1974. Retired as Major-General in 1976. Died in Victoria, British Columbia, 5 January 1986. RCAF photo PL-31968 (ex UK-14222 dated 24 August 1944) shows S/L G.J. Edwards (St. Lambert, Quebec, No.428 Squadron) discussing trip to Stettin with Major J.W. Nicholson, No.6 Group anti-aircraft expert from London. RCAF photo PL-33918 (ex UK-16586 dated 17 November 1944) shows him soon after taking over Snowy Owl squadron. PL-33919 (ex UK-16587) shows him with aircraft "City of London". No citation other than that he had "completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 September 1944 when he had flown 30 sorties (172 hours 15 minutes), 25 March to 10 September 1944.

Squadron Leader Edwards has displayed exceptional ability as captain of aircraft, with great resource, coolness and determination. He has flown in thirty sorties with the squadron, including two attacks on Stettin, two on Stuttgart, Brunswick, Bremen, and various French targets. On each occasion, he had reached the objective and bombed successfully. On the ground he has shown great initiative, co-operative spirit and administrative ability as Flight Commander and his efforts and example have contributed materially to the efficiency of the squadron.

I recommend the non-immediate award of the Distinguished Flying Cross, with high priority, in recognition of his outstanding service and ability.

The sortie list was as follows:

25 March 1944 - Aulnoye (6.20, second pilot)
29 March 1944 - Paris (6.40)
30 March 1944 - Gardening (5.25)
9 April 1944 - Lille (5.25)
10 April 1944 - Ghent (4.55)
13 April 1944 - Gardening (4.25)
17 April 1944 - Gardening (6.00)
24 April 1944 - Villeneuve (5.50)
27 April 1944 - Aulnoye (5.20)
29 April 1944 - Gardening (50 minutes; duty not carried out)
30 April 1944 - Gardening (6.05)
3 May 1944 - Gardening (5.15)
5 May 1944 - Gardening (5.20)
9 May 1944 - Gardening (5.30)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.10)
14 May 1944 - Gardening (4.55)
21 May 1944 - Gardening (5.10)
1 June 1944 - Gardening (4.20)
14 June 1944 - St. Pol (4.05)
15 June 1944 - Boulogne (3.45, day)
20 July 1944 - L'Hey (3.20, day)
24 July 1944 - Stuttgart (9.50)
25 July 1944 - Stuttgart (9.55)
9 August 1944 - Coulonvillers (4.20, day)
12 August 1944 - Brunswick (6.30)
14 August 1944 - Falaise (4.50, day)
16 August 1944 - Stettin (7.45)
18 August 1944 - Bremen (6.30)
29 August 1944 - Stettin (9.45)
10 September 1944 - Le Havre (5.05)

EDWARDS, W/C Gerard John James, DFC (J14045) - **Mention in Despatches** - No.62 Base (Base Air Staff Officer) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1722 (PAC RG.24 Vol.20606) has recommendation by A/C J.L. Hurley (OC No.62 Base) dated 3 February

1945.

Wing Commander Edwards, after a successful tour in which he commanded No.420 (RCAF) Squadron, is now employed at this Base as Wing Commander Operations. The zeal and energy of this officer were well known to me during his command of 420 Squadron and although he has been Wing Commander Operations at this Base for a comparatively short time, his organizing and administrative ability have shown excellent results. He has spared no effort in visiting and checking of squadrons within the Base with very gratifying results.

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EDWARDS, A/M Harold (C30) - **Companion, Order of the Bath** - RCAF Overseas Headquarters - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Chorley, Lancashire, England, 24 December 1892. Died in Arizona, 23 February 1952. RCAF photo PL-4436 (ex UK-156) shows F/L D.S. Patterson, S/L V.B. Corbett (Belleville), Air Minister C.G. Power, a Mr. Mackenzie, A/C L.F. Stevenson and A/C Harold Edwards "during a visit to an RCAF Fighter Station." RCAF photo PL-19721 (ex UK-5520 dated 11 October 1943) shows G/C W.R. McBrien (left) conducting visitors to an RCAF Spitfire wing, namely Air Marshal Harold Edwards, Mr. W.P. Bickell (left middle, Toronto) and Mr. Ralph Bell (Ottawa, Director of Aircraft Production for Canada). RCAF photo PL-19725 (ex UK-5524 dated 11 October 1943), Air Marshal Harold Edwards meets a fellow POW from the First World War, Major Constance Smythe (Toronto) in a briefing tent for RCAF Spitfire pilots.

This officer has served with great distinction over a long period of time. As Air Member for Personnel, in the early days of the war, he made an invaluable contribution to the success of the British Commonwealth Air Training Plan and the RCAF Home War Commands. His drive and personality together with his experience and foresight makes him an outstanding officer in every respect. This officer was subsequently chosen for the post of Air Officer Commanding-in-Chief, RCAF Overseas, which appointment he has filled in an admirable manner.

EDWARDS, A/M Harold (C30) - **Officer of the Legion of Honour (France)** - AFRO 485/47 dated 12 September 1947.

EDWARDS, A/M Harold (C30) - **Croix de Guerre avec Palm (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 Marshal Edwards was the first Air Officer Commanding-in-Chief of the Royal Canadian Air Force Overseas, and was responsible for the organization of the Striking Force of the Royal Canadian Air Force which contributed in no small measure to the liberation of France.

EDWARDS, A/M Harold, CB (C30) - **Czechoslovak Order of the White Lion for Victory (Star, First Class)** - Award effective 5 March 1948 as per AFRO 135/48 of that date.

EDWARDS, A/M Harold (C30) - **Commander, Legion of Merit (United States)** - Award as per **Canada Gazette** dated 7 August 1948 and AFRO487/48 dated 13 August 1946. In addition to the citation noted below, documents cite his placement of his Overseas organization at the disposal of the USAAF in England, authorized transfer of senior officers to Major General Chaney's staff to provide experience, and expedited transfer of 1,400 highly trained American nationals from the RCAF.

Air Marshal Edwards during the time that he held the appointment of Air Officer Commanding-in-Chief, Royal Canadian Air Force Overseas, was of great assistance to the United States Army Air Force in the European theatre, particularly during the initial period of organization in the United Kingdom, following the entry of the United States into the war. This officer was ever ready to provide any assistance, or information, which was requested of him, and the spirit of co-operation which he displayed is deserving of the highest praise. Air Marshal Edwards did much to foster cordial relations between members of the United States and Canadian Air Forces Overseas and the excellent relations which existed were due, in no small measure, to his efforts.

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EDWARDS, FS (now P/O) James Francis (R75188/J16077) - **Distinguished Flying Medal** - No.260 Squadron - Award effective 25 January 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Nokomis, Saskatchewan, 5 June 1921. Enlisted in Saskatoon, 24 October 1940. Trained at No.2 ITS (graduated 24 January 1941), No.16 EFTS (graduated 29 March 1941), and No.11 SFTS (graduated 25 June 1941 as a Sergeant). Promoted to Flight Sergeant, 1 January 1942; to Warrant Officer (2nd Class), 4 July 1942 and Warrant Officer (1st Class), 1 August 1942. Commissioned 10 August 1942; promoted to Flying Officer with simultaneous promotion to Flight Lieutenant, 21 December 1942; to Squadron Leader, 6 March 1944; to Wing Commander, 6 April 1945. At No.1 "Y" Depot, Halifax, 5-30 July 1941; at No.3 PRC, Bournemouth, 31 August 1941; to No.55 OTU, 8 September 1941; to Middle East Pool, 10 November 1941; to No.216 Squadron, 16 January 1942; to No.94 Squadron, 19 January 1942; to No.260 Squadron, 11 April 1942; to No.203 Group, 12 June 1943; to No.417 Squadron,

20 November 1943; to No.92 Squadron, 19 December 1943; to No.274 Squadron, 6 March 1944; embarked from Italy, 10 April 1944, arriving in Britain on 23 April 1944 (still with No.274 Squadron). Posted to Canada, 30 August 1944 for staff duties until 18 March 1945 when he returned to Britain. Posted as Wing Commander (Flying), No.127 Wing, 6 April 1945; to No.126 Wing, 7 July 1945; repatriated to Canada on 2 September 1945. Remained in postwar RCAF, reverting to Flight Lieutenant in October 1946 but promoted to Squadron Leader on 1 January 1949 and Wing Commander on 1 June 1952; retired 1972. Photographs include the following: PL-10237 (as a Flight Lieutenant in North Africa); PL-27285 (wearing ribbons of DFC and DFM); PL-43098 (portrait, 1945); PL-45181 (ex UK-22678 dated 18 July 1945) shows him giving final briefing to Nos.401, 402 and 403 Squadrons before they leave base near Hamburg for England; PL-45182 (ex UK-22679 dated 18 July 1945) shows the Spitfires bunched up for departure to United Kingdom; PL-45184 (ex UK-22681 date 18 July 1945) shows him just before Wing left for England; PL-45185 (ex UK-22682 dated 18 July 1945) taken as he prepared for take-off; PL-55325 (in flying gear, 1952); PL-128650 (portrait, October 1960). For additional details see Chris Shores, **Aces High** and **Fighters Over the Desert**, plus H.A. Halliday, **The Tumbling Sky**; Michel Lavigne, **Kittyhawk Pilot**. Shores, in **Aces High** (2nd edition) lists the following victories: **2 March 1942**, one Bf.109 destroyed (Kittyhawk AK-K); **23 March 1942**, one Bf.109 destroyed, Martuba airfield (Kittyhawk FZ-F); **30 May 1942**, one Bf.109 damaged (Kittyhawk HS-O); **8 June 1942**, one Bf.109 destroyed, Bir Hacheim area; **14 June 1942**, one Bf.109 probably destroyed and one Bf.109 damaged (Acroma area); **17 June 1942**, one Bf.109 probably destroyed near El Daba; **26 June 1942**, one Bf.109 probably destroyed; **6 July 1942**, one Bf.109 probably destroyed and one Bf.109 damaged (Kittyhawk ET623, "E"); **4 August 1942**, one Bf.109 probably destroyed (Kittyhawk AL140); **3 September 1942**, one Bf.109 damaged (Kittyhawk FL233); **6 September 1942**, one Bf.109 probably destroyed (FL233); **15 September 1942**, one Bf.109 probably destroyed (FL238); **21 October 1942**, one MC.202 destroyed (FL322); **22 October 1942**, one Bf.109 destroyed (FL233); **26 October 1942**, one Bf.109 probably destroyed (FL221); **28 October 1942**, one Bf.109 destroyed and one probably destroyed (FL221); **1 November 1942** one Bf.109 destroyed (FL305); **5 November 1942**, one Bf.109 and one Bf.110 destroyed on ground at Fuka airfield (FL305); **11 November 1942**, two Ju.88s destroyed on ground at Gambut airfield (FL305); **13 November 1942**, two Bf.109s destroyed on ground, Gazala airfield (FL315); **14 November 1942**, two Bf.109s destroyed on ground, Marawa airfield (FL305); **15 November 1942**, three Bf.109s damaged on ground, Marawa (FL305); **16 December 1942**, one Bf.109 damaged; **30 December 1942**, two Bf.109s destroyed (one shared; flying Kittyhawk FR350); **2 January 1943**, one Bf.109 destroyed (FR350); **25 January 1943**, two MC.202s damaged and one S-79 damaged, all on Medenine airfield (FR350); **29 March 1943**, two FW.190s damaged (FR436); **8 April 1943**, one Bf.109 probably destroyed, Sfax area (FR446); on same day, in FR436, he damaged one FW.190; **15 April 1943**, two Bf.109s destroyed and one damaged (FR436); **22 April 1943**, one Me.323 destroyed (shared with two other pilots, Gulf of Tunis, FR436); **11 January 1944**, one Bf.109 damaged, Foggia area (Spitfire QJ-F); **16 February 1944**, one FW.190 destroyed, Anzio (QJ-F); **19 February 1944**, two FW.190s destroyed and one

damaged, Anzio (QJ-F); **29 April 1945**, one FW.190 damaged plus one Me.262 damaged (Spitfire JF-E); **3 May 1945**, one Ju.88 destroyed (JF-E, shared with three other pilots).

Flight Sergeant Edwards is an extremely capable soldier and a superbly gallant fighter pilot. Since October 1942, he has destroyed six enemy aircraft while participating in numerous sorties over enemy territory. He has displayed outstanding coolness and courage in the face of opposition while his cheerful and imperturbable spirit has been an inspiration to the squadron.

EDWARDS, F/L James Francis, DFM (J16077) - **Distinguished Flying Cross** - No.260 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 16 February 1943 and AFRO 410/43 dated 12 March 1943.

In December 1942, Flight Lieutenant Edwards was commander of a formation engaged in patrol duties over our forward troops. During the flight ten enemy aircraft were encountered and Flight Lieutenant Edwards destroyed one of five which were shot down. Two days later he destroyed another hostile aircraft bringing his total victories to eight. This officer has invariably displayed outstanding gallantry and devotion to duty.

EDWARDS, S/L James Francis, DFC, DFM (J16077) - **Bar to Distinguished Flying Cross** - No.274 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

This officer has successfully completed a very large number of operational flights and has destroyed thirteen enemy aircraft. He is a keen and courageous pilot whose example and leadership have been most inspiring.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 11 August 1944 by the Wing Commander E.P. Wells, Wing Commander (Flying), West Malling. He had flown 450 operational hours, of which 250 had been since his previous award.

Squadron Leader Edwards is a keen and courageous fighter pilot who has participated in a very great number of operational sorties both in the United Kingdom and in the Middle East. Since receiving his last award he has destroyed an additional five enemy aircraft and a large quantity of enemy transport. He has destroyed 13 enemy aircraft in all. His example and leadership have been of a consistently high standard and I strongly recommend that he be awarded a Bar to the Distinguished Flying Cross.

EDWARDS, W/C James Francis, DFC, DFM (J16077) - **Mention in Despatches** - Overseas - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

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

RCAF Press Release No.4531 dated 15 April 1944, transcribed by Huguette Oates, reads:

ADVANCED ALLIED FIGHTER BASE IN ITALY: -- Over the snowy mountains at the northern fringe of Allied territory, the RAF fighter pilot flew his plane in a circle. Below, he saw his Canadian Commanding Officer's Spitfire going down to force-land on a sloping plateau, with fumes streaming over the cockpit from the exhausts. A moment later, he saw the landing aircraft explode and burst aflame. He saw nobody get out of the flaming wreck. The fighter pilot flew back to his landing strip and told his comrades on the squadron that the C.O. had been killed.

Hardly a week later, the commanding officer, Squadron Leader James Francis Edwards, DFC, DFM, of North Battleford, Saskatchewan, 22 and bantam-size, stepped out of a truck by the dispersal hut and strode perkily over toward a group of his comrades. Astonishment and delight were on their faces and in their voices as they dashed over to greet him and gathered around and congratulated him on his escape from death.

In the several days following the crash, the squadron had learned successively and dramatically first that he had been killed, then that he was alive but seriously injured, and finally that his injuries were not as serious as at first believed, but he would be in a Canadian hospital for five or six weeks. It was something of a climax to see him return unexpectedly after six days.

S/L Edwards, highest scoring RCAF pilot of the Desert Air Force, with eleven and a half enemy planes to his credit and a like number of probables and damaged in North Africa and Italy, had reached the bomb-line on a fighter sweep when his aircraft developed a glycol leak. He turned back but was compelled to try a force-landing in the mountainous sector. "It was like a dream," he said. "The last thing I remember I was coming down to make landing. I saw this nice level stretch and I thought maybe I could just make it. Then the white glycol fumes kept streaming up at me and I don't remember anything after that."

S/L Edwards had no idea how he got out of the burning plane. It is possible that

the explosion threw him away from the wreckage. He received mainly a cut on the head that required several stitches and a bruise over one eye. "The first thing I heard when I came to was a lot of people talking," he continued. "I couldn't make out what they were saying until after a while someone came close and said, 'Don't worry, we're your friends.'"

A magnificent marksman, he shot down his last German fighter over the Anzio beach-head recently at the extreme range of 500 yards – a feat of deflection shooting that makes the two-gun antics of Wild Bill Hickock seem like kid-stuff!

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EDWARDS, P/O John Francis (J19824) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Hamilton, Ontario, 3 December 1920. Home there. Enlisted there 7 July 1941 as a Guard and posted to No.4A Manning Depot. To Trenton, 1 August 1941. To "S", 23 August 1941. Promoted AC1, 7 October 1941. Promoted LAC, 7 January 1942. Remustered to aircrew and posted to No.9 BGS, 16 July 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 1 November 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 7 January 1944. Promoted Flying Officer, 7 July 1944. Repatriated 28 October 1944. To No.1 BGS, 29 November 1944. To No.4 Release Centre, 9 February 1945. Retired 23 February 1945. Re-engaged with RCAF Auxiliary, 18 March 1952 to 31 March 1956 as Fighter Control Officer, No.2424 Squadron (162200). Also a Hamilton fire fighter. Died in Port Colborne, Ontario, 16 July 2013. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 18 March 1944 when he had flown 27 sorties (145 hours 20 minutes).

21 May 1943 - GARDENING, Frisians (3.15)
24 May 1943 - Dusseldorf (3.45)
27 May 1943 - Essen (4.10)
29 May 1943 - Wuppertal (4.25)
12 June 1943 - Bochum (4.10)
19 June 1943 - GARDENING, La Rochelle (5.45)
21 June 1943 - Krefeld (3.00)
3 July 1943 - Cologne (4.30)
27 August 1943 - Nuremburg (7.10)
22 September 1943 - Hanover (4.30)
23 September 1943 - Mannheim (5.30)
7 October 1943 - Stuttgart (6.10)

18 October 1943 - Hanover (5.00)
20 October 1943 - Leipzig (6.05)
3 November 1943 - Dusseldorf (3.15)
18 November 1943 - Berlin (6.35)
22 November 1943 - Berlin (5.30)
23 November 1943 - Berlin (6.15)
2 December 1943 - Berlin (5.45)
16 December 1943 - Berlin (6.25)
23 December 1943 - Berlin (6.40)
28 December 1943 - Berlin (6.35)
14 January 1944 - Brunswick (4.45)
27 January 1944 - Berlin (7.15)
30 January 1944 - Berlin (6.00)
15 February 1944 - Berlin (6.10)
20 February 1944 - Leipzig (6.45)

This officer has completed 27 bombing operations as rear gunner in the crew captained by Pilot Officer Jolly, DFM, on the most heavily defended targets in Germany including ten operations in the "Battle of Berlin". Pilot Officer Edwards has proved a most capable gunner whose skill and coolness while under fire has been a source of great confidence to his crew. This officer, by his enthusiasm, both in the air and on the ground, has set a very high standard in the squadron.

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EDWARDS, Sergeant (now F/O) John Hamilton (R109350/J17576) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 21 June 1919 in Cranbrook, British Columbia. Home in Moose Jaw, Saskatchewan. Enlisted in Calgary, 16 July 1941. To No.2 Manning Depot, 2 August 1941. To No.34 SFTS (guard), 30 August 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.3 AOS; to No.2 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942 when posted to No.1 ANS. To "Y" Depot, 26 May 1942. To RAF overseas, 14 June 1942. Commissioned 14 May 1943. Promoted Flying Officer, 14 November 1943. Date of repatriation uncertain but posted to No.7 OTU, 26 July 1945. Retired 30 August 1945. Cited with F/O John A. Ferguson (RCAF, pilot, awarded DFC). Events described were on 29/30 May 1943 (both POW after raid on Wuppertal). NOTE: middle of citation reads badly - either a minor misprint or poor drafting makes the grammar poor.

Throughout many operational sorties, this officer and airman have displayed

courage and devotion to duty. On one occasion in May 1943 they were captain and air bomber respectively of an aircraft detailed for an attack against Wuppertal. Whilst en route to the target their aircraft was hit by anti-aircraft fire and Flying Officer Ferguson was wounded in the head by shell fragments. As he was in a semi-conscious state for about twenty minutes, during which time Sergeant Edwards took over the captaincy of the aircraft which was circling Dusseldorf and being subjected to heavy anti-aircraft fire. When Flying Officer Ferguson regained consciousness he found the aircraft had been very severely damaged. Nevertheless, with the assistance of Sergeant Edwards, he continued to the target which was successfully bombed. During the homeward flight the crippled aircraft rapidly lost height and, while still over enemy territory, the port engine failed completely. By superb airmanship, Flying Officer Ferguson managed to keep his aircraft airborne until all the members of his crew had been able to leave it successfully by parachute. Immediately after, the aircraft struck a hill and this officer, who was severely injured, was taken prisoner of war.

The website "Lost Bombers" provides the following on the mission when he was captured. Wellington LN424 (NA-E) of No.428 Squadron, target Wuppertal, 29/30 May 1943. LN424 was one of two No.428 Squadron Wellingtons lost on this operation; the other was HE319. Airborne at 2234 hours, 29 May 1943 from Dalton. Abandoned, except for the pilot, after being set on fire. With his crew safely evacuated, Sergeant Ferguson crash-landed. Crew (all POW) were Sergeant J.A.Ferguson, RCAF, Flight Sergeant J.Dywan, RCAF, F/O G.F.Tallman, RCAF, Sergeant J.H.Edwards, RCAF, Flight Sergeant D.C.Smith, Sergeant J.G.Sylvester, RCAF. Flight Sergeant Dwyman was held in Camps L6/357, POW No.126, with Sergeant Edwards (commissioned during captivity), POW No.452 and Flight Sergeant Smith, POW No.251. Sergeant Ferguson in Camps 9C/L6/L3, POW No.42776, commissioned during captivity. Sergeant Sylvester in Camps L6/L4, POW No.260; F/O Tallman in Camp L3, POW No.1507.

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EDWARDS, FS Robert Walter - (Can 10146) - **British Empire Medal** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Although the AFRO gives name as Robert Walter, his pay car gives name as Walter Robert Edwards. Born 12 January 1914. Enlisted in Toronto, 2 May 1939 as Wireless Electrical Mechanic and posted that day to Trenton. Promoted AC1, 2 November 1939. To No.1 WS, 15 February 1940. To No.10 (BR) Squadron, 1 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 October 1941. To Newfoundland, 24 February 1942. To AFHQ, 15 June 1942. Promoted Sergeant, 1 March 1943. Promoted Flight Sergeant, 1 April 1944. Remained in RCAF Reserve after war, reverting to Sergeant, 1 October 1946. Promoted Flight Sergeant, 1 October 1948. Promoted WO2, 1 April 1949. Awarded Queen's Coronation Medal, 23 October 1953, while

with No.19 Wing (Auxiliary) Headquarters.

Before and during the war Flight Sergeant Edwards has been engaged in the development and testing of airborne, shipborne and ground communication equipment. Since 1942, this non-commissioned officer has been actively engaged in the development of radar equipment in Canada. Whilst engaged in the Research Laboratories Detachment of the Royal Canadian Air Force at the National Research Council, Flight Sergeant Edwards did exceptional work on two main developments; namely, the Royal Canadian Air Force-National Research Council radar distance indicator and the shipborne splash indicator which was intended for use in the Pacific Theatre. The results of his work and his devotion to duty have served as an inspiration to the airmen who were working with him.

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EDWARDS, F/L Thomas Kenneth (J22622) - **Distinguished Flying Cross** - No.582 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, 25 December 1921. Home in Dearborn, Michigan. Attended William Ford School and Fordson High School. Studied Horticulture and was working as a tree surgeon. Enlisted in Windsor, 2 March 1942 and posted to No.1 Manning Depot. To No.6 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 when posted to No.1 BGS; graduated 6 November 1942 and posted next day to No.8 AOS; graduated and commissioned 21 December 1942. To "Y" Depot, 12 January 1943. To RAF overseas, 2 February 1943. To No.2 (Observer) AFU, April 1943; attended No.28 OTU, 25 May to 12 August 1943. Promoted Flying Officer, 23 June 1943. To No.1656 Conversion Unit. To No.7 Squadron, 17 October 1943. Promoted Flight Lieutenant, 15 March 1944. To No.582 Squadron, 1 April 1944. Repatriated 28 February 1945. To No.16 SFTS, 26 April 1945. To No.10 EFTS, 29 April 1945. To No.2 Air Command Headquarters, 15 September 1945. To No.2 Release Centre, 28 November 1945. Retired 30 November 1945. Operated a shoe repair business in Montreal; reported to have died 12 January 1965. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 20 July 1944 when he had flown 31 sorties (164 hours 30 minutes), 23 November 1943 to 2 July 1944.

* daylight sortie

23 November 1943 - Berlin

2 December 1943 - Berlin

3 December 1943 - Leipzig

29 December 1943 - Berlin
1 January 1944 - Berlin
5 January 1944 - Stettin
20 January 1944 - Berlin
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Frankfort-on-Oder
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
15 March 1944 - Stuttgart
11 April 1944 - Aachen
21 April 1944 - Cologne
27 April 1944 - Aulnoye
30 April 1944 - Somain
27 May 1944 - Rennes
31 May 1944 - Montcouple
6 June 1944 - Longues
7 June 1944 - Juvisy
10 June 1944 - Laval
14 June 1944 - Douai
15 June 1944 - Lens
23 June 1944 - Coubronne
28 June 1944 - Blainville-sur-Eau
30 June 1944 - Villers Bocage*
2 July 1944 - Oisemont*

Flight Lieutenant Edwards is a most reliable Special Equipment operator of a good marking crew. He has on many occasions performed the task of Master Bomber and has produced successful results.

He displays an amazing thirst for operations and his skill as a set operator combined with his initiative and determination in action has been a source of inspiration, not only to his own crew but to the squadron as a whole. He has made a valuable contribution to the squadron's operational effort.

This officer has carried out many attacks on heavily defended targets; eight of them have been on Berlin. He is recommended for the award of the

Distinguished Flying Cross.

EDWARDS, F/L Thomas Kenneth, DFC (J22622) - **Bar to Distinguished Flying Cross** - No.582 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Since the award of the Distinguished Flying Cross Flight Lieutenant Edwards has continued to operate with courage and devotion to duty of a high order. A determined and skilful air bomber, he has played a large part in the many successes achieved by his crew.

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EDWARDS, F/L William Fraser (J24375) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Calgary, 20 December 1916; home there (teacher). Enlisted in Edmonton, 18 February 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 1 April 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.5 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.3 SFTS until 7 November 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 7 May 1944. Promoted Squadron Leader, date uncertain. Repatriated 3 May 1946. Retired 21 June 1946. Rejoined as Flight Lieutenant, Medical Branch, 4 May 1948 (120676) with rank of Flight Lieutenant and attached to No.418 (Auxiliary) Squadron, Edmonton; restored to Class "E" Reserve, 1 June 1948. Postwar was a doctor with Department of Veterans Affairs. RCAF photo PL-40150 (ex-UK-16773 dated 21 November 1944) has the following caption: "Flight Lieutenant W.F. 'Bill' Edwards, Edmonton, used to be a third-year medical student at the University of Alberta. Now Edwards (right) pilots an RAF Lancaster over Germany. Twice his rear gunner, WO2 Payn LeSoeur, Vancouver, has driven off enemy night fighters by a stream from his battery of .303 Brownings." 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 15 August 1944 when he had flown 30 sorties (161 hours 55 minutes), 9 April 1944 to 26 July 1944.

9 April 1944 - Danzig (Mining) (8.40)
10 April 1944 - Tours (5.50)
18 April 1944 - Juvisy (4.40)
20 April 1944 - Paris, marshalling yards (4.40)
22 April 1944 - Brunswick (5.55)

24 April 1944 - Munich (9.50)
26 April 1944 - Schweinfurt (8.50)
7 May 1944 - Salbris (6.00)
9 May 1944 - Gennevilliers (4.05)
11 May 1944 - Bourg Leopold (3.15)
19 May 1944 - Amiens (4.25)
21 May 1944 - Kiel (Mining) (6.15)
22 May 1944 - Brunswick (6.05)
27 May 1944 - Marsalines (3.35)
31 May 1944 - Maisy (3.30)
2 June 1944 - Wimereux (3.40)
6 June 1944 - Caen (4.35)
8 June 1944 - Pontabault (4.30)
9 June 1944 - Etamps (4.40)
12 June 1944 - Caen (5.00)
24 June 1944 - Pommereval(4.05)
4 July 1944 - Creil (4.50)
7 July 1944 Creil (4.30)
12 July 1944 - Culmont Chalindrey (7.35)
15 July 1944 - Nevers (7.25)
17 July 1944 - Caen (3.45)
20 July 1944 - Courtrai (3.10)
23 July 1944 - Kiel (4.35)
24 July 1944 - Donges (5.35)
26 July 1944 - Givors (8.40)

This officer completed 30 operational sorties as captain of Lancaster aircraft on this Squadron, before volunteering for, and being posted to the Pathfinder Force. Many of these sorties were against targets where the enemy put up the heaviest defences.

Flight Lieutenant Edwards pressed home his attacks without regard to the opposition, and never failed to bomb the target with great accuracy.

He displayed exceptional qualities of leadership and his example was the main factor in the success of his crew.

For his devotion to duty, and his skill and thoroughness in which he carried out any duty allotted to him, I strongly recommend that he be awarded the Distinguished Flying Cross.

EDWARDS, S/L William Fraser, DFC (J24375) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

As captain of aircraft Squadron Leader Edwards has shown a high degree of courage and efficiency on all his operations. He has been largely responsible for the success of many sorties by his skill, determination and keen devotion to duty. Since the award of the Distinguished Flying Cross, Squadron Leader Edwards has continued to display great gallantry, often in the execution of very hazardous tasks. In February 1945 his crew played an important part in ensuring the success of an attack on the oil refinery at Politz.

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EGGLESTON, F/L Hector William (C7699) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 7 October 1900 in Middlesborough, Yorkshire. Served in 65th Battalion, CEF, 1915-1916 (bugler), 183rd Battalion, 1916 (bugler), and 100th Battalion, 1916 (bugler), plus Canadian Army Service Corps, 1916-1917 (trumpeter). Mail clerk on Railway Mail Service, 1917-1919; Clerk and Carman for CNR, 1920-1929, and editor, Saskatoon **Star-Phoenix**, 1929-1941. Enlisted in Saskatoon, 1 October 1941 in Administration Branch. Attended School of Administration, 6 October to 1 November 1941 when promoted Flying Officer. To Hamilton Recruiting Office, 23 August 1942. To No.3 Manning Depot, 20 September 1942. To Vancouver Recruiting Office, 10 April 1943. To "Y" Depot, 11 July 1943. Embarked from Halifax, 3 September 1943; disembarking in Britain 16 September 1943. To RCAF Overseas Headquarters, 17 September 1943. Promoted Flight Lieutenant, 1 October 1943. Detached to No.6 Group Headquarters, 4 October 1943. Attached to Leeming, December 1943. Attached to No.63 Base, 3 June 1944. To RCAF Overseas Headhunters, 4 June 1945. Repatriated 10 September 1945. Retired 17 January 1946 to live in Victoria. Died in Victoria, 27 January 1990. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. Public Relations Officer, he had served 23 months in Canada, 16 months overseas.

This officer has held the position of Public Relations Officer for No.63 Base for the past 15 months and has discharged his duties with a high degree of efficiency. Flight Lieutenant Eggleston has applied himself diligently in the interests of the Service and has willingly engaged in long hours of work, both day and night, to gather news and write stories of activities within the Base. He is highly regarded by the Aircrew Personnel and has earned their respect and confidence by his efforts on their behalf. An able writer, he has produced many

excellent stories for Canadian newspaper publication, an important contribution to the high standard of morale existing at this unit. In all respects, this officer's work has been outstanding and he has displayed a keen and sincere interest in Service requirements.

RCAF Photo PL-43295 (ex UK-20622, circa 19 April 1945) is captioned as follows: "F/O W.A. Milne, Vancouver, bought the \$ 250.00 in bonds which put the Bison Squadron over its \$ 40,000 quota in the Eighth Victory Loan Drive at an RCAF Bomber Station. A former employee of the B.C. Electric Company, F/O Milne is shown here as he is interviewed by F/L H.W. Eggleston who was also stationed at No.3 Manning Depot, Edmonton, Alberta, shortly after he left the Saskatoon **Star Phoenix** to enlist."

Notes and Assessments: Interviewed in Saskatoon, 2 June 1941 by F/O H.G. Raney. "Good appearance, neatly dressed, intelligent, alert, pleasant, confident, mature personality, twelve years editor Saskatchewan daily paper. Noted for originality in sports articles and good public following. Suitable in all personal respects for commissioned rank."

"Publicity experience in civil life. An aggressive and capable officer. Keen, enthusiastic. Good organizer. Capable of doing good job in any capacity." (S/L R.S. Horsfield, No.1 Recruiting Centre, 25 August 1942.)

Excerpt from a letter dated 27 February 1943, W/C G.A. Hodgetts (No.3 Manning Depot) to AOC No.4 Training Command, Calgary. "Flying Officer Eggleston is employed as an interviewing officer with our Aircrew Selection Board. He is a conscientious and reliable officer, an energetic and willing worker, and discharges his duties in a capable manner. He is keenly interested in station activities. His conduct and deportment are very satisfactory."

"Has had fifteen to seventeen years experience as reporter and sports editor on large dailies. Given excellent service at this Depot on station paper and local newspaper liaison. Excellent publicity man. Energetic, cooperative, slightly impulsive but amenable to discipline. Recommend promotion to Acting Flight Lieutenant." (F/L O.W.E.C. Crawford, No.3 Manning Depot, 10 April 1943).

"As Press Liaison Officer, F/O Eggleston has developed very close relations with aircrew personnel." (S/L J.A. Jannin, Station Leeming, 16 December 1943). To this (same date), S/L T.C. McColl adds, "This officer has carried out his duties as a Public Relations Officer with energy, persistence and good judgement. His services are satisfactory in all respects."

"Is one of the most experienced of Public Relations Officers overseas and has served effectively in No.6 Group for more than two years. He is at present covering (with a small staff) to serve in

the United Kingdom No.6 Group.” (W/C F.de B. Walker, RCAF Overseas Headquarters, 11 July 1945).

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EGLI, P/O Howard Dunstan (J85133) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 21 September 1919 in Montreal; home in Toronto; enlisted there 24 April 1942. To No.1 Manning Depot, 12 May 1942. To No.4 Manning Depot, 2 July 1942. To No.6 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.20 EFTS until 5 December 1942; may have graduated 5 February 1943 but not posted to No.16 SFTS until 6 March 1943; graduated and promoted Sergeant, 25 June 1943. To “Y” Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 3 March 1944. Promoted Flying Officer, 3 September 1943. Repatriated 2 August 1945. Retired 21 September 1945. RCAF photo PL-32740 (ex UK-14784 dated 13 September 1944) is captioned as follows: “Pilot Officers H.D. Egli (Toronto) and P.E. Regimbal (Sudbury) who fly with RCAF Bomber Group’s Lion Squadron. Returning from a successful bombing operation recently, their Halifax was severely shot up by flak. Egli, the skipper, ordered his crewmates to bale out. They landed inside Allied lines in Normandy. Unable to clear himself, he crash-landed the bomber, sustaining a slight skull fracture and other injuries. Regimbal, the rear gunner and then a Sergeant, suffered a broken bone in his left leg. Both were flown back to England within 24 hours of their descent.”
NOTE: The following citation seems incomplete and should be checked against the gazette.

One night in July 1944 he was detailed to attack Stuttgart and while over the target the aircraft was hit by anti-aircraft fire and sustained much damage. The undercarriage dropped, causing a lessening of airspeed and increasing the fuel consumption to such an extent that there was insufficient petrol to enable the aircraft to reach the English coast. Upon reaching the French coast Pilot Officer Egli ordered his crew to escape by parachute and held the aircraft steady under intense anti-aircraft fire during this operation. Pilot Officer Egli then crash landed the bomber. Owing to this officer's skill and courage he extricated his crew from a perilous situation.

No.427 Squadron Form 540 for 25 July 1944 reported sixteen aircraft detailed to bomb Stuttgart. It read, in part:

Our aircraft “J”, piloted by Can J.85133 P/O H.D. Egli was hit by flak over the target and the undercarriage dropped. The crew managed to steer the badly damaged plane as far as the Normandy beachhead but had to abandon the aircraft due to petrol shortage. At the present time all occupants are accounted for except the captain but word is expected from him. The bomb aimer is in

hospital near Bayeux suffering from back injuries.

The Form 541 reports aircraft as MZ316; crew were Egli (pilot), F/O V.C. Sunstrum (navigator, awarded DFC), P/O H.H. Campbell (bomb aimer, injured, awarded DFC), Sergeant T.S. Foy (WOP/AG), Flight Sergeant T.S. Kotyk (WAG), Sergeant P.E. Regimbal (rear gunner, commissioned and awarded DFC), Sergeant G.E. Bryers (RAF flight engineer). Time up was 2105. Entry read:

Target, Stuttgart - Bomb load, 7 x 500-lb G.P., and two 500-lb M.C. Aircraft crashed behind our lines in Normandy. Good visibility, clear cloud. Attacked primary target at 0158 hours, bombing centre of red T.I. cluster. Hit by heavy flak at 0155 hours and abandoned aircraft.

The original recommendation is in DHH file 181.009 D.1724 (Library and Archives Canada RG.24 Volume 20607), drafted by W/C C.J. Gribb, 16 August 1944 when Egli had flown 23 sorties (114 hours). Sortie list and submission as follows:

19 May 1944 - Le Clipon (3.40)
22 May 1944 - Le Mans (4.50)
24 May 1944 - Aachen (5.00)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.40)
4 June 1944 - Calais (4.15)
5 June 1944 - Merville Franceville (6.00)
6 June 1944 - Conde sur Noiseau (5.25)
8 June 1944 - Mayennes (5.25)
12 June 1944 - Arras (4.45)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemont Neuville (4.00)
21 June 1944 - Oisemont Neuville (5.00)
4 July 1944 - Villeneuve St. George (6.55)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (4.00)
12 July 1944 - Acquet (4.45)
18 July 1944 - Mondeville (4.45)
18 July 1944 - Wesseling (5.40)
20 July 1944 - Alberbelck (3.05)
23 July 1944 - Donges (6.00)
25 July 1944 - Stuttgart (7.55)

This captain has completed 23 heavy operational bombing sorties against the enemy and his work in general has been of the highest calibre.

On the night of the 25th/26th July 1944, his aircraft was detailed to attack Stuttgart and while over the target the bomber was hit by flak, the hydraulic undercarriage and mechanical were badly damaged. The undercarriage came down causing the airspeed to drop off and increasing the fuel consumption to such an extent that there was not enough petrol to reach the English coast. Upon reaching the French coast the captain ordered his crew to bail out and held the aircraft steady under intense anti-aircraft fire while the crew parachuted. The aircraft was again hit by flak and the pilot crash-landed the bomber on the Normandy beachhead behind the American section of the Allied lines. Due to this captain's coolness and his skill, courage and determination, he extricated his crew from a perilous situation. All members of the crew have since returned to base.

In view of Pilot Officer Egli's splendid record I most highly recommend that he be awarded a non-immediate Distinguished Flying Cross.

RCAF Press Release No.6305 dated 21 August 1944 from F/L H.W. Eggleston, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- In a valiant but futile attempt to save his aircraft, a pilot from the Lion squadron crash-landed his Halifax bomber in Normandy after his six crewmates had successfully bailed out into the British and American lines.

The pilot was P/O H.D. Egli of Toronto, Ontario (89 Douglas Street). Although he suffered a slight fracture of the skull in the crash, had seven stitches taken in his head, incurred a badly bruised chest and a cut on the right leg, he was able to extricate himself from the damaged aircraft. Later he was picked up by an American patrol and taken to hospital.

The big bomber was returning from an attack on Stuttgart after successfully dropping its load when it was caught in predicted flak from the enemy's guns, which rendered the hydraulics useless and forced the wheels down, greatly retarding the speed of the aircraft and causing an increase in petrol consumption. Realizing he would be unable to reach England, the captain ordered the crew to bail out at 4,000 feet as he headed the aircraft for our own lines.

Once he was sure that every member of the crew was clear of the aircraft, he attempted to bail out himself. He was making his way to the escape hatch when anti-aircraft fire from the defences scored three direct hits on the "Hally". One put its port outer engine out of commission and the pilot was forced to "feather" it. The others hit the port wing and threw the aircraft sideways.

Unable to get clear himself, the pilot had no other option but to regain control of the bomber and attempt a crash-landing. "By this time, I was flying at about 1,000 feet. Dawn was just breaking in the distance so I headed towards the lightest part of the sky. I picked out a field but, just as I was preparing to land, I noticed a number of farm-houses, so I pulled the nose up again and headed for the next field," said P/O Egli. "I crash-landed the aircraft on its port wing, the same side as which the engine was dead. When it hit the deck, it spun around and came to a stop without catching fire. I guess there wasn't enough petrol left in the tanks to set it ablaze. It was discovered later that one of the 500-pound bombs had hung up and was still in the aircraft. I have no idea how I got out of the aircraft. I was badly dazed from hitting my head on the instrument panel. The next thing I knew I was stumbling across a field with my parachute still on. Finally, I fell and passed out completely," he related.

Taken to an American hospital, the courageous pilot was placed under observation for a few hours. Sometime later in the day he was flown back to England. All the other members of the crew got down safely into the British and American lines. The bomb-aimer was retained in hospital for a few days suffering from shock. The rest, including the rear gunner who injured his right leg, were flown back to England the same day.

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EGRI, FS William Ernest (R87920) - **Distinguished Flying Medal** - No.15 Squadron (RAF) - Award effective 4 December 1942 as per **London Gazette** dated 15 December 1942 and AFRO 55/43 dated 15 January 1943. Born in Borsod, Hungary, 23 December 1919; home in Abbotsford, British Columbia (farmer). Enlisted in Vancouver, 29 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.6 BGS (guard), 28 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.1 EFTS; ceased training and posted to Trenton, 14 August 1941; to No.6 BGS, 30 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 22 October 1941. Taken on strength at No.3 PRC, Bournemouth, 4 November 1941. To No.1 Air Armament School, 20 February 1942. To No.22 OTU, 29 April 1942. To No.1651

Conversion Unit, 23 May 1942. Promoted Flight Sergeant, 1 July 1942. To No.15 Squadron, 2 August 1942. To Oakington, 12 August 1942. Promoted WO2, 1 November 1942. To RAF Base Mildenhall, 14 April 1943. Promoted WO1, 1 May 1943. To No.1483 Gunnery Flight, 25 October 1943. To No.1688 Flight, 11 March 1944. To No.115 Squadron, 25 March 1944. To No.33 Base, 3 April 1944. To No.514 Squadron, 21 April 1944. Commissioned with effect from 25 June 1944 (J87632). Shot down and taken prisoner, 3 August 1944, with No.514 Squadron. Promoted Flying Officer, 25 December 1944. Repatriated 8 July 1945. To No.8 Release Centre, 19 July 1945. Release date uncertain. Died in Vernon, British Columbia, 14 May 1988, age 68. Photo PL-15734, taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15735 shows Flight Sergeant W.E. Egri, Flight Sergeant W.H.C. Levitt and Flight Sergeant L.J. Boucher after investiture. Photo PL-15737, taken after investiture, shows (front row) P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia).

During a recent sortie this airman was the rear gunner of a heavy bomber which was attacked by two Junkers 88. In the face of strong attacks, Flight Sergeant Egri maintained a steady and accurate fire and probably destroyed one of the attackers and caused the other to break off the engagement. His aircraft had sustained much damage and a fire broke out but Flight Sergeant Egri assisted in extinguishing the flames with his gloved hands and a fire extinguisher. His hands were severely burned and he returned to his post and although his turret was unserviceable he rotated it manually to keep watch through a most harassing experience. This airman's courageous example was worthy of high praise.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 14 November 1942 when he had flown three sorties (14 operational hours).

Flight Sergeant Egri was a rear gunner in a Stirling aircraft which was attacked by two Junkers 88s. Our aircraft sustained extremely heavy damage and the mid-upper gunner was mortally wounded. Flight Sergeant Egri maintained his fire in the face of heavy cannon opposition, probably destroying one of the enemy aircraft and causing the other to break off the engagement.

It now became apparent that our aircraft was on fire and Flight Sergeant Egri left his turret and with his gloved hands and a fire extinguisher, assisted by other

members of the crew, extinguished the fire. His hands sustained serious burns. Flight Sergeant Egri then returned to his turret which, together with the mid-upper, was unserviceable. He rotated it by hand, however, keeping watch for further enemy aircraft. The aircraft returned safely of friendly territory where the captain gave the crew the option of baling out as they had been unable to release their bombs owing to the damage sustained. The crew stayed with the captain, but the aircraft crashed in flames whilst attempting to land, probably owing to damage the captain had been unable to assess.

Flight Sergeant Egri was the only survivor and was badly burned and affected by blast. It is considered that his conduct throughout what must have been an extremely harassing experience was of the highest order. He is strongly recommended for the above award.

The website "Lost Bombers" gives the following details on his DFM sortie and on the mission when he was captured. He is also described as being named "Eyre".

Stirling N3756 (LS-C) of No.15 Squadron, target Mainz, 11/12 August 1942. This aircraft was initially delivered to No.214 Squadron, 19 May 1942; transferred to No.15 Squadron, 23 May 1942. Airborne at 2226 hours, 11 August 1942 from Wyton. Badly shot about by two Ju88s, one of which was claimed damaged by return fire. Crashed at 0337 hours while trying to land at RAF Wattisham, into a pond at Potash Farm, Brettenham, 14 miles NW of Ipswich, and burst into flames. Flight Sergeant Eyre was saved by the heroic actions of three men, Jim, John and Stan Arbons, who chopped their way into the fuselage and dragged the injured airman to safety. Full crew listed as Flight Sergeant A.A.B.McCausland (killed), Sergeant P.Bushby (killed), Sergeant J.B.Hammond (killed), Sergeant F.Nixon (killed), Sergeant R.Tree (killed), Sergeant J.Miles (killed), Flight Sergeant W.E.Eyre, RCAF (injured).

Lancaster LL716 (JI-G2) of No.514 Squadron, target Bois de Cassan, 3 August 1944. LL716 was a Mk.II and was delivered to No.115 Squadron, 10 February 1944, joining No.514 Squadron in July 1944. Incomplete operational history. However, it is recorded that LL716, with No.115 Squadron, took part in operations against Berlin, 15/16 February 1944 and Berlin again, 24/25 March 1944. With No.514 Squadron, Bois de Cassan, 3 August 1944 (lost). When lost this aircraft had a total of 249 hours. Airborne at 1158 hours from Waterbeach to attack a flying-bomb supply facility. Shot down at 1410, crashing some 10 km S of Beaumont (Oise), France. Crew consisted of Flight Sergeant F.W/ Dennehy (mid-under air gunner, evaded), F/O J.B.Topham (evaded), Sergeant J.D.Reid (POW), F/O S.Baxter (POW), Flight Sergeant J.R.McClenaghan, RCAF (POW), Flight Sergeant H.Gilmore (POW), Sergeant J.Scully (POW), WO2 W.E.Eyre (Egri), RCAF (POW).

Notes: Interviewed in Vancouver, 14 August 1940 at which time he was described as follows: "Born in Hungary, people naturalized 1937-39. Grandfather banker then went broke last war. This lad has been living on a farm and is a typical farm boy. Mentally alert. Fair shot on wing shooting. Not much experience of use of Air Force but seems a determined type. Well built, pleasant nature and probably OK as WAG."

On repatriation (20 June 1945) he stated he had flown 120 operational hours (20 sorties) and 250 non-operational hours. He does not appear to have applied for Operational Wing.

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EICHENBERGER, FS Stewart (Can 18090A) - **British Empire Medal** - No.160 Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 March 1907. Enlisted in London, Ontario, 16 September 1939 as Aero Engine Mechanic. Promoted AC1, 1 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 July 1941. To Boundary Bay, 12 December 1941. Promoted Sergeant, 1 September 1942. Promoted Flight Sergeant, 1 April 1943. To No.160 (BR) Squadron, 5 May 1943. To Debart, 8 June 1945. To Greenwood, 13 August 1945. Retired 22 September 1945.

To this non-commissioned officer is given a large part of the credit for the high serviceability of this squadron. His theoretical and practical adaptation of his trade is unsurpassed. His tireless efforts as non-commissioned officer in charge of Flights is recognized by the entire squadron. In the early months of the squadron's formation, Flight Sergeant Eichenberger flew many hours as a Flight Engineer.

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EINARSON, FS Johann Walter (R87302) - **Distinguished Flying Medal** - No.44 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born at Wynard, Saskatchewan, 20 November 1920; home in Shellbrook, Saskatchewan. Educated in Saskatchewan including two years in agronomy at University of Saskatchewan. Employed as a lecturer at Dominion Experimental Farm, 1939-1940, Enlisted in Saskatoon, 10 February 1941 and posted to No.2 Manning Depot, Brandon. To No.7 Equipment Depot, Winnipeg, 5 March 1941. To No.2 ITS, Regina, 10 April 1941; graduated and promoted LAC, 16 May 1941. Posted next day to No.15 EFTS, Regina; graduated 3 July 1941 and posted that day to No.11 SFTS, Yorkton; graduated and promoted Sergeant, 13 September 1941. To "Y" Depot, Halifax, 15 September 1941. To RAF Trainee Pool, 3 October 1941. Taken on strength of No.3 PRC, 21 October 1941. To No.19 OTU, 25 November 1941. On 29 April 1942, piloting Whitley Z6641 (No.19 OTU) he had the starboard engine fail and he had to force-land

on the sand at Inver, eight miles east southeast of Tain. Bomber wrecked. To No.44 Squadron, 5 June 1942. Promoted Flight Sergeant. 1 July 1942. To No.44 Bomber Conversion Flight, 17 August 1942. Assessed on 29 September 1942 as "Average" but further described as follows: "A very keen pupil who will improve with experience and who should be an above average pilot on operations." Promoted WO2, 13 September 1942. To No.44 Squadron, 8 October 1942. To No.19 OTU, 18 February 1943. Commissioned 18 March 1943. Flying Instructor course taken at No.19 OTU, 31 March to 14 April 1943 on Oxford aircraft (16.35 dual, 30.30 solo) following which he was assessed as "Average". S/L R.N. Stevenson wrote of him, "Has a good knowledge of the patten and flying is average. He should learn to emphasise the important points and avoid monotony." On 25 July 1943, piloting Whitley LA878 (ZV-A) of No.19 OTU, he took off from Kinloss for a cross country flight. Ditched about 1100 hours, ten miles south of Largo Bay in the Firth of Forth while attempting to reach Drem airfield with one engine serviceable. Crew of seven took to their dinghy and were picked up by a trawler at 1218. Transferred to a naval vessel and taken into Methill. Promoted Flying Officer, 18 September 1943. Promoted Flight Lieutenant, 12 December 1943. Killed in action with No.61 Squadron, 25/26 February 1944 (Lancaster LL725). His twin brother, Flight Sergeant Harold Bjorn Einarson, had been killed in action, 9/10 September 1942 with No.207 Squadron.

This pilot has displayed the greatest possible determination to locate and bomb his target on all possible occasions. He has taken part in many long and dangerous raids on a variety of targets in Germany and Italy including the recent raids on Berlin. He has also secured good photographs. His calmness and courage have inspired great confidence in his crew and contributed to the success of many missions.

EINARSON, F/O Johann Walter, DFM (J17276) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 8 January 1944 as per **London Gazette** dated 25 January 1944 and AFRO 410/44 dated 25 February 1944.

This officer has completed a very large number of sorties including five attacks on Berlin. On the last occasion one night in November 1943, his aircraft was hit by anti-aircraft fire and sustained damage. Nevertheless, Flying Officer Einarson pressed home his attack. Soon after the bombs had been released, the aircraft was struck, the starboard wing tip and part of the aileron were torn away and the aircraft went into a steep dive. Flying Officer Einarson succeeded in regaining control and afterwards flew safely to an airfield in this country. Throughout his tour of operations this officer has invariably displayed a high degree of skill, courage and determination.

The website "Lost Bombers" gives the following particulars of his final sortie. Lancaster LL775

(QR-O) of No.61 Squadron, 25/26 February 1944. This aircraft was delivered to No.61 Squadron, January 1944. It was one of two No.61 Squadron Lancasters lost on this operation; the other was DV294. Previously took part in the operation against Leipzig, 19/20 February 1944. When lost this aircraft had a total of 72 hours. Airborne at 1817 hours, 25 February 1944 from Coningsby. Crashed at Lagarde in the Parc Regional de Lorraine (Moselle), some 14 km s of Dieuze, France. Crew consisted of F/L J.W.Einarson, DFC, DFM (RCAF, killed), Sergeant M.L.Worth (killed), P/O A.J.Collins, RAAF (killed), Warrant Officer P.R.Greatrex, RAAF (evaded), Flight Sergeant R.T.Gill, RAAF (killed), Flight Sergeant P.L.Jones (killed) and Flight Sergeant H.Rankin, DFM (killed).

Further Notes:

Interviewed 10 August 1940 by F/L G.M. Marshall, who wrote a long commentary: "Good type, clean cut, tall, slim, erect. Good intellect. Bright and alert. Two years university Agriculture. Experienced. Composed, serious, courteous and pleasing personality. Voluntarily changing application from Ground Crew to Air Crew. Keen to serve in RCAF. Try to call on same quota as brother (Harold Bjorn Einarson, twin.)

Course at No.2 ITS was 10 April to 5 May 1941 Placed 170th in a class of 232. Scored 80 percent in Visual Link. "Appears cool, possesses good team spirit. Alert, determined, lively. Active in sports including team sports (Special, basketball). Possibly officer material. Identical twin in the same course."

At No.15 EFTS course was 16 May to 3 July 1941. He flew Tiger Moths (26.45 dual, 29.55 solo and 5.35 as passenger). Also logged ten hours in Link. "Lacks spirit and dash in flying. Slow to absorb but retains instruction in an average way." (CFI, 30 June 1941). Ground School marks were Airmanship (124/200), Airframes (58/100), Engines (70/100), Signals, practical (83/100), Theory of Flight (67/100 on supplemental), Air Navigation (119/200), Armament, oral (130/200). Placed 25th in a class of 27, yet S/L .D. Blgrave wrote, "Very alert and shows good leadership ability."

Course at No.11 SFTS was 3 July 1941 to 13 September 1941. Flew Harvard II aircraft - 36.15 day dual, 38.25 day solo, 3.50 night dual, 6.15 night solo. Of these times, 15.45 on instruments. Also logged twenty hours in Link. "Progress slow, rough on controls but has developed into an average pilot", (S/L G.H. Sellars). Ground school courses were Airmanship and Maintenance (143/200), Armament, written (57/100), Armament, practical (75/100), Navigation (75/150), Meteorology (47/50). Signals, written (52/100), Signals, practical (36/50 on supplemental). He was 55th in a class of 61. "Nice personality but easy going - could do a lot better." (F/L R.C. Woodhead).

He had an accident at No.11 SFTS, 2225 hours, 11 August 1941 at Sturdes Aerodrome (Harvard 3148). Solo night flying training, landing he failed to correct swing and ground looped - "Pilot Error".

The following day he had another accident, same place and aircraft, also night flying training. Brakes were locked when he landed and aircraft overturned. No blame attached to him.

Accident at No.19 OTU, 9 March 1942, Whitley N1365 at Kinloss. He was second pilot. The pilot (a graduate of No.34 SFTS, 31 August 1941) is not identified. Hard landing and tail wheel broken off.

His accident of 29/30 April 1942 included an all-RCAF crew - himself as pilot, R78129 Sergeant G.T. Graham as observer, J7993 P/O W.J. Buzza as WOP, R78908 Sergeant J.M. Newton as Bomb Aimer and R83273 Sergeant J.G. Tough as Air Gunner. He wrote:

At 0303 on course for base at 6,000 and approximately over Cape Wrath, glycol fumes entered cockpit preceded by fluctuation in the starboard radiator temperature gauge. Radiator flaps open, requested and obtained fix with D priority to confirm position, throttled back, put revs fully coarse, Plus 3 boost, 2402 revs on port engine and maintained height at 110 mph. After 15 minutes opened up starboard engine again but coolant temperature rose rapidly and fumes came into cockpit; put prop fully coarse and shut off engine and petrol. Instructed Operator to contact base, requesting priority QDMs, increased boost to plus 4 and revs to 2600 to maintain air speed 100-110, but lost height gradually and the port engine oil temperature began to rise and pressure to fall; attempted to check this by reducing revs and boost every five minutes. I lost more height each time. Height 3,000 feet; height of mountains 1,100-1,500 feet. Decided to make for the sea and followed a valley. Nearing the coast observed Tain Beacon, reached coast, made for Tain, 800 feet. Decided too low and ordered crew to prepare for "ditching". Final check glycol temperature 95 degrees, increasing oil temperature 120 degrees, decrease in pressure 60 degrees, crash landed at 0350 on beach, approximately seven miles in a direct line from Tain.

The aircraft had been extensively damaged - "For repair at contractor's works or RAF Depot". Further to this, investigators wrote:

The weather conditions during the flying period - no cloud, strong moonlight, light winds, good visibility.

Failure of starboard engine due to glycol leak, followed by inaccurate pilotage,

resulting in loss of height, overheating of port engine, oil temperature and decrease in pressure. The pilot received 1.10 hours single engine flying instruction and four hours solo single engine flying during various flying details. He was flying too low on this cross-country, 10,000 being the height detail, a minimum of 8,000 being laid down for all cross-countries. Inaccurate flying and probably too low air speed caused the good engine's oil temperature to rise and pressure to decrease, though coolant temperature was normal. His effort to check this by occasionally throttling back was a serious error. Finding himself at low altitude under these conditions his decision to land rather than attempt to make for Tain, over rough country, was the wisest. The pilot's responsibility for this accident can be attributed to Bad Pilotage due to inexperience, and it is recommended that no further action is taken as it is not considered that penalisation would be of any value.

An assessment of him at No.19 OTU, prepared 31 August 1943, was revealing. W/C T.L. Bingham Hall wrote, "Although this officer has a pleasant personality and has worked quite well here, he does not possess the qualities necessary for an efficient instructor." On 14 September 1943, G/C F.R.D. Swain added his remarks: "A good operational pilot but one who did not take readily to instructing at an OTU. With more service experience he should develop satisfactorily." At the time, he had flown 827 hours (252 in previous six months).

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EISENSTAT, Corporal Isidore (R127103) - **British Empire Medal** - Station Dartmouth - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 6 February 1916. Home in Montreal; enlisted there 12 August 1941 as Clerk/Accounts and posted to No.4A Manning Depot. To No.13 SFTS, 1 September 1941. To No.1 WS, 15 October 1941. To Technical Training School, 21 November 1941. Promoted AC1, 3 January 1942 when posted to "K" (Dartmouth). Promoted LAC, 1 July 1942. Promoted Corporal, 1 April 1943. To Eastern Air Command Headquarters, 6 January 1946. To No.1 Release Centre, 7 April 1946. Retired 12 April 1946. Governor General's Records (RG.7 Group 26 Volume 60, file 190-I, dossier 9) has citation.

This non-commissioned officer was in charge of Station Fund Non-Public Account for over three years. In spite of the volume of accounting and the overtime entailed on a station of this size, his diligence, accuracy and speed have enabled him to handle this task alone. His thorough mastery of accounting has resulted in excellent Audit Reports and his suggestions to his officers have resulted in many accounting improvements. His character and hard work have been an example to those around him.

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ELDER, Matron Ethel Maud (C4321) - **Associate, Royal Red Cross, First Class** - No.52 Mobile Field Hospital - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Enlisted in Winnipeg, 21 January 1941. To No.10 SFTS, January 1941; to No.7 ITS, 15 January 1943; to No.11 SFTS, 29 April 1943; to "Y" Depot, Halifax, 22 August 1943; to United Kingdom, 12 September 1943; repatriated 26 September 1945; released 6 November 1945. Believed to have died in Winnipeg, 5 May 1999, age 85. RCAF photo PL-31967 (ex UK-14221 dated 24 August 1944) shows her handing a cup of tea to Sergeant H.J. MacBeth (Calgary, rear gunner, No.419 Squadron) on return from Stettin; in center is S/L N.J. Crees, station padre from Victoria. RCAF photo PL-43134 (ex UK-20502 dated 6 April 1945) is captioned as follows: "Three RCAF nursing sisters, the first three to enter Germany, get a chuckle out of issue undies demonstrated by Nursing Sister Lieutenant Ethel Elder, 123 Newton Avenue, West Kildonan, Winnipeg. Polishing shoes are Nursing Sister Mabel Gardner, Welland, Ontario (centre) and Nursing Sister Margaret McBride, 636 50th-Avenue, Vancouver. They are standing in front of their 'Nurses Residence' - a far cry from the modern residences in which they had spent the winter in Holland. Heavier clothing is needed for a tent life and girls enjoy the comparison between the days of the 'filmy unmentionables'". RCAF photo PL-45934 (ex UK-24206 dated 21 September 1945) taken at Repatriation Depot, Torquay, following Queen Victoria Hospital, East Grinstead, being returned to civilian control and Canadian operating staff returning to Canada; left to right are Matron M.E. Jackson (Brandon, Manitoba), Matron E.M. Elder (West Kildonan, Manitoba, mobile field hospital service), Nursing Sister M. Patterson (Brandon), and Nursing Sister M.W. Peacock (Arden, Manitoba). No citation in biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 17 July 1944 from Middleton St.George.. No.52 MFH was established on 23 August 1943 and disbanded 11 August 1945.

This Nursing Sister has endeared herself to all personnel on the station, regardless of rank, and is admired and respected by all. She is ready and willing to serve at any hour, regardless of her personal plans, and has unstintingly given herself to the service.

Public Records Office Air 2/9012 has recommendation by W/C Louis Lowenstein for RRC dated 16 June 1945 when she was on strength of No.52 (RCAF) Mobile Field Hospital. Supported on 24 June 1945 by A/V/M Harry Broadhurst.

Matron Elder joined the staff of 52 M.F.H. in December 1944. She immediately assumed the responsibilities of Senior Sister. She has carried out these duties most ably both while the unit was static and under the rapidly changing conditions necessitated by the spring campaign. Her consistent attitude of co-

operation and self-sacrifice has continually aided the smooth functioning of the unit. During this period she has found time to skilfully administer to the sick. Her pleasing personality, while accepting these varied duties, was the utmost help in maintaining the morale of the wounded and of the unit as a whole.

RCAF Press Release 5861 dated 12 April 1945 deals in general terms with work by numerous medical staff - Nursing Sister D.I. Mulholland (RRC-1), D.C. Pitkethley (Mention in Despatches), E.I. Millman, N.S. Soper, E.M.C. Elder (RRC-1), E.S. Vernon, M.G. McBride, M.G. Gardner, Mabel Montgomery (RRC-2) and Group Captain E.C. Noble (OBE). See Mulholland entry for text.

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ELKIN, F/O Noel Bernard (J28233) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 July 1917 in Moose Jw, Saskatchewan; home there (clerk and salesman). Served in Royal Canadian Artillery. Enlisted in Regina, 5 May 1942 and posted to No.2 Manning Depot. To No.3 BGS (guard), 22 June 1942. To No.2 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.3 AOS until 10 October 1942; to No.1 Composite Training School, Trenton, 30 December 1942; to No.2 BGS, 5 March 1943; graduated 29 May 1943 when posted to No.7 AOS; graduated and commissioned 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 28 August 1945. Retired 10 October 1945. Postwar worked at Joyner's Clothing Store (Moose Jaw) for 18 years (before and after the war), then Johnstone Dairies (Moose Jaw). Moved in 1954 to Swift Current to open a branch of Johnstone Dairies which included a restaurant. The company was sold in 1967 and he started his own business (Johnstone Distributors) selling supplies and equipment to restaurants, hotels and businesses. Retired in 1982. Died in Swift Current, Saskatchewan, 14 October 2013. No citation other than "completed...numerous operations against the enemy, in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". of which [he has] invariable displayed the utmost fortitude, courage and devotion to duty". fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 March 1945 when he had flown 34 sorties (201 hours), 15 August 1944 to 9 March 1945.

This officer has completed 34 sorties against such heavily defended targets as Mannheim, Stuttgart and Chemnitz. At all times Flying Officer Elkins has displayed unquestionable courage, skill and devotion to duty. Often in the face of heavy opposition his coolness and disregard of danger have contributed largely to the success of the mission. During his tour he has established an enviable record in his bombing and has been extremely valuable to the squadron

with training of new crews.

It is considered that his fine example, devotion to duty and forcefulness of purpose, coupled with his fine operational record, fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

15 Soesterburg (3.50)
16 August 1944 - Kill (5.05)
18 August 1944 - Connantre (6.05)
25 August 1944 - St. Mathieu (5.10)
27 August 1944 - Marquis (3.25)
10 September 1944 - Le Havre (4.05)
12 September 1944 - Dortmund (5.15)
17 September 1944 - Boulogne (4.20)
28 September 1944 - Cap Gris Nez (3.40)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (6.00)
25 October 1944 - Hamburg (5.15)
30 October 1944 - Cologne (5.45)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.30)
4 December 1944 - Karlsruhe (6.35)
6 December 1944 - Osnabruck (6.25)
29 December 1944 - Oberlan (6.30)
2 January 1945 - Ludwigshaven (7.00)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Gravenbroich (6.10)
16 January 1945 - Magdeburg (7.10)
28 January 1945 - Stuttgart (7.25)
14 February 1945 - Chemnitz (8.45)
17 February 1945 - Wesel (6.05)
21 February 1945 - Worms (6.55)
24 February 1945 - Kamen (6.15)
1 March 1945 - Mannheim (7.10)

7 March 1945 - Hemmingstadt (5.55)
9 March 1945 - Gardening, Oslo (7.10)

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ELL, F/O Joseph (J26711) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 6 March 1919 in Dilke, Saskatchewan; home there (teacher). Enlisted in Regina, 10 July 1942. To No.3 Manning Depot, 3 August 1942. To No.15 SFTS (guard), 11 September 1942. To No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942; to No.2 BGS, 23 January 1943; may have graduated 6 April 1943 but not posted to No.7 AOS until 17 April 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 29 June 1943. Promoted Flying Officer, 28 November 1943. Repatriated 15 February 1946. Retired 1 April 1946. Enrolled at the University of Saskatchewan where he obtained his Bachelor of Education degree. Moved to Buchanan to teach and met Velma McHarg who was teaching there also. They were married at Melfort in 1951. As a young married couple they moved to Aylsham where Joe was hired as principal of the school and where they stayed for seven years. Thinking they needed to experience city life they moved to Lloydminster for a brief time. Missing small town living they chose to move to Shellbrook. Retired in 1979 after completing over 35 years of teaching. Died in Shellbrook, Saskatchewan, 29 April 2004. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August when he had flown 28 sorties (126 hours 40 minutes).

15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (5.45)
26 March 1944 - Essen (4.30)
10 April 1944 - Laon (4.55)
11 April 1944 - Aachen (3.25)
20 April 1944 - Cologne (4.10)
22 April 1944 - Dusseldorf (4.05)
24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.35)
27 April 1944 - Friedrichshaven (8.00)
21 May 1944 - Duisburg (4.25)
24 May 1944 - Aachen (4.00)
28 May 1944 - Angers (7.40)
30 May 1944 - Boulogne (1.55)

5 June 1944 - Caen (3.15)
6 June 1944 - Lisieux (3.20)
10 June 1944 - Dreux 4.25)
15 June 1944 - Valenciennes (3.25)
17 June 1944 - Montdidier (3.55)
21 June 1944 - Domleger (2.45)
23 June 1944 - L'Hey (2.15)
30 June 1944 - Villers Bocage (3.40)
2 July 1944 - Beauvoir (3.50)
17 July 1944 - Caen (3.55)
20 July 1944 - Homburg (3.50)
23 July 1944 - Montcandon (3.50)
25 July 1944 - Stuttgart (8.20)

Flying Officer Ell has completed a successful tour of operations consisting of 28 sorties totalling 126 hours 40 minutes and including targets such as Frankfurt (2), Stuttgart (2), Aachen (2), Cologne and Essen.

He has shown himself to be a skilful and accurate bomb aimer assisting his Captain to press home all attacks with precision and obtaining many successfully plotted photographs. In particular, on the night of 26th April 1944 he was detailed to attack a target in Essen and he secured an extremely good photograph in close proximity to the aiming point, although opposed by very heavy defences during the whole time he was in the target area.

He is a most determined and gallant member of aircraft crew and his successes are an excellent testimony to the accuracy of his bombing.

He is strongly recommended for the Distinguished Flying Cross.

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ELLERGODT, Sergeant Grant Oliver (R106667) - **Mention in Despatches** - No.415 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Castor, Alberta, 16 February 1916. Lather for two years, barber for two years and Fire Warden, 1 June to 10 October 1940. Home in Vancouver; enlisted there 26 May 1941 and posted to No.2 Manning Depot, Brandon. To No.35 SFTS (guard), 20 June 1941. To No.4 ITS, Edmonton, 16 July 1941; graduated and promoted LAC, 19 August 1941; posted next day to No.4 EFTS, Vancouver; may have graduated 5 October 1941 but not posted to No.3 SFTS until 9 October 1941; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 4

January 1942. To RAF Trainee Pool, 23 January 1943. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.3 AFU, 27 April 1942. Attended No.1518 Beam Approach Training Flight, 9 June to 17 June 1942 (16.50 hours in air, 5.05 in Link). To No.5 (Coastal) OTU, 1 July 1942. Promoted Flight Sergeant, 2 July 1942. To Torpedo Training Unit, Abbotsinch, 25 August 1942. To No.415 Squadron, 15 October 1942. Promoted WO2, 2 January 1943. Repatriated from overseas, 2 July 1943. To Station Rockcliffe, 1 August 1943. To No.32 OTU, 5 October 1943. To No.8 BGS, Lethbridge, 1 April 1944. Promoted WO1, 1 September 1944. To No.10 Repair Depot, 30 November 1944. To Release Centre, 13 January 1945. Retired 12 February 1945. Died in New Westminster, British Columbia, 2 August 1963, age 46. Unit not identified in AFRO; see **The RCAF Overseas: The First Four Years**, p.265.

Notes: Interviewed 8 March 1941 - "Good appearing man. Ambitious to get along. Appears to be alert and observant and keen to join Air Force. Has two years and part of third year High School in Saskatchewan. Also spent a year at National Engineering School, Los Angeles, California (three years High School good in Saskatchewan), Possesses intelligence and personality. Wants to be an observer."

Course at No.8 EFTS was 20 August to 7 October 1941 in Tiger Moth aircraft (31.50 dual, 29.30 solo of which 10.40 on instruments. Placed 31st in a class of 35,

Course at No.3 SFTS was 7 October 1941 to 2 January 1942. Flew Ansons (23.25 day dual, 33.25 day solo, 4.30 night dual, 7.40 night solo - of this 12.30 on instruments) and Cranes (11.15 day dual of which 7.50 on instruments). Also logged 20 hours in Link. "An average pilot who should look around more in the air." Placed 34th in a class of 49. "Fair personality. Nervous, unprepositional manner. Lacks confidence. Not a leader. NCO pilot type." (G/C A.D. Ross).

Involved in accident at No.5 OTU, Turnberry, 22 August 1942 (Hampden P1199). He was preparing to take off for a bombing practice; misunderstood a ground crewman's signals and swung aircraft, striking a maintenance trestle with rail. "Gross carelessness".

In December 1945 he listed his flying times as 65 hours on single-engine aircraft, 600 non-operational on multi-engine aircraft and 150 hours operational on multi-engine aircraft. Elsewhere he claimed operations with No.415 Squadron, 19 October 1942 to 1 May 1943.

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ELLINGHAM, Sergeant Arthur Francis (R4020) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. File not found at DHist (17 December 1990). Born 14 February 1912. Enlisted 26 April 1939 as Master Motor Mechanic. Assigned to No.1 (Fighter) Squadron, 25 September 1939. Promoted

AC1, 26 October 1939. Promoted LAC, 29 February 1940. Reclassified as Aero Engine Mechanic, 1 January 1941. Promoted Corporal, 15 August 1941. Promoted Sergeant, 15 July 1942. Card file on awards indicates he was apparently with No.3048 Servicing Echelon, Catterick, when recommended (reference No.13 Group DRO of 8 January 1943 and an unlocated file of No.410 Squadron Honours. Repatriated July 1943. To Technical Training School, date uncertain. To No.11 SFTS, 30 November 1943. To No.2 Training Command, 29 October 1944. To No.3 Reserve Equipment and Maintenance Unit, 12 December 1944. Retired 26 November 1945. Died 21 December 1999 in Qu'Appelle, Saskatchewan.

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ELLIOTT, F/L David Murray (J38965) - No.90 Squadron (AFRO gives unit only as "Overseas") - **Distinguished Flying Cross (United States)** - with effect from 14 June 1946 as per **London Gazette** of that date and AFRO 781/46 dated 9 August 1946. Born 5 July 1924 in Howick, Ontario; educated there, 1931-1938, and in Listowell, Ontario, 1938-1941. Home on enlistment in Gorrie, Ontario (tool repair man) but later gave home as being in Strathclair, Manitoba ; enlisted in Toronto, 7 October 1942 and posted to No.1 Manning Depot; to AFHQ, 15 January 1943. To No.5 ITS, 1 March 1943; graduated and promoted LAC, 12 June 1943 when posted to No.20 EFTS; graduated 7 August 1943 when posted to No.9 SFTS; graduated and commissioned 26 November 1943. To "Y" Depot, 10 December 1943. To No.2 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot, Lachine, 22 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944 (this was actually his date of embarkation from Canada). Disembarked in Britain, 7 April 1944. To No.3 (Pilots) AFU, 9 May 1944. Promoted Flying Officer, 26 May 1944. Attached to No.1540 Beam Approach Training Flight, 13-20 June 1944. To No.83 OTU, 18 July 1944. To No.11 Base, 6 October 1944. To No.90 Squadron, 23 December 1944. Attached to Feltwell, 20-16 February 1945, Promoted Flight Lieutenant, 13 April 1945. To Rufforth, 23 June 1945. Repatriation via Greenwood, 30 July 1945. To No.4 Release Centre, 9 August 1945. Retired 12 August 1945. Died in Strathclair, Manitoba, 3 March 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1995. Public Records Office Air 2/9114 has recommendation which states he had flown 29 sorties, 155 operational hours.

Flight Lieutenant Elliott has a consistently high record of efficiency as a pilot and, due to this, was chosen to lead formations in daylight attacks on numerous occasions and often in conjunction with the United States 8th Air Force. Flight Lieutenant Elliott's persistence in pressing home his attacks in the face of the heaviest opposition from the enemy has been an inspiration to his crew and the whole squadron.

Notes: On repatriation form dated 18 July 1945 he stated he had flown 32 sorties (164

operational hours), the last on 2 April 1945. He had also flown 214 hours 25 minutes non-operational. Types flown overseas were Oxford (58.45), Wellington (75.05), Halifax (46.15) and Lancaster (198.20).

Training: Interviewed 27 August 1942 by F/O F. McRae. "Desirable type of lad, age 18. Tool maker, mechanically minded. Keen to be pilot. Small and wiry, alert, neat, pleasant manner, none too talkative but cooperative. Good average material for aircrew."

Course at No.5 ITS was 5 April to 12 June 1943. Placed 84th in a class of 128. "Clean cut, enthusiastic and dependable. Keen and energetic. A bit youthful but a good, logical thinker."

Course at No.20 EFTS was 13 June to 6 August 1943. Tiger Moth aircraft (8.05 day dual to first day solo, total 33.05 day dual, 37.00 day solo, 4.15 night dual to first night solo (total night dual) and 45 minutes night solo. Flew 10.10 on instruments. Logged ten hours in Link. Flying tests in General Flying (301/450), Instrument Flying (170/250), Night flying (66/100), Navigation, practical (66/100) and Link (69/100). Ground courses in Airmanship (180/300), Armament (148/200), Aircraft Recognition (78/100), Signals (80/100) and Navigation (231/300). "Quiet and confident student, very cortical of his flying and tries hard to correct all mistakes. Has had difficulty with drift on cross-wind." (S/L C.H. Carscadden, 6 August 1943)

Course at No.9 SFTS was 9 August to 26 November 1943. Flew Anson aircraft (5.50 day dual to first day solo, total 85.45 day dual, 58.10 day solo, 2.25 night dual to first night solo, total 10.40 night dual and 10.15 night solo). Also flew 18.50 as passenger. Formation flying was 19.15, instrument flying was 26.15. Also logged 24 hours in Link. Air tests in General Flying (211.5/300), Instrument Flying (138/200), Navigation (99/150), Armament (127/150), Night Flying (70/100), Formation Flying (37/50) and Link (40/50). Ground courses in Airmanship (129/200), Armament (144/200), Navigation (129/200), Signals (161/200), Aircraft Recognition (94/100) and Meteorology (72/100). "Good all-round student. Keen pilot." (G/C E.G. Fullerton, 26 November 1943)

Course at No.3 (Pilots) AFU was 23 May to 18 July 1944. Oxford aircraft (3.45 day dual to first day solo, 15.20 total day dual, 15.35 day solo, 2.35 night dual to first night solo, total 7.25 night dual, 7.10 night solo). Logged 1.25 as passenger, 5.45 on instruments, 5.30 in Link. Flying tests in General Flying (266/400), Applied Flying (131/200), Instrument Flying (165/250), Night Flying (68/100) and Link (30/50). "A steady and capable pilot who has worked well throughout the course and has shown keenness and ability. He has reached a good average standing throughout, and should make a good captain. Discipline is of good average standard." (S/L T.G. Woodford, 14 July 1944).

Attached to No.1540 Beam Approach Training Flight, 13-19 June 1944. Oxford aircraft (ten

hours, all on instruments plus 3.20 in Link). Graded 125/200 in Beam Approach Procedure and "Q" Codes (Link Trainer), 60/100 in Receiver Operation, 169/250 in Instrument Flying, 160/250 in Cloud and Night Flying, 150/200 in General Application of Beam Approach Procedure (Flying). "Good average. A steady pilot who has made consistent progress throughout the course. Instrument and Cloud Flying smooth and accurate. He has a sound knowledge of S.B.A. principles and his Beam flying is of a good average standard. R/T procedure is satisfactory. Could use S.B.A. in an emergency." (S/L B.E. Moody, 22 June 1944.

Course at No.83 OTU was 18 July to 26 September 1944. Wellington aircraft (5.40 day dual to first day solo, 6.55 total day dual, 29.25 day solo, 4.10 night dual to first night solo, 5.10 total night dual, 32.50 night solo). He flew 3.05 in formation, 22.45 on instruments and logged 15.05 in Link. Flying tests in General Flying (279/400), Applied Flying (133/200), Instrument Flying (171/250), Night Flying (68/100) and Link (30/50). Ground exams in Airmanship (246/300), Armament (201/300), Meteorology (62/100), Navigation (141/200) and Signals (74/100). "Above average pilot and captain. Crew cooperation good. Good type of officer, holds himself well." (G/C K.S. Batchelor, 4 October 1944)

At No.1667 Conversion Unit described as "average pilot and captain"/ Flew 14.10 day dual, 13.25 day solo, 3.10 night dual and 15.40 night solo.

Assessment: On 7 July 1945, W/C E.G. Scott of No.90 Squadron reported that he had flown 618 hours (244 hours 15 minutes in previous six months). "A very light-headed young officer who is capable of making a good job of anything he tackles."

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ELLIOTT, F/L Eldon Burke (J4524) - Middle East - **Air Medal (United States)** - No.148 Squadron - Award effective 11 February 1944 as per **London Gazette** of that date and AFRO 644/44 dated 24 March 1944; also published in General Order No.10, Headquarters United States Army Forces in the Middle East, 19 January 1944. Born in Regina, 7 October 1910; parents living in Sutherland, Saskatchewan when he was decorated. Attended University of Saskatchewan, 1930-1932 (engineering) and Peterborough College (machine design, 1935); employed as a clerk and labourer in Lachute, 1932-34, packer at Quaker Oats, Peterborough, 1934-35, and production supervisor at Canadian General Electric, 1935-40. Enlisted in Toronto, 1 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 AOS; graduated 21 December 1940, having flown 20 hours 45 minutes in Lockheed aircraft and 34 hours 40 minutes in Ansons. Posted 22 December 1940 to No.4 BGS; graduated, 2 February 1941 having flown 21 hours 55 minutes in Fairey Battles. Posted on 2 February 1941 to No.1 ANS; graduated and commissioned 3 March 1941, having flown 29 hours 40 minutes in Ansons. To "Y" Depot, 13 March 1941. Embarked for overseas, 4 April 1941; to No.21 OTU, 5

May 1941; to No.40 Squadron, 30 June 1941; to Middle East Command with that squadron, 23 October 1941; posted to No.205 Group, 12 March 1942; to No.160 Squadron, 8 October 1942; to Special Liberator Flight, 11 December 1942. In the course of these postings he was promoted to Flying Officer (2 July 1941) and Flight Lieutenant (5 March 1943). Killed in action, 3/4 November 1944 with No.148 Squadron (Liberator AL409 struck a hilltop four miles north of Kosinjski Zamost, 60 miles southeast of Fiume, on Adriatic coast of Croatia; crew consisted of 116910 F/L M. Passmore, pilot, father in London, wife living in Transvaal; J4524 F/L E.B. Elliott, navigator, Sutherland, Saskatchewan; R79118 WO J.H.S. Clarke, bomb aimer, ; NZ411065 F/L H.I. Crawford, WOP/AG, Auckland; R53246 FS E.A. Toole, flight engineer; R81068 WO R.E. Hawken, air gunner, Darlingford, Manitoba; and 1066563 FS W.J. Dowle, air gunner and special duties, Yorkshire); buried in Yugoslavia. DHist file 181.009 D.1754 (RG.24 Vol.20609) has a memo dated 10 November 1943 from Lieutenant Colonel Paul West to the Commanding General, USAFINME, and written on letterhead of Headquarters, United States Army Forces in the Middle East. The full text is as follows:

1. In accordance with AGWAR No.7139 of 4 October 1943, Flight Lieutenant E.B. Elliott, J4524, RCAF is recommended for award of the Air Medal for meritorious achievement while participating in an aerial flight as navigator on a special and hazardous mission into enemy occupied territory on 21 October 1943, for the purpose of delivering vitally needed supplies to our intelligence personnel operating in that area and to evacuate U.S.A.A.F. personnel shot down in combat. The pilot and remainder of the crew were members of the United States Army Air Force.
2. He volunteered for this mission with full knowledge that chances of successfully completing the mission and returning safely to his base were remote. Soon after the plane was landed on an obscure landing strip approximately ten miles from an enemy occupied town it bogged down in a newly filled drainage ditch. During the following 72 hours Flight Lieutenant Elliott, along with other members of the crew, with the aid of local guerrillas, worked by night digging holes, cutting trees, and improvising winches. On the morning of 24 October 1943, the plane was extricated and returned to base.
3. Through his technical ability as navigator, his marked resourcefulness, improvisation, and persistence, he contributed greatly to the complete success of the mission.
4. The undersigned has personal knowledge of the above, having been Officer in charge of the mission.

NOTE: On 31 December 1943 Major-General Ralph Royce (US Army Forces in the Middle East) wrote to RCAF Overseas Headquarters respecting this award. His letter said, in part:

I am writing because I have been wanting to award an air medal to a Canadian navigator who accompanied one of my airplanes on one of your S.O.E. flights. They landed well behind the enemy lines and brought out several American survivors of the Ploesty [sic] raid.

On 19 January 1944, General Order No.10, Headquarters, United States Army Forces in Middle East (Cairo), reported the award of the Air Medal, "By direction of the President under the provisions of Executive Order No.9158, 11 May 1942 (Bull.25, WD, 1942), as amended by Executive Order No.9242-A, 11 September 1942 (Bull.49, WD, 1942), and pursuant to authority delegated to the War Department". The text was as follows:

For meritorious achievement while participating in an aerial flight as navigator on a special and hazardous mission into enemy occupied territory on 21 October 1943, for the purpose of delivering vitally needed supplies to intelligence personnel operating in that area and to evacuate U.S.A.A.F. personnel shot down in combat. He volunteered for this mission with full knowledge that chances of successfully completing the mission and returning safely to his base were remote. Soon after the plane was landed on an obscure landing strip it bogged down in a newly filled drainage ditch. During the following 72 hours Flight Lieutenant Elliott, along with other members of the crew, with the aid of local guerrillas, worked by night digging holes, cutting trees, and improvising winches. On the morning of 24 October 1943, the plane was extricated and returned to base. Through his technical ability as navigator, his marked resourcefulness, improvisation, and persistence, he contributed greatly to the complete success of the mission.

This officer was reported missing, believed killed, on 3 November 1943.

By command of Major-General Royce:

G.X. Cheves
Brigadier General, U.S. Army
Chief of Staff

On 25 September 1944 the American Embassy communicated the formal text of the citation (see above) to Norman Robertson, Under Secretary of State for External Affairs.

Upon his death the Commanding Officer of No.148 Squadron, W/C J. Blackburn, wrote the family, stating in part, "Your son was one of the oldest navigators of the squadron and for some time had been the Squadron Navigation Officer. He was extremely popular with everyone; his constant good nature and unbounded enthusiasm earning for him the love and respect of all those with whom he worked. He had already completed two tours of operations involving some 60 sorties and his intense keenness and determination to strike at the enemy wherever he might be set an example unequalled by any other member of the squadron." Initially buried at Kozinjski Zamost; remains brought in May 1948 to Commonwealth War Graves Cemetery, Belgrade, which was dedicated 11 November 1948, containing some 400 graves including 25 Canadian airmen.

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ELLIOTT, FS John Archibald (R80687) - **British Empire Medal** - No.10 AOS - enlisted in Toronto, 1 November 1940 - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Winnipeg, 12 July 1917 as per RCAF Press Release 4907 announcing award which also stated he has been educated in Vancouver and Winnipeg, and was employed by Kenrichia Gold Mines, Kenora, Ontario. Enlisted in Toronto, 1 November 1940 as a clerk (AC2). Reclassified Clerk/Steno on 1 March 1941 and promoted to AC1. Posted to No.3 Training Command, 28 November 1940; to No.8 SFTS, 30 November 1940; to No.10 AOS, 16 March 1942, serving there until 1 May 1945. Promoted LAC, 1 May 1941; promoted Corporal, 1 June 1941; promoted Sergeant, 1 October 1941. Reclassified Clerk/Admin; 1 October 1942 and promoted Flight Sergeant. With No.1 Construction and Maintenance Unit, 18 May 1945 to 30 March 1946; released 2 May 1946.

This non-commissioned officer has been in charge of the Orderly Room at this unit for almost three years. This officer has done the work of both station and training wing Orderly Rooms and has steadily had to handle far more than the normal volume of work. By good leadership, ability and devotion to duty, Flight Sergeant Elliott has maintained a standard of efficiency in his office which is most praiseworthy. He has materially contributed to the efficient operation of this station.

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ELLIOTT, Sergeant Raymond Charles (R90093) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Hastings, England, 22 October 1918; home in Ottawa (clerk). Enlisted in London, Ontario, 30 January 1941. To No.1 Manning Depot, 28 February 1941. To

No.1 Equipment Depot (guard), 27 April 1941. To No.4 WS, 5 July 1941; promoted LAC, 7 August 1941; may have graduated 9 February 1942 but not posted to No.1 BGS until 14 February 1942; graduated and promoted Sergeant, 16 March 1942. To "Y" Depot, Halifax, 17 March 1942; to RAF overseas, 30 April 1942. Further trained at No.22 OTU; posted to No.101 Squadron, 4 October 1942. Promoted Flight Sergeant, 16 March 1943. Promoted WO2, 16 September 1943. Repatriated 14 November 1943; to No.34 OTU, 30 December 1943; promoted W)1, 16 March 1944; to No.5 OTU, 10 May 1944; to No.164 Squadron, 1 November 1944, serving in that unit to 24 June 1946. Commissioned 25 November 1944 and promoted Flying Officer, 25 May 1945. Released 15 October 1946. His pilot was a Sergeant Misselbrook.

A wireless operator of outstanding ability, Sergeant Elliott has completed a large number of operational sorties. At all times he has displayed a strong sense of duty and determination to ensure the successful completion of his missions. In January 1943, his aircraft sustained severe damage as a result of an encounter with a Messerschmitt 110. This airman, by his skill and splendid team spirit, considerably aided his captain to fly the aircraft safely back to base.

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ELLIOTT, F/L William James (J25834) - **Mention in Despatches** - No.424 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 30 December 1923 (MI.9 report). Home in Ottawa; enlisted there 1 May 1942 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 29 June 1942. To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.20 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.11 SFTS until 10 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to United Kingdom, 22 June 1943; promoted Flying Officer, 30 October 1943; reported missing, 28 May 1944; evaded for a time but finally captured. Reported safe, 13 September 1944. Repatriated 16 October 1944; to No.16 SFTS, 11 December 1944; to No.5 OTU, 29 January 1945; to No.6 OTU, 30 March 1945; promoted Flight Lieutenant, 30 April 1945; at "Y" Depot, 9 July to 13 September 1945; released 21 September 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

His MI.9 report (DHH 79/507) lists the crew on 27/28 May 1944 as follows: F/L E.L. Mallett (pilot, evaded), himself as second pilot, F/O R.A. Irwin (navigator, killed), Warrant Officer K.C. Sweatman (bomb aimer), Warrant Officer W.G. Wakely (WOP, killed), Sergeant G.F. Freeman (mid-upper gunner), Sergeant M. Muir (flight engineer) and Flight Sergeant V.G. Pappas (POW). Halifax HX313 took off from Skipton, 27 May 1944. The report is transcribed below. Much of his experience, from St. Giles or St. Gilles prison to the final episode (train unable to leave Brussels and finally derailed) appears to have been shared by Flying Officer Leon Panzer (which

see)..

I was second pilot of a Halifax which left Skipton at 2345 hours on 27 May 1944. I was shot down in the Bourg-Leopold area on 28 May 1944. I hid my parachute, harness and Mae West in the bushes. The aircraft crashed in flames.

I started to walk in a south-westerly direction and hid out the next day beside a canal and studied my maps. I found I was near a small town by the name of Quaadmechelen. I was approached by a member of the White Brigade. I was housed in various places and was eventually joined by Sergeant Muir of our crew. We were taken in a Red Cross civilian automobile to Brussels where we stayed at a house until 3 July 1944. We were once more asked to fill out a form for identity purposes (already having filled one out at Ossenstal for the White Brigade). This form asked for particulars about ourselves, squadron and crew.. Later on I learned that some of these details fell into German hands.

On the afternoon of 3 July 1944 we were supposed to leave for France but the man who arrived for us in an automobile drove us to another house in Brussels where we met the German Secret Police (not the Gestapo). We still thought we were in good hands. These men asked to see our false Belgian passports and asked for a few particulars about ourselves (age, civil occupation, other members of our crew) with the help of cognac.

After being seated in the car a German soldier in the Luftwaffe came from a concealed position and acted as chauffeur. We were threatened then and told we were Prisoners of War and wouldn't be harmed. We were then taken to a Luftwaffe interrogation place in southern Brussels and stripped of all valuables and false papers. I was interrogated by a Luftwaffe soldier to whom I gave only my name, rank and number in spite of threats of bad treatment.

That night Sergeant Muir and I were taken to St. Gilles prison in Brussels and put in separate cells. I learned about the German treatment from Sergeant Dykes (USAAF), Sergeant Elscligher, J. (RCAF) and P/O K McSweeny (RAAF) who were in my cell. Elscligher left shortly afterwards. Second Lieutenant F. Babcock joined us shortly and also a Polish boy called Ziegfried Chmieski.

One night, about three weeks after I was taken, I was going to bed when a guard whom we called Polack, a short, ugly-faced half-Pole, half German, came to a peep hole in the door and screamed a line at me, after which he placed me in a cell with nine Belgian, French and other nationalities where we stayed for an

hour or so and nearly suffocated. This particular guard did this sort of thing and hit some of the prisoners quite often. It happened to me again, this time for three hours, after apparently disobeying some regulation of which I was ignorant. One of the prisoners collapsed before we were let out.

On 1 August 1944, Dykes, the American, and I were taken back to the Luftwaffe place for interrogation. I only gave my name, rank and number and was told that I would be shot as a spy if I couldn't tell what I was doing between the time I was shot down and captured, giving all particulars possible. They asked for no military information. I was put back in a cell and eventually separated from my cell-mates and wound up with four deserters in the Waffen SS. I was interrogated again but gave no information. Dykes apparently did the same, because we were put in a small, black cell to spend the night in which it was impossible to lie down or move around with any freedom of body. We were taken back to prison next day but strangely enough we were not put in the black cell which I dreaded because I was getting sick in the stomach. I know of prisoners who were kept a month in this cell. The food in the prison was good enough to keep a person alive.

On 1 September 1944 I was taken from my cell and interrogated again. I was told when I was shot down and where and asked approximately how many times I was moved since then.

On 3 September 1944 we were taken out of the prison (42 Allied airmen), put on a train and told we were to go to Germany. The train made two attempts to get there but returned to Brussels Schaerbeck station where our carriage was derailed. The Germans left us and the next morning we split into groups and dispersed. We were then assisted by various people until liberated.

The website "Lost Bombers" describes the circumstances of his being shot down. Halifax HX313 (QB-B), target Bourg-Leopold, 27/28 May 1944. Airborne at 2345 hours, 27 May 1944 from Skipton-on-Swale to bomb the military camp. Shot down by a night-fighter, crashing at Oostham-Langven (Limburg), 6 km WSW of Leopoldsburg, Belgium. Crew consisted of F/L B.L.Mallett, RCAF (evaded), F/O W.J.Elliott, RCAF (evaded), Sergeant M.Muir (evaded), F/O R.A.Irwin, RCAF (killed in action) WO2 K.C.Sweatman RCAF (evaded), Sergeant W.G.Wakely, RCAF (killed in action), Sergeant G.F.Freeman, RCAF (killed in action), Flight Sergeant V.Poppa, RCAF (POW). Sergeant M.Muir evaded until captured and held in St.Gilles Prison. Abandoned by the guards 12 September 1944, he escaped. Flight Sergeant Poppa was interned in Camp L7, POW number 126.

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ELLIS, F/O Donald Rohead (J87963) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 24 June 1915 in Gutlemont, Quebec; home in Westmount (clerk); formerly in Royal Canadian Artillery. Enlisted in Montreal, 1 June 1942. To No.5 Manning Depot, 21 June 1942. To No.8 SFTS (guard), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.7 AOS until 6 February 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943 (commissioned same date). Repatriated 23 March 1945. Released 4 May 1945. Living in Montreal in 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 19 January 1945 when he had flown 34 sorties (140 hours 35 minutes), 26 April to 24 December 1944.

* denotes daylight sortie

26 April 1944 - Villeneuve (5.03)
30 April 1944 - Acheres (4.45)
1 May 1944 - Malines (3.59)
9 May 1944 - Morsalines (3.39)
10 May 1944 - Lens (3.33)
4 June 1944 - Boulogne (3.44)
5 June 1944 - Mont Fleury (4.26)
17 June 1944 - St.Martin l'Hortier (3.59)
22 June 1944 - Siracourt (3.47)*
23 June 1944 - Oisemont (3.23)
24 June 1944 - Le Grand Rossignol (3.22)
27 June 1944 - Marquise Mimoyecques (3.10)*
30 June 1944 - Villers Bocage (4.25)*
4 July 1944 - St.Martin l'Hortier (3.56)*
9 July 1944 - Les Cartelliers (3.30)*
15 July 1944 - Nucourt (4.02)
17 July 1944 - Bois de la Haie (3.26)*
18 July 1944 - Vaires (4.17)*
20 July 1944 - Bottrop (4.24)*
23 July 1944 - Kiel (5.13)*
28 July 1944 - Foret de Nieppe (3.23)*
6 August 1944 - Hazebrouck (3.26)*

7 August 1944 - TOTALIZER (4.36)
11 August 1944 - Somain (3.44)*
12 August 1944 - Russelsheim (5.21)
15 August 1944 - Tirlement (3.47)*
27 August 1944 - Homberg (4.15)*
12 September 1944 - Munster (4.03)*
30 September 1944 - Bottrop (4.310)*
7 October 1944 - Kleves (4.06)
28 October 1944 - Domberg (3.51)*
2 November 1944 - Dusseldorf (5.09)
18 November 1944 - Munster (4.53)
24 December 1944 - Mulheim airfield (5.17)*

Flying Officer Ellis has carried out 34 operations totalling 140.35 hours taking part in many attacks on industrial and strategical targets in Germany and the occupied countries.

This navigator has displayed a very high standard of work throughout his operational career which has involved journeys to many targets over considerable distances, many of which were carried out under difficult weather conditions.

Flying Officer Ellis has never allowed himself to be discouraged in any way and has coped with every task set with skill and accuracy. On several day light operations he has navigated the leading aircraft of the squadron formation with outstanding accuracy.

Flying Officer Ellis has contributed a vital part to the success of his crew. It is recommended that he should be considered for the award of the Distinguished Flying Cross.

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ELLIS, P/O (now F/O) James Fitzgibbon (J86965) - **Flying Cross (Holland)** - No.196 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 19 January 1922. Home in Toronto; enlisted there, 21 August 1941. Granted Leave Without Pay until 9 September 1941 when posted to No.1 Manning Depot. To Rockcliffe, 25 October 1941. To No.3 ITS. 23 November 1941; graduated and promoted LAC, 17 January 1942; to No.12 EFTS, 1 February 1942; may have graduated 27 March 1942 but not posted to No.5 SFTS until 11 April 1942; graduated and

promoted Sergeant, 31 July 1942. To No.34 OTU, 15 August 1942; to "Y" Depot, 6 February 1943; to United Kingdom, 8 March 1943; commissioned 21 December 1943. Promoted Flying Officer, 21 June 1944. Repatriated 6 February 1945; to No.1 Air Command, 14 February 1945; at No.16 SFTS, 8 April to 17 April 1945. Released 20 April 1945. Public Records Office Air 2/9642 identifies unit and gives citation.

During a re-supply operation in the Arnhem area, in daylight, this officer's aircraft was badly damaged by enemy fire and Pilot Officer Ellis received a wound in the thigh. Undeterred, this officer flew and completed his mission and then flew his aircraft back to base where he made a safe landing. Pilot Officer Ellis displayed considerable skill and tenacity.

On 26 September 1942, while at No.34 OTU, Pennfield Ridge, he was involved in an incident with Ventura AE664; co-pilot was Sergeant O.E. Foster; aircraft also had six service passengers. Duty was to conduct local instrument flying, 45 minutes each. Weather was clear; visibility 15 miles or better. The flying times for Ellis were as follows: Fleet (30.45 dual, 29.25 solo), Anson (60.00 dual, 90.05 solo), Ventura (4.55 dual, 16.05 solo). Narrative as follows:

Sergeant Ellis and Sergeant Foster, two pupil pilots, took off on an authorized flight in aircraft Ventura AE664 at 1720 hours, authorized for an hour and a half of instrument flying. The pilots to practice the exercise for 45 minutes each. Six other personnel of the station went along as crew. The aircraft was not equipped with dual control, neither did it have an instrument flying hood.

On take off Sergeant Foster was at the controls; he climbed to 2,500 feet and carried out instrument flying practice by concentration on the blind flying instruments for a period of approximately 15 minutes; he then flew to the unit's authorized low flying area and carried out low flying practice for a period of approximately ten minutes, then climbed in a northerly direction to a height of approximately 1,500 feet and levelled off at that altitude.

The two pilots then changed over and Sergeant Ellis assumed control of the aircraft. Sergeant Ellis continued climbing and carried out instrument flying practice for about 15 minutes at which time he learned upon questioning that the aircraft was over the low flying area. Sergeant Ellis put the aircraft into a dive of approximately 30 to the horizontal. Sergeant Ellis states that as the aircraft approached the ground the airspeed indicator was reading 250 m.p.h. When he considered that the aircraft had reached a sufficiently low altitude, he began easing it out of the dive, but the aircraft continued to sink and went down below the level of the highest trees on the hilltop. Both the port wing and the starboard wing struck trees and were damaged, but the pilot was able to climb the aircraft to a height of approximately 2,000 feet and return to the aerodrome immediately where he reported the incident to his flight commander.

The aircraft was slightly damaged and there were no injuries. Although the cause was described as "Deliberate low flying on the part of the pilot, Sergeant James Fitzgibbon Ellis in contravention of Pilot's Order No.20, paragraph 1 sections (b) and (c)", no disciplinary action was recommended. It was suggested that instrument flying practice be restricted to straight flying, turn, gliding and climbing, all above 3,000 feet; all other special practice flying prohibited.

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ELLIS, F/L Richard Attwill (J15056) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 6 January 1943 as per **London Gazette** dated 19 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Moncton, 16 July 1916. Educated in Montreal including Sir George Williams College, 1936-37 (Business); home in Montreal (machine tool operator); enlisted there, 23 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.1 EFTS; graduated 4 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 17 March 1941. Posted for embarkation, 18 March 1941; to overseas, 29 March 1941. To No.58 OTU, Grangemouth, 12 May 1941. Posted to No.412 Squadron, 23 June 1941. To Edgehill, 29 September 1941. To No.412 Squadron again and commissioned 17 November 1941. Promoted Flying Officer, 10 November 1942. Posted to Overseas Headquarters and promoted Flight Lieutenant, 19 March 1943. Posted to No.430 Squadron and promoted Acting Squadron Leader, 3 April 1943. To No.400 Squadron, 13 September 1943. Promoted Acting Wing Commander, 25 November 1943. Relinquishes Acting Wing Commander, 31 May 1944. Repatriated 8 December 1944; to No.3 Training Command, 20 December 1944; to St. Hubert, 15 January 1945 where he attended Transport Conversion course; to No.165 Squadron, 5 May 1945, serving there to 15 August 1945. Released 3 September 1945. Died in Hamilton, Ontario, 12 February 1967. RCAF photo PL-2704 shows Sergeants R.M. Booth (Drummondville, Quebec), W.R. Christison (Lennoxville, Quebec), J.B.M. Vilandre (Montreal), R.A. Ellis (Montreal) and W.F. Kenwood (Montreal). Photo PL-4837 (ex UK-614) shows four pilots with their mascot, "Czar" - front row is Sergeant J.N. Brookhouse (Montreal), Sergeant R.A. Ellis (Montreal); rear row is Sergeant H.G.T. MacKay (Montreal) and Sergeant W.F. McCarthy (Ottawa). See also photograph PL-136619. Credited with the following victories with No.412 Squadron: **16 May 1942**, one Do.217 destroyed (shared with another pilot); **18 May 1942**, one Ju.88 damaged (shared with another pilot); **1 August 1942**, two FW.190s damaged; **17 January 1943**, one FW.190 destroyed.

This officer has taken part in fifty-eight sorties over enemy territory. On one occasion in October 1942, Flight Lieutenant Ellis assisted in damaging five locomotives. He has shared in the destruction of one enemy aircraft and damaged several more. He has led his flight on numerous occasions and has at all times set a fine example.

Notes: On repatriation questionnaire dated 28 November 1944 he stated he had flown 150 hours in Canada and 800 overseas; 75 fighter sorties and 75 photo reconnaissance sorties (350 operational hours), with last sortie on 31 October 1944.

Application for Operational Wing dated 12 April 1944 stated he had flown 66 sorties (232 hours 35 minutes) with No.412 Squadron, 10 July 1941 to 19 March 1943.

Application for Bar to Operational Wing dated 17 November 1944 stated he had flown a total of 942 hours, of which 348 were operational (115.25 on second tour). Second tour with No.400 Squadron had been 13 September 1943 to 14 November 1944.

Training: Interviewed 22 August 1940 by F/L J.V. Sorsoleil. "Good type, confident, dependable. Very anxious to serve."

Course at No.2 ITS was 14 October to 12 November 1940. Courses in Mathematics (82/100), Law/Discipline (84/100), Armament, practical and oral (78/100 and Drill (88/100). Passed Visual Link. Placed 23rd in a class of 95. "Splendid type."

Course at No.1 EFTS was 17 November 1940 to 4 January 1941. Finch II aircraft - 24.40 dual, 24.55 solo, 3.30 in Link. "Aerobatics handicapped due to extremely bad weather throughout course. This pupil has overcome a tenseness in his flying and is developing most satisfactorily." Ground courses in Airmanship (146/200), Airframes (166/200), Aero Engines (140/200), Armament, oral (156/200), Signals, practical (42.5/50), Theory of Flight (79/100), Air Navigation (151/200). Graded 180/200 in "Qualities as an Officer." Placed fifth in a class of 31. "Very practical. Above average in class. Alert and keen. Deportment and conduct good."

Course at No.2 SFTS was 4 January to 17 March 1941. Yale aircraft (5.10 day dual, 7.45 day solo) and Harvard (32.50 day dual, 48.55 day solo, 1.20 night dual, 8.40 night solo). Logged 8.30 in Link. "Very smooth and steady on instruments. Learns quickly." (F/LA.N. Martin). Courses in Airmanship and Maintenance (140/200), Armament, written (75/100), Armament, practical (71/100), Air Navigation and (107/200), Signals, and Signals (29/50). Placed 20th in a class of 44. "Good student. Satisfactory conduct. Has dropped back in class average considerably."

Course in Transport Conversion Squadron, St. Hubert was 19 February to 27 April 1945. Flew Dakota and Beechcraft aircraft - 14.55 day dual, 22.20 day as second pilot, 2.00 night dual, 4.00 night as second pilot. Also logged 20 hours in Link. Flying Test Grades in General Flying (290/400), Instrument Flying (175/250) and Link (38/50). Courses in Air Regulations (93/100), Engines (75/150), Meteorology (70/150), Navigation (152/200), RR and Standard Beam Approach (83/100), Signals, written (86.5/100) and Signals, morse (50/90). "Knowledge of procedure and application well above the average."

Assessments: "Recommended for Squadron Commander." (S/L F.W. Kelly, 6 April 1943, when he had flown 675 hours (107 in past six months).

"Only a short time with squadron but appears to be a hard worker and well able to cope with the requirements of his work as second in command." (W/C E.H. Moncrief, 22 May 1943).

“Awarded DFC as fighter pilot on Spitfires. Now commands a Photo Reconnaissance squadron. The squadron has recently converted to this type of work and although W/C Ellis is relatively inexperienced on high altitude pilots’ recce work he has done a good job during the converting. It is recommended that this officer be granted the rank of Temporary Squadron Leader with effect 3rd April 1943.” (W/C J.M. Godfrey, No.128 Airfield, 14 April 1944, when he had flown 258.45 hours (8.20 in previous six months).

“A keen, efficient squadron commander who provides good leadership, He has done good work throughout.” (W/C E.H. Moncrief, , No.39 Wing, 6 August 1944; noted he had flown a total of 872.40 hours, 62.15 in previous six months)

“This officer has an excellent operational record throughout two tours. He is a strong character and good leader.” (W/C E.H. Moncrief, , No.39 Wing, 11 November 1944, when he had flown 348 hours, 83 in previous six months).

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ELLIS, Sergeant Richard Warren (R113675, later J17689) - **Distinguished Flying Medal** - No.166 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born Rothsay, New Brunswick, 14 September 1922; enlisted in Moncton, 12 July 1941. To No.1 Manning Depot, 31 July 1941. To No.5 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941; to No.17 EFTS, 5 December 1941; to Trenton, 6 February 1942 after washing out as pilot; to 7 BGS, 21 March 1942; graduated 27 April 1942 and promoted Sergeant. To “Y” Depot, Halifax, 28 April 1942; to RAF overseas, 15 May 1942. Promoted Flight Sergeant, 27 October 1942. Promoted WO2, 27 April 1943. Commissioned 1 June 1943; promoted Flying Officer 1 December 1943; promoted Flight Lieutenant, 22 December 1943. Repatriated from overseas, 14 May 1945; to Moncton, 27 May 1945; to No.1 Radio Navigation School, 28 June 1945; released 28 September 1945. Photo PL-25546L is F/L R.W. Ellis; PL-25546R is F/O L.G. Coburn.

This airman has completed a number of operational sorties over enemy territory and has consistently displayed coolness and exceptional fearlessness in the face of danger. His fine fighting spirit has inspired the members of his crew. On several recent occasions his aircraft has been heavily damaged by anti-aircraft fire and by night fighters. Sergeant Ellis has handled his guns efficiently, giving great confidence to his crew.

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ELLIS, Corporal Russell Roy (R82475) - **Mention in Despatches** - India - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 5 October 1916. Home in Killdeer, Saskatchewan; enlisted in Ottawa, 7 January 1941 as Wireless Electrical mechanic. Embarked for overseas, 6 March 1941. Taken on strength of RAF overseas,

5 April 1941. Promoted Sergeant 1 January 1943. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. To No.2 Technical Support Unit, 4 July 1945; to No.3 Release Centre, 7 July 1945. Released 8 July 1945. No citation.

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ELLISON, WO1 James Henry Kroner (Can 2075A) - **Mention in Despatches** - No.119 Squadron (Canada) - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born 11 November 1905. Enlisted in Vancouver, 11 October 1934 as airframe mechanic and taken on strength of No.111 (Coastal Artillery Cooperation) Squadron. As of 15 June 1939 he was a Sergeant. To No.119 Squadron, 15 April 1940. To No.8 (BR) Squadron, 3 June 1940. Promoted Flight Sergeant, 1 July 1940. To No.119 Squadron, 16 July 1940. Promoted WO2, 15 December 1940. Promoted WO1, 1 April 1942. Commissioned 24 July 1943 (C38539). To Aero Engineering School, 27 July 1943. To No.10 EFTS, 28 October 1943. To No.4 Training Command, 25 November 1943. To No.15 SFTS, 1 December 1943. To No.10 Repair Depot, 21 March 1945. To Western Air Command, 17 September 1946. Released 30 September 1946.

Since joining this unit in March 1940, this Warrant Officer has been employed as the N.C.O. in charge of rigging and later as Squadron Technical Officer. Throughout this period he has shown outstanding devotion to his duties and an aptitude for passing on his wealth of knowledge to those who work under him. He has been known, on numerous occasions, to work long hours in his never ending efforts to keep operational aircraft flying. Combining hard work and sympathetic understanding he has inspired all ground crew working under him to greater efforts.

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ELLISON, F/O Phillip Patrick (J18370) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Outlook, Saskatchewan, 9 June 1919; home in Saskatoon (farmer, cashier in Bessborough Hotel). Served in Royal Canadian Artillery (Militia), 9-18 October 1940. Enlisted in Saskatoon, 21 October 1940 and posted to No.2 Manning Depot, Brandon, that date. To Prince Albert, 13 November 1940 for attachment to No.6 (BR) Squadron at Prince Rupert. Posted to No.2 ITS, Regina, 20 December 1940 (graduated 28 January 1941 and promoted LAC). Posted to No.15 EFTS, Regina, 28 January 1941. Ceased pilot training 9 March 1941 and posted to No.2 Manning Depot. To No.3 BGS, Macdonald, Manitoba, 26 April 1941 (graduated 26 May 1941 when promoted Sergeant). Warned for embarkation, 6 June 1941. To RAF overseas 18 June 1941. To No.10 OTU, 9 July 1941, To No.10 Squadron, 5 September 1941. Promoted Flight Sergeant, 1 April 1942. To Middle East, 5 July 1942. To No.462 Squadron, 15 September 1942. Promoted WO2, 1 November 1942. To No.22 Personnel Despatch Centre, 3 January 1943. Embarked for Britain, 9 March 1943. To No.1 Personnel Despatch Centre, 26 March 1943. To No.1659 Conversion Unit, 25 April 1943. Promoted WO1, 1 May 1943. To No.1664 Conversion Unit, 10 May 1943 (instructor, having taken Gunnery Leader course).

Commissioned 6 July 1943. Promoted Flying Officer, 7 December 1943. Attached to No.432 Squadron, 16-28 February 1944. Special Leave in Canada, 13 June to 3 August 1944. To No.3 Personnel Reception Centre, Bournemouth, 3 August 1944 but did not disembark in Britain until 11 August 1944. To No.61 Base, 2 September 1944. Attached to Dalton Battle School, 2-13 September 1944. Attached to No.1664 Conversion Unit, 13 September to 14 October 1944. To No.433 Squadron, 14 October 1944. To No.62 Base, 26 November 1944. To No.408 Squadron, 27 November 1944. Repatriated to Canada 1 June 1945. To No.2 Air Command, 12 June 1945. To No.6 Release Centre, 7 September 1945. Released 9 September 1945. Died in Saskatoon, 13 April 1995 as per **Legion Magazine** of August 1995. Photo PL-42894 (ex UK-19690 circa 29 March 1945) is captioned, "F/O Phil Ellison, left, of Saskatoon, an air gunner, and F/O Bert Guinn, Regina, wireless operator, who went through their second operational tour in the same Goose Squadron crew, tote their flying kit to clothing stores to turn it in for keeps, they hope." Photo PL-42896 (ex UK-19692) shows F/O Cliff Wilby (flight engineer, Winnipeg), F/O Phil Ellison (rear gunner, Saskatoon) and F/O Bert Guinn (WOP, Regina) turning in items at station clothing stores, reporting to LAW Norma Rogers (Windsor, Ontario). No citation other than "completed...numerous operations against the enemy, in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2818 (RG.24 Vol.20627) has recommendation dated 18 March 1945 when he had flown 56 sorties (376 hours 45 minutes) undertaken in two tours - 16 October 1941 to 23 November 1942 (36 trips, 248 hours 50 minutes) and 30 November 1944 to 11 March 1945 (20 trips, 127 hours 55 minutes). The first tour included two trips to Trondheim to bomb **Tirpitz** (27 and 28 April 1942) and a 12 hour 30 minute sortie to the Kattegat (8 June 1942), presumably to lay mines. The first tour was in turn of two parts - one from British bases (ending with the operation of 8 June 1942) and the other from North African bases (starting 4 July 1942 and consisting of 19 sorties, ten of them against Tobruk).

Flying Officer P.P. Ellison recently engaged in his 56th operational sortie, thereby completing his second operational tour. Throughout his lengthy period on operations this officer has displayed exceptional ability as a tail gunner, and at all times has shown marked keenness to engage the enemy. His logbook records attacks on targets on targets in North Africa, Crete, and many attacks on heavily defended German targets, such as Kiel, Cologne, Essen, Dusseldorf, and Chemnitz. He also participated in an attack on the battleship Tirpitz which drew the highest praise from the Air Officer Commanding-in-Chief of Bomber Command.

It is considered that Flying Officer Ellison has fully earned recognition for his services by the award of the Distinguished Flying Cross (Non-Immediate).

The complete sortie as derived from a poor carbon copy list) was as follows:

16 October 1941 - Cologne (6.15)
31 October 1941 - Dunkirk (5.20)
7 November 1941 - Essen (6.45)

12 February 1942 -sweep (4.35)
14 February 1942 - Cologne (7.00)
26 February 1942 -Kiel (7.00)
3 March 1942 - Billancourt (6.15)
27 April 1942 - Trondheim, Tirpitz (8.40)
28 April 1942 - Trondheim, Tirpitz (9.30)
8 May 1942 - Warnemunde (6.10)
19 May 1942 - St.Nazaire (6.10)
30 May 1942 - Cologne (6.05)
1 June 1942 - Essen (5.30)
2 June 1942 - Essen (4.50)
5 June 1942 - Essen (5.25)
6 June 1942 - Essen (5.50)
4 July 1942 - indistinct - possible ferrying to Middle East (12.30)
11 July 1942 - Tobruk (7.00)
16 July 1942 - Tobruk (7.00)
20 July 1942 - Tobruk (6.50)
25 July 1942 - Tobruk (6.45)
30 July 1942 - Tobruk (8.25)
5 August 1942 - Tobruk (7.50)
9 August 1942 - Tobruk (7.30)
17 August 1942 - Tobruk (7.20)
19 August 1942 - Tobruk ((7.25)
21 August 1942 - Tobruk (6.40)
5 September 1942 - Crete (7.35)
23 October 1942 - Maleme (4.30)
27 October 1942 - Maleme (8.00)
31 October 1942 - Maleme (8.10)
2 November 1942 - Maleme (8.40)
9 November 1942 - Fuka area (4.55)
11 November 1942 - Coastal road (7.15)
23 November 1942 - Embarkation sector (6.50)
TOTAL: 36 sorties - 248 hours 50 minutes
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30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.00)
17 November 1944 - Julich (5.20)
18 November 1944 - Munster (6.50)
17 December 1944 - Duisburg (5.50)
21 December 1944 - Opladen (5.40)
30 December 1944 - Cologne (6.55)

5 January 1945 - Hanover (6.00)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grevenbroich (6.10)
1 February 1945 - Mainz (7.30)
4 February 1945 - Osterfeld (6.40)
20 February 1945 - Monheim (6.40)
23 February 1945 - Essen (6.15)
5 March 1945 - Chemnitz (9.45)
7 March 1945 - Heningstedt (6.35)
11 March 1945 - Essen (5.45)
TOTAL ON SECOND TOUR - 20 sorties (127 hours 55 minutes) - apparently in same crew as F/O Clifford Wilby.

Notes: Form dated 25 May 1944 on return to Canada stated he had flown 36 sorties (256 hours 55 minutes) plus 194 hours five minutes non-operational time. He had been instructing at No.1664 Conversion Unit.

Form dated 9 May 1945, repatriation document, stated he had flown 398 hours ten minutes on operations, 293 hours 20 minutes non-operational. Claimed 56 sorties in two tours (36 and 20 sorties), his last sortie being 10 March 1945. Types experienced overseas were Wellington (34.05), Whitley (71.40 and Halifax (585.45).

Application for Operational Wing (second tour) dated 13 March 1945 stated he had flown 20 sorties (140 hours 15 minutes), 30 October 1944 to 11 March 1945, with No.408 Squadron.

Training: Course at No.2 ITS was 24 December 1940 to 24 January 1941. Courses in Mathematics (61/100), Armament, practical and oral (71/100), Visual Link (55/100, a low score), Drill (82/100) and Law and Discipline (81/100). Placed 136th in a class of 183. "Average type. Keen and serious."

At No.15 EFTS, 28 January to 16 March 1941. Flew Tiger Moths (14.30 dual, 7.50 solo) but washed out for poor coordination of controls.

Course at No.3 BGS was 28 April to 25 May 1941. Battle aircraft (right hours 35 minutes). Fired 300 rounds on ground, 400 air-to-ground and 2,200 air-to-air. Scored 11 percent hits in Beam Test, seven percent hits in Beam Relative Speed Test and five percent hits in Under Tail Test. Scored 80 percent in written exam, 81 percent in practical and oral tests, rated 181/250 on Ability as Firer and 116/150 on qualifies as NCO. Placed 28th in a class of 79.

RCAF Press Release No.4400 dated 2 April 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Though his present job is that of gunnery instructor at a heavy bomber conversion unit in this Group, Flying Officer Philip Ellison of Saskatoon (no street address) knows what the score is on

real operations. He should. In the course of the tour of bombing flights that he flew before becoming an instructor, Ellison acted as rear-gunner, bomb-aimer and mid-upper gunner in successive phases of his operational career. He flew from British and Egyptian bases and came, unharmed, through several adventures in which his prospect of surviving looked slight.

The most daring attack this tall slender Westerner participated in was on the German battleship, the Von Tirpitz. The floating fortress was skulking up Trondheim Fjord in Norway when a small force of Halifaxes was despatched to bomb it in broad daylight. Ellison knew it would be a tough trip but he didn't realize how tough it was really going to be until his aircraft roared into sight of the steel monster.

The Halifaxes were flying below the level of the cliffs and must have looked like easy targets. Gunposts on top of the cliff thundered down at them. All kinds of escort vessels clustered around the battleship were firing at them. Finally, the formidable ack-ack defences of the Tirpitz crashed volley after volley through a thick smoke-screen.

Despite it all, the four-engined bomber raced through its straight run and discharged its bomb-load. The Fjord was like a pit in inferno, fuming with smoke and explosions. The Halifax escaped every burst until it was winging upward to escape. As it topped the cliff wall, one wing-tip skimming within a few yards, gun-posts fired a broadside instantly at point blank range. The Halifax was hit in wings and fuselage. It wavered as it climbed and twisted and Ellison wondered for a moment if it had received a mortal blow. Then the steady thunder of the engines reassured him and the Fjord dwindled in the distance beneath them. They had made it. Reconnaissance later showed that the Tirpitz had been damaged. Another Saskatoon boy who took part in the attack was Flying Officer Dick Thompson, a navigator and then a sergeant.

Ellison started war flying in the rear turret of one of the now obsolete Whitley bombers. His crew included an Australian navigator, A New Zealand wireless operator, an Irish pilot. This was in the fall of '41. After a busy winter in which he took part in more than a score of raids and his slow-moving Whitley collected a number of flak holes, Ellison re-mustered to bomb-aimer.

The first 1000-bomb raids were being prepared and the Air Force needed men to aim its avalanches of missiles. Ellison pin-pointed targets in the seas of fire that were Essen, Cologne, Bremen, and flew a couple more trips before he and his squadron proceeded to Egypt. In the meantime, they had converted to four-engined Halifaxes and were the first squadron flying those mighty aircraft to operate in the Middle East. Ellison flew behind the guns of the mid-upper turret throughout his time in that theater of war. On a daylight raid on a German

airdrome in Crete, he had to drive off seven fighter attacks. Unfortunately, his predilection against "line-shooting" prevents him from describing that long and perilous battle.

Back in Britain now, Ellison teaches air-gunner novices how to use their weapons to the best advantage. The boys like and respect their lanky instructor because they know he has been through what he is talking about, and because his sense of humor keeps them chuckling between lessons.

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ELLISON, F/L Thomas (J13468) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 28 March 1915 in Consett, County Durham, England; home in Vancouver (greens keeper); enlisted in Vancouver, 12 September 1940. Posted to No.2 ITS, 14 October 1940 (graduated 4 November 1940 and promoted LAC; to No.6 EFTS, 6 November 1940; to No.4 SFTS, 4 January 1941 (graduated 13 March 1941 when promoted Sergeant). Posted to No.15 SFTS for staff pilot and instructional duties. Commissioned 1 July 1942. Commissioned 1 January 1943. To "Y" Depot, Halifax, 24 August 1943; to UK, 12 September 1943. Promoted Flight Lieutenant, 1 July 1944. Repatriated 23 March 1945. To Western Air Command, 3 April 1945. To No.5 OTU, 10 May 1945. To Release Centre, 7 September 1945. Released 26 September 1945. Died in Abbotsford, British Columbia, 1 December 1999 as per **Legion Magazine** of March 2000. On the Bomber Command Museum website his son Craig Ellison identified his aircraft as ND524 "G George" and wrote, "He and his crew, Alan Charlie, Alex McFall, Bob Henderson, Fred Stevens, Roy Stowe, and Don McKinnon were fortunate to fly 54 sorties from 44-45 and make it home again. He is mentioned in the book **Reap the Whirlwind**, praised by his crew as being a 'strict disciplinarian', which I can believe was true. We still have a painting of their plane G George and many photos and memorabilia from that era." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/9039 has recommendation drafted by W/C H.A. Morrison, 21 October 1945 when he had flown 34 sorties (170 hours 21 minutes):

Flight Lieutenant Ellison is an outstanding pilot and captain now practically finished his first tour of operations. He has taken part in attacks on such strongly defended enemy areas as Bremen, Dusseldorf and Essen. He is an exceptional leader and organizer who, by his own personal example of fearlessness and devotion to duty, has inspired his crew with the same unquenchable spirit. Undoubtedly, his officer's excellent record of achievement will be difficult to surpass. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

ELLISON, F/L Thomas, DFC - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award

effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

This officer has completed numerous operational missions against a wide range of heavily defended enemy targets. Throughout he has proved himself to be an enthusiastic, skilful and determined pilot and captain of aircraft. By his fine airmanship in the face of danger he has won the admiration of all members of his squadron.

Public Record Office Air 50/248 has the following Combat Report for Lancaster G/405 (ND524) for the night of 28 July 1944. Crew consisted of F/O T. Ellison (captain), F/O W. Charley (navigator), F/O D. McKinnon (bomb aimer), Sergeant R. Henderson (WOP/Air), Sergeant R.S. Stowe (mid-upper gunner), Sergeant F.A. Stevens (rear gunner) and Sergeant A. McFall (RAF, flight engineer).

While returning from Hamburg on the night of 28th July 1944, at 0118 hours, flying at 18,000 feet altitude on a heading 335° and at a position 54° 05" North 09° 40" East, Lancaster aircraft "G" ND424 of No.405 (RCAF) Squadron was attacked by a single engined fighter identified by the Mid-Upper Gunner as a FW.190.

Visibility at the time of the encounter was good with no moon and 10/10 cloud below, tops 7,000 feet.

The first warning of the fighter's presence was received by the W/Air on Visual Monica and immediately after the Mid-Upper Gunner sighted the fighter at 500 yards range on the starboard quarter above. The pilot was directed to corkscrew starboard and the mid-upper opened fire with one burst of 100 rounds total at 450 yards range followed by the rear gunner's burst of 40 rounds at 350 yards range, after which the fighter broke away on the port quarter below. Visual Monica gave warning for a further two minutes after breakaway as the fighter followed the bomber and then disappeared.

No visible damage was caused to the fighter who did not open fire.

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ELLSON, F/L Keith Irvin (J9436) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 28 May 1922 at Grandby, Quebec; educated ther; home in Montreal (student); enlisted in Montreal, 14 March 1941 and posted to No.1 Manning Depot. To Rockcliffe, 9 April 1941. To No.2 ITS, 21 June 1941; graduated and promoted LAC, 27 July 1941 although he had been posted to No.2 EFTS with effect from 25 July 1941; may have graduated 13 September 1941 but not posted to No.2 SFTS until 25 September 1941; graduated and commissioned 19

December 1941. To Trenton, 20 December 1941; to No.6 SFTS, 2 April 1942. Promoted Flying Officer, 1 October 1942. To Mountain View, 11 October 1942. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flight Lieutenant, 19 December 1943. Repatriated 18 June 1945. To Debert, 19 June 1945. Retired 28 September 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.1941 (RG.24 Vol.20612) has recommendation dated 21 March 1945 when he had flown 33 sorties (231 hours 15 minutes), 9 October 1944 to 23 February 1945. Recommendation gives name as Keith Irving.

This officer has displayed great courage, coolness and determination coupled with an intense desire to press home the attack and great devotion to duty. Throughout his tour of thirty-three operations he has consistently shown great leadership as captain of aircraft and his obvious ability created a high standard to morale in his crew and his efforts have undoubtedly contributed to a major degree to the operational efficiency of the squadron.

The sortie list was as follows:

9 October 1944 - Bochum (6.45)
19 October 1944 - Stuttgart (7.55)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (6.20)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (6.30)
1 November 1944 - Oberhausen (7.00)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (5.55)
21 November 1944 - Castrop (7.15)
27 November 1944 - Neuss (6.15)
30 November 1944 - Duisburg (1.45, duty not carried out)
2 December 1944 - Hagen (7.40)
4 December 1944 - Karlsruhe (6.55)
5 December 1944 - Soest (7.00)
6 December 1944 - Osnabruck (6.15)
15 December 1944 - Ludwigshaven (7.050)
18 December 1944 - Duisburg (6.55)
24 December 1944 - Dusseldorf (5.15)
28 December 1944 - Opladen (5.30)
29 December 1944 - Scholven (6.40)
30 December 1944 - Cologne (6.55)
2 January 1945 - Nuremberg (9.20)
14 January 1945 - Merseburg (9.40)
16 January 1945 - Zeitz (8.50)

28 January 1945 - Stuttgart (8.00)
1 February 1945 - Ludwigshaven (7.25)
2 February 1945 - Wiesbaden (7.00)
4 February 1945 - Bonn (6.30)
7 February 1945 - Hassum (5.40)
20 February 1945 - Dortmund (7.05)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Pforzheim (8.25)

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ELLWOOD, F/O Glenmore Benjamin (J11442) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Portage la Prairie, Manitoba, 5 May 1918 (RAF Ferry Command Records); home there; Enlisted in Winnipeg, 27 June 1941 and posted to No.2 Manning Depot. To No.7 SFTS (non-flying duties), 14 August 1941. To No.4 ITS, 13 September 1941. Promoted LAC, 7 November 1941. To No.7 AOS that date. To No.7 BGS, 14 February 1942. Graduated 28 March 1942 and promoted Sergeant. To No.1 ANS, 28 March 1942; graduated and commissioned 27 April 1942. To Halifax, 28 April 1942. To No.31 OTU, 12 May 1942. To RAF Ferry Command, 15 May 1942. Departed Dorval, 15 June 1942 in Ventura AE940, arriving that day at Goose Bay. To Britain, 17 June 1942. Promoted Flying Officer, 27 October 1942. Promoted Flight Lieutenant, 15 August 1943. Promoted Squadron Leader, 8 December 1943. Repatriated 9 July 1945. To No.2 Air Command, 20 July 1945. To Release Centre, 5 September 1945. Released 12 September 1945. Re-engaged with Primary Reserve, Portage la Prairie, 28 April 1955 to 15 August 1958 (service number 301230), chiefly as Air Cadet Officer with No.575 (Air Cadet) Squadron. Died at Portage la Prairie, 27 March 1999. **Airforce Magazine** reported that he had been navigator to G/C J.E. Fauquier in No.617 Squadron and that he was one of only three Canadians to have completed four tours. RCAF photo PL-40885 (ex UK-17329 dated 9 December 1944) shows him "making his point"; caption says he had been recently appointed "Station Navigation Officer where the Porcupine and Tiger Squadrons of the RCAF Bomber Group operate." It also states he had logged more than 60 sorties including seven to Berlin. RCAF photo PL-44672 (ex UK-20131 dated 23 June 1945) shows him with a 22,000-pound bomb.

Flying Officer Ellwood has completed many outstanding missions against the enemy's most heavily defended targets. His ability as navigator has contributed much to the successes attained by his crew.

ELLWOOD, S/L Glenmore Benjamin, DFC (J11442) - **Distinguished Service Order** - No.405 Squadron - Award effective 29 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944.

This officer has participated in a very large number of sorties, including seven against the German capital. He is a brave and devoted member of aircraft crew

and has rendered service of immense value. In addition to his operational duties, Squadron Leader Ellwood has devoted much of his knowledge and energy in the training of other members of the squadron.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 20 July 1944 by W/C R.J. Lane when he had flown 61 sorties (399 hours 50 minutes). Sortie list and submission as follows:

7 December 1942	Anti-submarine patrol (8.40)
10 December 1942	Anti-submarine patrol (9.45)
14 December 1942	Anti-submarine patrol (10.25)
19 December 1942	Anti-submarine patrol (5.25)
27 December 1942	Anti-submarine patrol (4.00)
29 December 1942	Anti-submarine patrol (1.15, duty not carried out)
2 January 1943	Anti-submarine patrol (7.15)
12 January 1943	Anti-submarine patrol (9.20)
18 January 1943	Anti-submarine patrol (6.30)
23 January 1943	Anti-submarine patrol (10.30)
2 February 1943	Anti-submarine patrol (10.00)
7 February 1943	Anti-submarine patrol (10.40)
10 February 1943	Anti-submarine patrol (7.10)
15 February 1943	Anti-submarine patrol (6.30)
18 February 1943	Anti-submarine patrol (10.15)
22 March 1943	St. Nazaire (5.40)
4 April 1943	Kiel (5.45)
6 April 1943	GARDENING, La Pallaice (6.00)
14 April 1943	Stuttgart (7.40)
27 April 1943	Duisburg (4.50)
1 May 1943	Essen (4.55)
4 May 1943	Dortmund (7.10)
29 May 1943	Wuppertal (4.55)
11 June 1943	Dusseldorf (4.40)
21 June 1943	Kredfeld (4.15)
24 June 1943	Eberfeld (4.35)
28 June 1943	Cologne (5.10)
3 July 1943	Cologne (5.15)
13 July 1943	Aachen (5.15)
24 July 1943	Hamburg (5.40)
27 July 1943	Hamburg (2.35, duty not carried out)
2 August 1943	Hamburg (5.45)
10 August 1943	Mannheim (5.35)
12 August 1943	Turin (7.50)
16 August 1943	Turin (7.50)
17 August 1943	Peenemunde (8.00)

15 September 1943	Mont Lucon (5.30)
22 September 1943	Hanover (5.15)
27 September 1943	Mannheim (6.05)
2 October 1943	Hanover (4.40)
3 October 1943	Kassel (5.35)
7 October 1943	Stuttgart (6.00)
8 October 1943	Hanover (4.30)
18 October 1943	Hanover (4.25)
10 November 1943	Modane (7.10)
17 November 1943	Mannheim (5.00)
18 November 1943	Berlin (7.20)
22 November 1943	Berlin (6.00)
23 November 1943	Berlin (6.35)
26 November 1943	Berlin (7.00)
2 December 1943	Berlin (5.50)
4 December 1943	Leipzig (6.45)
16 December 1943	Berlin (7.40)
20 December 1943	Frankfort (4.45)
5 January 1944	Stettin (7.45)
24 March 1944	Berlin (7.00, Master Bomber)
18 April 1944	Paris (3.30, Master Bomber, counted as 1/3 sortie)
20 April 1944	Lens (2.55, Master Bomber, counted as 1/3 sortie)
27 April 1944	Montzen (3.40, Master Bomber)
31 May 1944	Mont Couple (1.55, Master Bomber)
5 June 1944	Longues (3.15)
6 June 1944	Conde-sur-Noireau (4.10, Deputy Master Bomber)
7 June 1944	Acheres (3.00, Deputy Master Bomber)
15 June 1944	Lens (2.30, Deputy Master Bomber)
1 July 1944	Oisemont-au-Bous (2.10, daylight, Master Bomber)
7 July 1944	Caen (2.35, daylight, Master Bomber)
12 July 1944	Biemont (2.30, daylight, Master Bomber)
18 July 1944	Caen (3.00, daylight, Master Bomber)

This officer is an outstanding navigator who has contributed greatly to the many successes attained by the squadron. He has taken part in 61 operational sorties, of which seven have been against the German capital. He has an insatiable zeal for work and as Navigation Leader he has spent many long long hours of his off-duty time in bringing the standard of navigation up to its present peak of efficiency. On many occasions, Squadron Leader Ellwood has unreservedly offered his services for operational duty which he would not normally be required for and has invariably displayed a fighting spirit which has had an inspiring effect on all personnel serving under his command. Undoubtedly, this officer's fine example will be difficult to surpass. Strongly recommended for the immediate award of the Distinguished Service Order.

This was supported by G/C G.P. Dunlop, Officer Commanding, Station Gransdon Lodge (23 July 1944) and A/V/M Donald Bennett, Air Officer Commanding, No.8 Group (29 July 1944) before approval by Air Chief Marshal Sir Arthur Harris (17 August 1944).

ELLWOOD, S/L Glenmore Benjamin, DSO, DFC (J11442) - **Bar to Distinguished Flying Cross** - No.617 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946.

Squadron Leader Ellwood has completed a very large number of sorties. He has operated almost continuously for over two years and has attacked numerous heavily defended targets, many of them at great distances from this country. These sorties called for a high standard of navigation skill. During his third tour this officer navigated the leading aircraft in all his missions. Squadron Leader Ellwood took an important part in the sorties against the German railway communications prior to the Rhine crossing when an outstanding success was achieved. He also participated in the attack against the German pocket battleship **Luetzow** [sic] in April 1945. Squadron Leader Ellwood has earned the admiration of those who served with him by his skill, courage and devotion to duty.

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

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

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."

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ELLWOOD, P/O Wilbert John (J86870) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 1/45 dated 5 January 1945. Born in London, Ontario, 25 June 1922; home there. Enlisted in London, Ontario, 20 March 1942. To No.1 Manning Depot, 8 April 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.9 EFTS until 7 November 1942; may have graduated 22 January 1943 but not posted to No.16 SFTS until 6 February 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 25 June 1943. Commissioned 17 May 1944. Repatriated 17 August 1944. To No.1 Training Command, 11 September 1944. Promoted Flying Officer, 17 November 1944. Retired 15 March 1945. Died in Mississauga, Ontario, 15 April 2002.

Pilot Officer Ellwood has completed many operational bombing sorties. Several of them have been against major German targets. During April 1944, while attacking Le Bourget, his aircraft collided with another aircraft over the target, sustaining damage. With great skill and coolness, Pilot Officer Ellwood brought his damaged aircraft safely back to base. A capable and reliable captain of aircraft, this officer has contributed materially to the operational record of his squadron.

DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated circa 20 July 1944 when he had flown 24 sorties (121 hours 20 minutes), 13 March to 17 June 1944. Submission read:

This captain has made 24 operational bombing sorties against the enemy, three of which have been on major targets. On April 18th, while attacking Le Bourget, the aircraft flown by this pilot collided with another aircraft of this squadron over the target; the aircraft was damaged, having a section of the starboard wing tip cut off. This pilot brought his damaged aircraft back to base. His work in general has been of the highest calibre. His courage, skill and determination in action have been an inspiration to his crew. I strongly recommend that Pilot Officer Ellwood be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

13 March 1944 - Le Mans (5.00)
15 March 1944 - Stuttgart (8.05)
18 March 1944 - Frankfurt (5.45)
25 March 1944 - Aulnoye (6.00)
26 March 1944 - Essen (6.15)
30 March 1944 - Nuremberg (7.30)

9 April 1944 - Villeneuve St. Georges (5.30)
10 April 1944 - Ghent (4.25)
18 April 1944 - Le Bourget (5.55)
30 April 1944 - Somain (4.55)
1 May 1944 - St. Ghislain (4.50)
9 May 1944 - St. Valery en Caux (4.00)
11 May 1944 - Boulogne (4.00)
12 May 1944 - Louvain (4.55)
19 May 1944 - Le Clipon (2.55)
22 May 1944 - Le Mans (4.45)
24 May 1944 - Aachen (4.55)
27 May 1944 - Bourg Leopold (5.15)
31 May 1944 - Au Fevre (4.50)
12 June 1944 - Arras (5.00)
14 June 1944 - Cambrai (4.30)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.20)
17 June 1944 - Oisemont-Neuville-en-Bois (3.55)

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ELVISS, F/L John Aiken (J24499) - **Distinguished Flying Cross** - No.206 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 14 April 1914 in Brock, Saskatchewan; home in McLeod, Alberta. Enlisted in Regina, 28 May 1937 as Aero Engine Mechanic. Promoted Corporal, 1 September 1939. With No.1 (Fighter) Squadron as of 9 November 1939. Proceeded overseas with No.1 (C) Squadron, June 1940; promoted Sergeant, 1 June 1940; promoted Flight Sergeant, 1 January 1941; remained overseas until July 1941. Repatriated via Rockcliffe, 22 July 1941. To No.7 SFTS, 2 August 1941. Remustered to aircrew and posted to No.4 ITS, 6 June 1942; graduated 12 September 1942 when posted to No.5 EFTS; may have graduated 6 November 1942 but not posted to No.7 SFTS until 21 November 1942; graduated 18 March 1943. Commissioned 19 March 1943. To No.1 GRS, 2 April 1943. To No.5 Manning Depot, 30 June 1943. To No.111 OTU, Nassau, 4 July 1943. To No.31 Personnel Depot, 25 November 1943; to United Kingdom, 22 December 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 17 January 1946. His period of overseas service included work with No.426 Squadron, returning POWs from the Far East. Reverted to Flying Officer, 1 October 1946 in postwar RCAF. Promoted Flight Lieutenant, 1 June 1949. (Western Air Command, Northwest Air Command, Fort Nelson, Chatham for Sabre conversion). Accident investigation officer in Ottawa, London and Metz. His final posting was as Officer Commanding, Support Unit, No.403 Squadron. Retired 14 April 1961. Employed by Alberta Gas Trunk Line (later NOVA) and active with Air Cadets. Died in Calgary, 20 June 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999. Photo PL-83729 was a portrait taken July 1956.

Flight Lieutenant Elviss has taken part in a large number of anti-shipping and

anti-submarine patrols. In April 1945 he attacked a fully surfaced enemy submarine in the Kattegatt. Under his fine leadership a successful attack was made. On all his operational flights, many of which have been flown in adverse weather, this officer has displayed outstanding determination and devotion to duty.

Excerpt from Coastal Command Operational Summaries (DHH 181/003 folio D.886):

Liberator L/206 - F/O Elviss - 0144, 21st April 1945 - 57.11 N 11.35 E, Kattegat. Aircraft on anti-U-boat patrol and had a radar contact and later sighted a fully surfaced U-Boat of approximately 700 tons, course 180, five knots, and attacked from 300 feet with four 600-lb A/S bombs, set at 30 feet and spaced 90 feet. First bomb exploded approximately 130 feet off port beam and the remaining straddled the U-Boat. Seven minutes after the attack an orange flash was seen and radar contact not regained. Sea moderate. Grade "A".

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ELWIN, F/L Louis Billings (J3098) - **Air Force Cross** - No.16 SFTS - Award effective 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 2 February 1913. Enlisted at Fort William, 9 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 24 June 1940 although he had been posted on 21 June 1940 to No.2 EFTS; graduated 18 August 1940 on posting to No.1 SFTS; graduated and commissioned, 5 October 1940. To Trenton, 26 November 1940. To No.16 SFTS, 8 August 1941. Promoted Flying Officer, 30 November 1941. Promoted Flight Lieutenant, 10 August 1942. To No.12 EFTS, 10 May 1943. To No.9 SFTS, 15 July 1943. Promoted Squadron Leader, 16 July 1943. To WSC (T) - whatever that is - 16 June 1944. To No.1 Flying Instructor School, 11 September 1944. Promoted Wing Commander, 1 December 1944. To Central Flying School, 10 December 1944. To No.16 SFTS, 11 December 1944. To AFHQ, 2 March 1945. To RAF overseas, 4 April 1945. Attended Empire Central Flying School. Repatriated 17 June 1946. Reverted to Squadron Leader, 1 October 1946. Retired from RCAF, 19 May 1947. Died March 1975 in, Cuckfield, West Sussex. See DHist file 181.009 D.3948 (RG.24 Vol.20641); recommended for AFC, 27 August 1942; recommendation less detailed than what follows here. No citation in DHist records; the following is published in **Field of Honour** (Bank of Montreal war services book):

This officer, now employed as squadron Examining Officer, has carried out 1,175 flying hours of which some 950 have been of a flying instructional nature without a single flying accident to mar his record. His ability as a Flight Commander and Examining Officer has been an inspiration to all ranks and the pupils show in their flying the constant supervision and a reflection of Flight Lieutenant Elwin's devotion to duty.

NOTE: As of April 2002 his logbooks were being offered for sale at auction in England. The first extended to September 1945 and totalled 1,694 flying hours. The second ran to 10 May 1947,

by which time his hours had grown to 1,938 hours (evidently all RCAF machines). The third was issued by the Ministry of Civil Aviation, commenced October 1947 and ran to 14 August 1955, with many flights recorded in the employ of British European Airways, mainly from Cardiff to British and French airports; by its close he had flown 3,444 hours. The fourth book (August 1955 to August 1958) was another British civil log and covered flying with Cambrian Airways (Cardiff).

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EMARD, W/C Joseph Medard Ladislas (C4032) - **Member, Order of the British Empire** - No.3 Training Command Headquarters - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 29 June 1902 in Embrun, Ontario; educated in Montreal (primary, secondary, University of Montreal medical graduate 1927). Director of Medical Services, Notre Dame Hospital; enlisted in Royal Canadian Army Medical Corps; transferred to RCAF in Montreal, 16 November 1940. Granted rank of Wing Commander as of 15 June 1941. Left No.3 Training Command Headquarters on 9 December 1944 and taken on strength of No.3 PRC, Bournemouth as of 9 January 1945. Repatriated 7 July 1945. To Lachine, 17 September 1945. Retired 25 September 1945. RCAF photo PL-45535 (ex UK-24080 dated 13 August 1945) shows him at Repatriation Depot; caption says in part, "While overseas, W/C Emard was attached to the Directorate of Medical Services in London in charge of hospitalisation, treatment and medical boards of RCAF personnel and repatriation of all medical cases." Obstetrician and Gynaecology in Cornwall, Ontario after the war. Used Ladislas as his first name.

This officer has been employed as Principal Medical Officer of the Command for the past three years. He has fulfilled this position in a most consistent and creditable manner and, through his tireless efforts and unstinted devotion to duty, is mainly responsible for the present efficient functioning of the medical branch in this Command.

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EMBERG, WO Clarence Ronald (R56105) - **Distinguished Flying Cross** - No.175 Squadron - Award effective 26 May 1942 as per **London Gazette** dated 16 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Montreal, 6 April 1920; home there (clerk). Enlisted in Montreal, 22 June 1940. To No.2 ITS, 30 June 1940. Promoted LAC, 1 September 1940 and posted that date to No.4 EFTS; may have graduated 2 November 1940 but not taken on strength of No.2 SFTS until 17 November 1940; graduated and graded pilot, 28 January 1941 (promoted Sergeant). To "H", 18 February 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 2 March 1941. Attended No.56 OTU, 10 March to 3 August 1941. With No.402 Squadron, 4 August 1941 to 4 March 1942; with No.175 Squadron, 4 March to 6 September 1942; with No.276 Squadron, 6 September 1942 to 10 December 1942. Commissioned 2 June 1942. Transferred to Canada; 25 December 1942. Instructed at No.1 OTU, Bagotville, 13 February 1943 to 11 November 1943. To No.1 Flying Instructor School, 11 November 1943. To Mountain View, 8 February 1944. To No.12 (Communications) Squadron, 5 April 1944. To

Canadian Joint Staff, Ottawa, 22 June 1944. To Canada again (unit uncertain), 18 October 1944. To No.9 BGS, 11 January 1945. To No.2 Release Centre, 8 April 1945. Retired 11 April 1945. Died in Ottawa, 23 June 1990. DHist has photocopy of logbook.

This pilot has undertaken numerous bombing and fighter sorties over occupied territory and has proved himself to be an excellent section leader who, by his keenness and courage, inspires confidence in his fellow pilots. In April, 1942, he had a fight against two enemy destroyers, one of which he hit, in spite of heavy anti-aircraft fire, and left in a badly damaged condition. He has also shot down an enemy aircraft.

* * * * *

EMENY, F/L Frank Edgar (J10489) - **Distinguished Flying Cross** - No.13 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Enderby, British Columbia, 8 January 1920; home there. Served in Royal Canadian Artillery, 1940-1941. Enlisted in RCAF, Vancouver, 24 June 1941 and posted to No.2 Manning Depot. To No.2 ITS, 8 August 1941. Graduated and promoted LAC, 13 September 1941; to No.14 EFTS on that date; to 10 SFTS, 22 November 1941; graduated and commissioned on 13 March 1942. To No.31 GRS, 10 April 1942; to No.31 Personnel Depot, 1 July 1942; to No.31 OTU, 1 August 1942. Promoted Flying Officer, 1 October 1942. Posted to "Y" Depot, 7 November 1942. To RAF overseas, 20 November 1942. Promoted Flight Lieutenant, 13 March 1944. Repatriated to Canada, 5 August 1945. Retired 5 October 1945.

This officer has completed very many sorties and has at all times displayed the highest standard of courage and resolution in pressing home attacks. He has set an excellent example and has contributed materially to the efficiency of the squadron.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 3 August 1944 when he had flown 62 sorties (179 hours five minutes); his total flying time was 641 hours 25 minutes (149 hours 50 minutes in the past six months).

Flight Lieutenant Emeny, whose home is in Enderby, British Columbia, Canada, has completed 47 operations with No.13 Squadron. They are made up as follows:

Day Formation - Baltimore - 19.50 hours - 12 sorties
Night Intruder - Baltimore - 74.40 hours - 35 sorties

During this period he has shown a keenness for operations that is exceptional and never once has he failed to complete an operation for which he was briefed.

On one occasion when engaged on a night sortie in the Avezzano area Flight Lieutenant Emeny was attacked by a single engined fighter. In spite of three attacks he not only evaded the fighter but also damaged it, after which he continued with the reconnaissance on which he was briefed.

On the night 25th/26th June, Flight Lieutenant Emeny was briefed to attack motor transport in the Cecina area. En route for the target area he encountered such heavy cumulo nimbus cloud that he was forced to make four attempts to get through it before he was successful. The weather on this night was so bad that only one other aircraft in the Wing operated.

On the night of 31st July/1st August, when on armed reconnaissance north of Florence, Flight Lieutenant Emeny again encountered a single-engine fighter. On this occasion the turret gunner opened fire at 250 yards and caused the fighter to blow up in mid air. Having destroyed the fighter Flight Lieutenant Emeny continued on his reconnaissance and pressed home his attack from a low level on enemy motor transport in the Forli area.

This officer, so reserved in manner, has set an outstanding example to the whole squadron and has done much to increase its fighting efficiency. I strongly recommend that he be granted the immediate award of the Distinguished Flying Cross.

His gunner was Warrant Officer Paul Robert Valentine, RCAF (also awarded DFC). RCAF Press Release 6268 dated 22 August 1944 reads as follows:

Two Canadians were in the crew of a RAF night bombing and strafing Baltimore of the Desert Air Force which shot down an unidentified single-engined German fighter over the Eighth Army front in Italy - a rare occurrence for a light night bomber.

They were Flight Lieutenant Frank Edgar Enemy of Enderby, British Columbia, the pilot, and Warrant Officer Paul Robert Valentine of Ottawa, Ontario, turret gunner. Strangely enough, it was the second night fighter that this Baltimore crew had encountered within a few weeks. On the first occasion the fighter was damaged. Spotting their latest victim in the moonlight near Arezzo, Warrant Officer Valentine opened fire at 250 yards and the German aircraft blew up in mid-air.

Commenting on the kill, Valentine said, "We first saw the fighter when it was 660 yards away. The pilot turned to starboard and I held my fire until he had closed to 250 yards. After two bursts the fighter blew up and crashed in flames."

Both Emeny and Valentine are veterans of the squadron, which was formerly commanded by Wing Commander Jimmy Thompson, DFC of Listowell, Ontario. Each has completed over 60 operations.

Converted to night bombing and strafing at short notice, the Baltimore squadron belongs to a Wing which took a very active part in the Desert Air Force's share in the great advance from Cassino to Florence.

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EMERSON, F/O Edgar Philip (J27571) - **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 5 May 1917 in Cartwright, Alberta; home in Nestleton, Ontario. Served in 2nd Midland Regiment for two years. Enlisted in Toronto, 30 May 1942. To No.5 Manning Depot, 21 July 1942. To No.16 SFTS (non-flying duty), 11 September 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC on 22 January 1943; to No.7 AOS, 6 February 1943; graduated and commissioned 25 June 1943). To "Y" Depot, date not shown; to RAF overseas, 15 July 1943. Repatriated 29 November 1944. Released 16 February 1945. Taught at University of Toronto. Died in Port Perry, Ontario, 11 February 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/9038 has recommendation dated 18 October 1944 when he had completed 30 sorties (152 operational hours) as listed below. All are described as "Special Duties"; they actually total 32 trips (those marked * were counted as half-sorties) and amount to 151 hours 45 minutes operational flying time:

28 May 1944 - North coast of France (5.15)
10 June 1944 - Paris, Cherbourg Peninsula (4.10)
12 June 1944 - Gelsenkirchen (3.10)
16 June 1944 - Sterkrade (3.00)
23 June 1944 - Limoges (6.50)
27 June 1944 - Paris (3.50)
4 July 1944 - Paris (3.25)
7 July 1944 - Paris/Vaires (4.25)
12 July 1944 - Revigny and central France (8.05)
*23 July 1944 - Flushing (1.50)
*25 July 1944 - Pas de Calais (2.45)
*28 July 1944 - Hamburg (4.25)
*3 August 1944 - Belgian and Dutch coasts (4.35)
*8 August 1944 - Aire, Pas de Calais (2.30)
*10 August 1944 - Dijon (6.15)
*12 August 1944 - Frankfurt (4.20)
*16 August 1944 - Kiel (4.10)
*18 August 1944 - Sterkrade (3.10)
25 August 1944 - Russelsheim (4.10)
29 August 1944 - Stettin (8.50)
8 September 1944 - North Sea patrol (3.50)
10 Sept 1944 - ditto (3.55)
11 Sept 1944 - Darmstadt (4.30)
14 Sept 1944 - Dutch coast (7.15)
16 Sept 1944 - ditto (7.10)
18 Sept 1944 - ditto (5.20)
23 Sept 1944 - ditto (7.10)

26 Sept 1944 - Karlsruhe (6.10)
28 Sept 1944 - North of Zwolle (2.30)
3 October 1944 - Dutch coast (7.25)
6 October 1944 - Bremen (3.50)
14 October 1944 - Heligoland (3.30)

This officer has completed a tour of operations as navigator of a heavy bomber aircraft. He has carried out his duties in a cheerful and efficient manner throughout. His skill as a navigator has contributed largely to the success of the sorties on which he has been engaged, all of which have called for navigation of an extremely high standard.

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EMERSON, FS (now P/O) Thomas Henry Navin (R94919/J18062) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 13 July 1943 as per **London Gazette** dated 28 July 1944 and AFRO 2160/44 dated 6 October 1944. Originally published as a DFC citation in AFRO 2052/44, cancelled by AFRO 2101/44 and then corrected. Born in Moose Jaw, 2 July 1918; home there. Enlisted in Regina, 10 April 1941 as Mechanic Under Training. To No.2 Manning Depot, 9 May 1941. To McGill University, 4 June 1941. To No.1 Manning Depot, 18 May 1941. Remustered for aircrew and posted to No.1 ITS, 23 November 1941. There he failed academically and requested remuster to Air Gunner. Posted to Composite Training School, Trenton, 23 January 1942; promoted LAC, 13 February 1942; to No.2 BGS, 13 March 1942; graduated and promoted Sergeant on 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Taken on strength of No.3 PRC, 12 May 1942. To No.7 Air Gunner School, Stormy Down, 20 June 1942. To No.78 Squadron Conversion Flight, 14 July 1942. To No.78 Squadron, 26 July 1942. To No.35 Squadron, 29 August 1942. Promoted Flight Sergeant, 13 October 1942. Commissioned 26 March 1943. To No.405 Squadron, 17 May 1943. Killed in action with No.405 Squadron, 13 July 1943 (Halifax HR905); buried in Holland. DFM presented by the Governor General, 12 December 1944, to Mrs.J.N. Emerson (mother); RCAF photo PL-34549 taken after ceremony, showing her and daughter Shiela.

Throughout all his sorties this airman has displayed exceptional ability as an air gunner. Many of his missions have been completed in the face of intense opposition. Throughout all his operations he has invariably shown high courage and devotion to duty.

The website "Lost Bombers" has the following on his final sortie. Halifax HR905 (LQ-G) of No.405 Squadron, target Aachen, date 13/14 July 1943. The aircraft was airborne at 2315 hours, 13 July 1943 from Gransden Lodge. Shot down by a night-fighter and disintegrated near Asten (Noord Brabant), 9 km SE of Helmond, Holland. Crew described as S/L D.L. Wolfe, DFC (Canadian in the RAF, killed), F/O D.J.Smith, RNZAF, (POW), Sergeant t D.G.Bebensee DFM, RCAF (killed), F/O R.G.Morrison, DFC, RCAF (killed), Sergeant E.M.Witt, RCAF (killed),

F/O G.G.McGladrey, DFC RCAF (killed), F/O D.M.Clarke, RCAF (POW), Flight Sergeant T.H.N.Emerson, DFM, RCAF (killed).

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EMERY, F/O (now F/L) Charles Emile Michel (J18025) - 9th USAAF - **United States Air Medal with Two Bronze Oak Leaf Clusters** - effective 10 March 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Announced in General Order No.2 dated 5 January 1945, Headquarters of USAAF, Middle East, Cairo, "he having participated in five operational missions, each of more than 2 1/2 hours duration" Born 12 June 1916. Home in Westmount, Quebec; enlisted in Montreal, 18 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 4 November 1940. Promoted LAC, 11 December 1940. To No.15 EFTS, 11 December 1940. Reclassified for General Duties on 4 January 1941 and sent to No.2 Manning Depot. Reinstated in aircrew training, 28 January 1941 although reduced in rank to AC2. To No.10 Repair Depot, 31 January 1941. To No.3 WS, 16 February 1941. To No.5 BGS, 6 July 1941; graduated and promoted Sergeant, 4 August 1941. To Embarkation Depot, 8 August 1941. Overseas posting date not stated. Promoted Flight Sergeant, 4 February 1942. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Later commissioned with effect from 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated to Canada, 23 December 1943. To No.4 OTU, 9 February 1944. To No.9 BGS, 8 May 1944. To No.8 AOS, 15 August 1944. Promoted Flight Lieutenant, 3 December 1944. To Release Centre, 2 April 1945. Released 10 April 1945. He stated he had been with 81st Squadron and had flown 145 combat hours on Mitchells, his last sorties being on 20 October 1943.

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EMERY, FS Cyril George (R50862) - **British Empire Medal** - Station Edmonton - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 28 September 1912 in Vermillion, Alberta. Enlisted in Edmonton, 7 November 1939 as Equipment Assistant. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 October 1941. Posted to No. 17 Equipment Depot as of 7 March 1942. To No.2 Equipment Depot, 11 August 1942. To No.4 Training Command, 24 August 1942. To No.3 Manning Depot, 31 August 1942. To Northwest Staging Route, , 14 October 1942. Promoted Flight Sergeant, 1 January 1943. To Northwest Air Command, 1 June 1944. To Station Edmonton, 14 July 1944. To No.7 Release Centre, 11 March 1945. Released 19 March 1945. Died in Kamloops, British Columbia, 18 May 2004.

This non-commissioned officer displayed great zeal and ability during the formation of the North West Staging Route. During two and a half years on this Route and under very adverse conditions, he worked continuous long hours of duty in an endeavour to keep the units on the Route supplied. His perseverance and initiative were a contributing factor to the successful formation of the North West Staging Route.

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EMERY, F/O Joseph Arthur (J15421) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Dorchester, New Brunswick, 3 November 1921; educated there and Saint John (newspaper). Enlisted in Moncton, 26 June 1940. Posted to No.1 ITS, 21 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.2 WS; graduated 17 January 1941 and posted that date to No.4 BGS; graduated and promoted Sergeant, 17 February 1941. To No.16 Explosives Depot, 17 February 1941; to CPR Montreal (Ferry Command), 15 April 1941; to RAF overseas, 8 August 1941. Commissioned 1 May 1942. With No.7 Squadron, May 1942 to June 1943. POW, 24 June 1943 to May 1945. Reported safe in UK, 8 May 1945. Repatriated, 1 June 1945. Released 27 July 1947. Rejoined RCAF, 29 May 1953 as Personnel Officer (service number 214457), working at **Roundel** magazine and Air Defence Command Headquarters. Released 18 October 1956.

This officer has taken part in many operational sorties as wireless air gunner. He has always shown the greatest determination to achieve his object and on many occasions has played a large part in locating and attacking the target successfully despite heavy opposition.

Public Records Office Air 2/8934 has recommendation dated 22 December 1942 when he had flown 26 sorties (151 hours 35 minutes). All sorties from 4 September 1942 onwards were in Pathfinder Force.

23 June 1942 - St.Nazaire
24 June 1942 - St.Nazaire
25 June 1942 - Bremen
29 June 1942 - Bremen
16 July 1942 - Lubeck
19 July 1942 - Vegesack
25 July 1942 - Duisburg
28 July 1942 - Hamburg
31 July 1942 - Dusseldorf
17 August 1942 - Osnabruck
18 August 1942 - Flensburg
24 August 1942 - Frankfurt
2 September 1942 - Karlsruhe
4 September 1942 - Bremen
8 September 1942 - Frankfurt
2 October 1942 - Krefeld
6 October 1942 - Osnabruck
15 October 1942 - Cologne

7 November 1942 - Genoa
20 November 1942 - Turin
28 November 1942 - Turin
29 November 1942 - Turin
6 December 1942 - Mannheim
8 December 1942 - Turin
9 December 1942 - Turin
11 December 1942 - Turin

This officer has carried out 26 operational sorties as Wireless Operator/Air Gunner and Air Bomber. During thirteen of these he has been engaged on Pathfinder Force duties. He is an excellent member of an aircrew and his coolness and determination are an inspiration to the rest of the crew. His conscientious efforts to press home attacks on the aiming point detailed, despite heavy opposition, has resulted in many successes. He has always carried out his duties in a most exemplary manner.

The website "Lost Bombers" has the following on the sortie when he became a Prisoner of War. Lancaster ED595 (MG-Q) of No.7 Squadron, target Wuppertal, 24/25 June 1943. His aircraft was initially retained by A.V.Roe from February 1943, then issued to No.156 Squadron. Undertook no raids with this unit, transferred to No.7 Squadron. Airborne on its first operation, 2321 hours, 24 June 1943 from Oakington. Shot down by a night-fighter (Oblt Raht,11./NJG3) and crashed at 0025 hours, 25 June 1943 some 4 km east of Rilland (Zeeland), Holland. This was the first Lancaster reported missing from No.7 Squadron, which for some weeks to come would continue to operate Stirling aircraft in the Pathfinder role. Wing Commander R.G. Barrell, DSO, DFC (age 23) was killed when his parachute failed to deploy. Others in the crew were F/O H.J.Hudson (evaded), F/L F.Hilton, DFC, RNZAF (killed), F/L J.A.Emery, RCAF (POW), F/O S.G.Keatley, DFM (POW), Warrant Officer E.G.Pointer, DFM (killed), Warrant Officer J.A.Pearson, DFM (POW). F/L Emery was interned in Camp L3, POW number 1772 with F/O S.G.Keatley, POW number 719.

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EMMOTT, F/L Alan Herbert (J27769) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Victoria, 16 February 1921; home in Nelson, British Columbia; served in COTC. Enlisted in Vancouver, 9 July 1941 and posted to No.2 Manning Depot. To No.15 SFTS (guard duty), 14 August 1941. To No.4 ITS, 25 September 1941; graduated and promoted LAC, 23 November 1941); to No.2 AOS, 23 November 1941; to No.8 BGS, 28 February 1942 graduated and promoted Sergeant, 11 April 1942. Posted that date to No.1 ANS; to No.5 Manning Depot, 12 May 1942; to No.34 OTU, 30 May 1942; promoted Flight Sergeant, 11 October 1942. Commissioned 11 January 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Attained rank of Flight Lieutenant, 1

October 1944. Repatriated to Canada, 10 July 1946. Retired 30 August 1946, settling in Vancouver. Postwar achievements included a long tenure as mayor of Burnaby, alderman, and chairmanship of what is now known as Metro Vancouver, the GVRD. His official City of Burnaby biography states, "It would be impossible to sum up in a few sentences the contributions that Alan made to our community during his time as Reeve, and our first Mayor... This would include local infrastructure developments, as well as the establishment of Simon Fraser University; and he was rewarded by being elected to one of the longest tenures served by a Burnaby mayor. This service also led to numerous awards. Perhaps the most notable of these were the honorary doctorate granted by Simon Fraser University in 1983 and the Freeman of Burnaby status, that was conferred upon him in 1993." Died 1 October 2010 in North Burnaby, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011 but newspaper obituary said 20 September 2010. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 20 December 1944 when he had flown 37 sorties (160 hours 30 minutes), 18 April to 30 November 1944.

18 April 1944 - Rouen (3.50)
23 April 1944 - Laon (4.05)
26 April 1944 - Essen (3.55)
27 April 1944 - Friedrichshaven (7.05)
1 May 1944 - Malines (2.25)
3 May 1944 - Montdidier (3.30)
19 May 1944 - Orleans (4.20)
22 May 1944 - Dortmund (4.00)
6 June 1944 - Longues (3.05)
7 June 1944 - Fougères (4.10)
9 June 1944 - Rennes (4.50)
12 June 1944 - Cambrai (2.50)
15 June 1944 - Lens (2.30)
23 June 1944 - Coubron (2.25)
24 June 1944 - Middle Straet (2.05)
27 June 1944 - Neuville (3.00)
10 July 1944 - Nucourt (3.40)
24 July 1944 - Stuttgart (7.35)
25 July 1944 - Stuttgart (7.50)
4 August 1944 - Trossy St. Maximum (3.30)
8 August 1944 - Foret de Chantilly (3.40)
10 August 1944 - Dugny (4.05)
12 August 1944 - Russelsheim (4.50)
15 August 1944 - Tirlémont (3.05)
16 August 1944 - Stettin (7.30)
18 August 1944 - Ghent (2.25)

25 August 1944 - Russellsheim (7.30)
26 August 1944 - Kiel (4.10)
29 August 1944 - Stettin (8.30)
12 Sep 44 - Gelsenkirchen (3.20)
15 Sep 44 - Kiel (4.55)
25 Sep 44 - Calais (2.25)
15 Oct 44 - Wilhelmshaven (5.00)
19 Oct 44 - Stuttgart (5.30)
2 November 1944 - Dusseldorf (4.35)
27 November 1944 - Neuss (4.10)
30 November 1944 - Duisburg (4.10)

As navigator this officer has participated in 37 operational sorties against the enemy, and is now engaged on his second tour of operational duty. He has invariably displayed a high standard of skill, courage and resolution and his example has been an inspiration to his crew.

The following was provided to this transcriber on 21 January 2008 by John Blatherwick:

Alan Emmott was the Mayor of Burnaby - I knew him from meetings we attended. In cleaning up, I came across this article. I remember him telling me about being the deputy pathfinder on the bombing of Dresden. He told me that was the only time he looked out to see what the bombing had done and wished he hadn't.

Reeve/Mayor of Burnaby: 1958-1968

Alderman: 1971; 1974-1987

Awarded Status of Freeman: March 22, 1993 (Presentation Made March 26, 1993)

Alan Emmott once said "What happens in one community affects all other communities. They are all inter-dependent and they are all connected." From these two simple sentences, it is easy to see how this life-long public servant has come to embody the idea of thinking globally but acting locally. Once dubbed "Mr. Burnaby" by friends, Alan has the distinction of being the longest serving member of Burnaby City Council, with over 25 years of service, first as Reeve (Mayor) from 1958-1968 and then as a Councillor for the year 1971 and then again from 1974-1987.

Born in 1921, Alan learned early about the value of serving the community as he and his family lived all over BC to facilitate his father's job as a member of the British Columbia Police Force. Alan attended his senior years of high school in

the community of Nelson and after graduation returned to Victoria in 1940 to take teacher training at the Provincial Normal School. During these early days of the war, Alan saw his older brother join the Royal Canadian Air Force and he began to feel the need to do his part for his country. When he finished normal school in 1941, Alan moved to Vancouver and joined the Air Force and was posted to Brandon, Manitoba.

Next followed months of training at air force bases throughout Canada until he earned his stripes as a navigator and received his first overseas posting at the Advanced Flying Unit in Dumfries, Scotland. From there, Alan was trained with the Pathfinder Force Night Training Unit and became a member of the newly formed Royal Air Force No. 635 Squadron. Alan completed two tours with the 635 Squadron – a total of 56 operations – for which he was awarded the Distinguished Flying Cross Medal in 1945.

Alan was soon given the post of Liaison Officer at Exeter and he celebrated VE Day at Exeter Cathedral and then VJ Day at Trafalgar Square before returning to Vancouver where he resumed his studies and attended the University of British Columbia. He became a high school teacher, settled with his wife in Burnaby and raised three children. Not content to rest on his already distinguished career, Alan soon embarked on a new path, and never one to start small, he ran for the office of Reeve in Burnaby and was elected in December of 1957. Inaugurated in January of 1958, Alan went on to lead this city for the next decade.

It would be impossible to sum up in a few sentences the contributions Alan made to our community during his time as Reeve and as our first Mayor. Note in 1968, the Municipal Act was amended, altering the title of "Reeve" to "Mayor" and "Councillor" to "Alderman". Some of the highlights of his service during this time include the establishment of Burnaby's first Sister City relationship with the City of Kushiro, Japan (a relationship that marked its 40th Anniversary in 2005); assisting in the selection and development of the Simon Fraser University site in Burnaby; initiating Burnaby's first Park Reservation Bylaw in 1958; and also becoming a strong supporter and eventual director of the newly formed Greater Vancouver Regional District.

Alan's list of service has only grown longer through the years, even after he ended his tenure as Mayor, he returned as an Alderman in 1971 and then again from 1974-1987, running as a member of the Burnaby Voters' Association. During this time he was a Director of the Greater Vancouver Regional District, a Member and Director of the Regional District Parks Committee, Chairman of the Board of Governors of Columbia College, Vice President of the Canadian Federation of Mayors and Municipalities, President of the Union of BC Municipalities, President of the Greater Vancouver Visitors and Convention Bureau, Senator of

Simon Fraser University, President of the New Vista Senior Citizens' Housing Society, Chairman of the Central Ratepayers Association, Director of the Greater Vancouver Regional District Hospital Committee, and a Director of the Urban Transit Authority.

In 1983, Alan was recognized for his contributions to the City and to Simon Fraser University when he was presented with an Honorary Degree from that institution and ten years later, in 1993, he was bestowed the title of Freeman of the City of Burnaby. Appropriately enough, Alan was the first person given the title "Freeman of the City of Burnaby" – prior to 1992, Burnaby had been a "District Municipality" but the status changed during our Centennial Year 1992 to make it a "City".

In 2002, the City of Burnaby paid further tribute to Alan by renaming the former Burnaby South Secondary site as the Alan Emmott Community Centre. It would be hard to imagine another Burnaby citizen who could deserve that honour more than Alan Emmott.

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EMMOTT, F/O Norman Wilfred (J22234) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. NOTE: Recommendation gives name as "Emmett". Born in Victoria, 26 January 1919; largely raised in Nelson, British Columbia. Served in Royal Canadian Artillery. Enlisted in Vancouver, 29 June 1937 as Equipment Assistant. Promoted LAC, 29 December 1938. To Western Air Command, 17 July 1939. Promoted Corporal, 1 September 1939. Promoted Sergeant, 15 January 1940. To No.4 (BR) Squadron, 1 February 1940. Promoted Flight Sergeant, 1 September 1940 Promoted WO2, 1 July 1941. To No.15 SFTS, 21 August 1941. Remustered to aircrew, 1 May 1942 (reverting to Sergeant) and posted to No.4 ITS; graduated 3 July 1941 and posted next day to No.6 AOS; graduated 12 September 1942 and posted to No.1 CNS; graduated 5 November 1942 and posted next day to No.7 BGS; graduated and commissioned 18 December 1942 but not posted to No.6 SFTS until 2 January 1943; to No.1 GRS, 23 January 1943; to No.32 OTU, 19 March 1943. Further postings uncertain. Remained in postwar RCAF, commencing in Victoria (Patricia Bay), flying coastal and Arctic patrols. He served as a navigator with No.426 Squadron during the Korean War airlift, as a staff officer in Ottawa, and as an exchange officer with the USAF at Wright-Patterson Air Base in Ohio. After retiring from military service, he had a second career in the aerospace industry in both the United States and Canada. During these years, Norm had a parallel career as a writer, producing historical works and technical articles on topics ranging from celestial navigation to railroads. A memoir of his RCAF service, **One Foot on the Ground**, was reviewed as a "story of bravery and heroism... told with self-deprecating wit and sincere appreciation of the efforts of his fellow airmen." Died in Victoria, 25 May 2012. His obituary read, in part, "He was awarded the Distinguished Flying Cross for bravery for navigating his plane and crew safely

back from Germany with, he claimed, a badly broken pencil." No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had flown 36 sorties (150 hours 35 minutes), 18 April to 26 August 1944.

This officer, the navigator of the crew captained by Acting Flight Lieutenant D.J. Linklater, has since April 1944 made thirty-six operational sorties over enemy territory including several long distant [sic] targets which called for a high degree of navigational ability.

Flying Officer Emmett [sic] has at all times displayed outstanding ability, 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:

18 April 1944 - Noisy le Sec (6.00)
20 April 1944 - Lens (5.17)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.40)
26 April 1944 - Essen (5.30)
27 April 1944 - Aulnoye (4.35)
30 April 1944 - Somain (5.05)
3 May 1944 - Lorient (5.00)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Calipon (3.05)
21 May 1944 - Frisians (4.50)
22 May 1944 - Le Mans (5.25)
24 May 1944 - Aachen (5.20)
27 May 1944 - Le Clipon (3.10)
28 May 1944 - Brest (5.00)
31 May 1944 - Au Fevre (4.50)
3 June 1944 - Dunkirk (2.35)
5 June 1944 - Houlgate (5.15)
7 June 1944 - Acheres (4.55)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.15)

21 June 1944 - Oisemont (6.05)
4 July 1944 - Villeneuve St. George (6.25)
6 July 1944 - Sautrecourt (4.15)
9 July 1944 - Ardouval (3.45)
10 July 1944 - Frisians (3.20)
18 July 1944 - Caen (4.15)
19 July 1944 - Gardening, Heligoland (4.05)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.55)
15 August 1944 - Soesterburg (4.10)
24 August 1944 - La Rochelle (6.50)
25 August 1944 - Ferfay (4.05)
26 August 1944 - La Rochelle (6.10)

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EMOND, F/O Charles Edward (J25411) - **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 Ottawa, 27 February 1918; home there. Attended High School of Commerce and University of Ottawa. Enlisted in Ottawa, 18 November 1937. As of the outbreak of war he was a Corporal (Disciplinarian). Promoted Sergeant, 1 March 1940. Promoted Flight Sergeant, 1 July 1940. To No.4A Manning Depot, 18 May 1941. To No.4 Manning Depot, 5 June 1941. Promoted WO2, 1 July 1941. To Newfoundland, 28 April 1942. Remustered to aircrew, 20 May 1942 (reverting to Sergeant). To No.3 ITS, 24 May 1942. May have graduated as early as 17 July 1942 but not posted to No.11 EFTS until 29 August 1942. To No.5 SFTS, 21 November 1942; graduated and commissioned 16 April 1943. To "Y" Depot, 30 April 1942. To RAF overseas, 26 May 1943. Posted to No.1669 Conversion Unit following tour. Repatriated 7 July 1945. Remained in postwar RCAF; served on Korean airlift with No.426 Squadron. A member of the military staff upon the opening of College militaire royal (CMR) de Saint-Jean in 1952, he subsequently worked in Saint-Jean-sur-Richelieu and the Montreal area. Attained rank of Squadron Leader, 1 January 1952. RCAF photos PL-3375 and PL-3376 show him as as Sergeant, 1941. See also photo PL-51386. In June 1998 Gateway Coin and Militaria (Winnipeg) was selling his medals for \$ 1,395. He must have sold them while alive, as he died in Montreal, 25 September 2008. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 10 November when he had flown 39 sorties (162 hours 20 minutes), 9 May to 25 October 1944.

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 Aifield (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 (2.55)
6 July 1944 - St.Martin l'Hortier (3.40)
6 July 1944 - Croix d'Alle (3.45)
9 July 1944 - Chateau Benapre (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 du Croc (3.50)
28 July 1944 - Foret de Nieppe (3.35)
30 July 1944 - Villers Bocage (4.05)
3 August 1944 - Bois de Cassan (4.10)
5 August 1944 - Foret de Nieppe (3.35)
25 August 1944 - Pons Corff (5.40)
1 September 1944 - La Pourchante (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)
23 October 1944 - Essen (2.00, recalled)
25 October 1944 - Essen (5.00)

This captain has participated in very many operational sorties, many of them over the most heavily defended German targets. He has always displayed a fine offensive spirit and a great keenness to operate. His operational skill and his determination to press on with the attack together with his sense of duty as an officer have set a fine example. He is strongly recommended for the Distinguished Flying Cross.

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EMOND, W/C Joseph Rosario Aldege Ernest (C872) - **Mention in Despatches** - No.62 Base - 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). Born 5 October 1915. Enlisted in Ottawa as P/P/O, 4 July 1938. With No.413 Squadron in 1942. Torpedoed on **Empress of Canada**, 15 March 1943 off Freetown, West Africa and spent 15 hours in lifeboat before rescue. Awarded Queens Coronation Medal, 30 October 1953 (AFHQ). Retired 4 December 1968, settling in Ottawa.

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EMPEY, F/L George Gordon (J16917) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 21 June 1917 at Elrose, Saskatchewan; educated in Rosetown; home in Esquimault, British Columbia. Enlisted in Toronto, 24 October 1940. Posted to No.2 Manning Depot, 19 December 1940. To No.2 WS, 5 January 1941. Promoted LAC, 5 February 1941. To No.3 BGS, 23 May 1941. Graduated and promoted Sergeant, 24 June 1941. To Embarkation Depot that date; to RAF overseas, 19 July 1941. Promoted Flight Sergeant, 24 December 1941. Promoted WO2, 1 November 1942. Commissioned 6 January 1943. Promoted Flying Officer, 6 July 1943. Promoted Flight Lieutenant, 24 July 1944. Promoted Squadron Leader, 1 June 1945. Repatriated to Canada, 16 January 1946. Retired 8 March 1946. Died in Fonthill, Ontario, 8 April 2006. Shown in RCAF photo PL-41085 (ex UK-16877 dated 24 November 1944). Photo PL-41086 (ex UK-16878 dated 24 November 1944) shows him with his sister, Nursing Sister I. Williams, after investiture at Buckingham Palace.

This officer has participated in a large number of sorties against a wide range of targets in Germany. He is a wireless operator of high merit and has proved himself to be a courageous and resolute member of aircraft crew. During the [a ?] sortie in March 1944 his aircraft was extensively damaged when attacked by fighters, the inter-communications system was rendered useless but, although working under great difficulties, Flight Lieutenant Empey skilfully effected repairs. His coolness and resource proved most inspiring.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 24 April 1944 when he had flown 33 sorties (164 hours 25 minutes).

During this officer's first tour as Wireless Operator on heavily defended targets in Germany both by day and night, he proved a source of confidence to his crew by skilful wireless operating. Now as Squadron Signals Leader his exceptional qualities of leadership have set a fine example to the squadron.

On the night of 18th March 1944, when flying with a freshman crew as a last-

minute replacement, his aircraft was subjected to vicious attacks by enemy night fighters. The aircraft received extensive damage, the dinghy was set alight and inter-communication severed. By working under extreme difficulties he effected repairs. His coolness and presence of mind restored confidence in the crew and materially assisted in bringing a badly damaged aircraft back to base.

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EMPRINGHAM, F/O Leonard Gordon (J41453) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 6 May 1912. Home in Leaside, Ontario; enlisted in Toronto, 7 August 1942. Granted Leave Without Pay until 20 December 1942 when posted to No.1 Manning Depot. To No.8 Manning Depot, 5 January 1943. To No.16 SFTS (guard duty), 7 March 1943. To No.7 ITS, 17 April 1943; graduated and promoted LAC, 25 June 1943; posted next day to No.6 EFTS; graduated 17 September 1943 and posted next day to No.19 SFTS; graduated and commissioned 11 February 1944. To No.1 GRS, 18 February 1944. To No.3 OTU, 14 May 1944. To Eastern Air Command, 1 July 1944. To No.5 (BR) Squadron, 3 July 1944. Promoted Flying Officer, 11 August 1944. To Halifax, 14 June 1945. To Release Centre, 30 August 1945. Retired 6 September 1945. Died in Toronto, 20 June 1964; buried in Mount Pleasant Cemetery.

On the 26th March 1945, whilst on a routine anti-submarine patrol, Flying Officer Empringham and his crew carried out an attack on an enemy U-boat at periscope depth. Photographic evidence indicates that the attack was well executed, although no evidence of damage appeared. Flying Officer Empringham was, at the time, carrying out his ninth patrol as captain of aircraft and he should be highly commended for the good crew drill and organization displayed in this attack by a relatively newly organized crew.

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ENGBRECHT, Sergeant Peter (R140754, later C88377) - **Conspicuous Gallantry Medal (Flying)** - No.424 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2101/44 dated 29 September 1944. Born in Poltavka, Russia, 27 January 1923. Home in Summerside, Prince Edward Island (blacksmith with his father). Enlisted for General Duties in Winnipeg, 17 November 1941 and posted to No.2 Manning Depot, Brandon, that date. To No.12 SFTS, Brandon, 28 November 1941. Promoted AC1, 17 February 1942. Promoted LAC, 17 May 1942. To No.1 GRS, Summerside, 19 July 1942. To "Y" Depot, Halifax, 17 November 1942. To RAF Training Pool, 10 December 1942. Taken on strength of No.3 PRC, 19 December 1942. To No.3076 SE (whatever that is), 14 January 1943. To Fairwood Common, 29 January 1943. To Middle Wallop, 8 February 1943. To Kenley, date uncertain. To No.127 Airfield, 12 July 1943. To No.14 Initial Training Wing, 31 July 1943 on remuster to aircrew. To No.7 Air Gunner School, 18 September 1943. Graded as Air Gunner and promoted

Sergeant, 30 October 1943. To No.82 OTU, 2 November 1943. To No.61 Base, 9 March 1944. Attached to No.1659 Conversion Unit, 2 April to 12 May 1944. To No.424 Squadron, 12 May 1944. Promoted Flight Sergeant, 30 July 1944. Commissioned, with effect from 23 July 1944 as per Appointments, Promotions and Retirements Order dated 2 October 1944. To No.1659 Conversion Unit, 21 October 1944. Promoted Flying Officer, 23 January 1945. Repatriated 8 April 1945. To No.2 Air Command, Winnipeg, 17 April 1945. To No.5 Release Centre, 3 June 1945. Released 28 June 1945. Rejoined RCAF, 22 July 1948 (16972) in Summerside as Mess Orderly. Promoted LAC, 23 July 1948. To Station Clinton, 31 July 1948. To No.4 Loran Unit, 17 December 1948. Posted from Northwest Air Command to Summerside, 5 October 1949. To No.26 Maintenance Unit, Calgary, 17 September 1950. Promoted Corporal, 1 August 1951. Reclassified as Mechanical Technician, 14 March 1952. To No.2 PSU, London, 28 January 1953. Commissioned in Fighter Control Branch, 7 February 1953 in rank of Flying Officer. To No.3 ADCC, Scarborough, 11 April 1953. To No.33 Aircraft Control and Warning Squadron, Falconbridge, 11 May 1953. To No.221 Aircraft Control and Warning Squadron, Sydney, 1 August 1954. Retired 6 February 1958 on completion of fixed term of commission. Re-engaged in Regular Force, 7 February 1958 in Fighter Control Branch and with rank of Leading Aircraftman. To No.2402 Aircraft Control and Warning Squadron, 26 February 1958. Promoted Corporal, 29 March 1958. To Station Dawson Creek, 30 March 1958. To Station Falconbridge, 24 June 1961. To Station Ramore, 17 December 1962. To Station Falconbridge, 17 December 1963. To Station Pagwa, 16 June 1966. To Station Beausejour, 12 November 1966. Died in Whitewater, Manitoba, 25 April 1991 as per **Airforce Magazine** of October-November-December 1991. RCAF photo PL-22101 (ex UK-4933 dated 19 August 1943) shows him as he was completing his air gunner training. See also photo PL-30467 (UK-11494) showing him and Gillanders; PL-32404 and PL-35919 are portraits. Photo RCAF photo PL-31147 (ex UK-12480 dated 10 July 1944) shows (left) FS J.P. Florence of Montreal (rear gunner, DFM) and Sergeant Peter Engbrecht of Whitewater, Manitoba (CGM Flying); caption says that one Engbrecht's victories had been scored with one of his four guns jammed. RCAF photo PL-31259 (ex UK-12511 dated 14 July 1944) shows Florence and Engbrecht playing pool. Photo PL-32774 (ex UK-14593 dated 9 September 1944) taken after a raid on Brest; he is shown reviewing the night's work with Master Sergeant Charles Gunn (Portland, Oregon, RCAF trained and recently transferred to American forces).

As mid-upper gunner this airman has participated in several sorties and has proved himself to be an exceptionally cool and confident member of aircraft crew. On one occasion during a sortie his aircraft was subjected to fourteen separate attacks by fighters. In the ensuing fights, Sergeant Engbrecht defended his aircraft with great skill and two of the attackers fell to his guns. In June 1944 he took part in an attack on a target in Northern France. On the return flight his aircraft was attacked on two occasions by fighters. Sergeant Engbrecht engaged the enemy aircraft with deadly effect each time and his brilliant shooting caused their destruction. His feats have been worthy of the greatest praise.

Engbrecht's score as an air gunner has been the subject of some confusion and error. **The**

RCAF Overseas: The Fifth Year records his action of 13 August 1944 twice (on pages 218 and 223), and although the book indicates that the team of Engbrecht and Gillanders shot down two enemy aircraft, it is evident from the Combat Report that Gillanders accounted for one with no fire added by Engbrecht. Even more misleading is a short obituary article by Bert Chiffins ("Gunner Ace Remembered", **Airforce**, October-November-December 1991) which credited him with participating in the destruction of two enemy aircraft on 27 May 1944 (correct), two more shot down "two weeks later" (correct), and then "two victories during a raid on Brunswick" (he engaged only one with Gillanders). Finally, the article states, "He added two more kills during a raid on the Falaise Gap, 14 September." In fact, the Falaise Gap had been three weeks previous, and no further kills directly involving Engbrecht can be traced (although Gillanders scored a "probably destroyed" on the night of 16/17 August 1944).

Combat Reports held in the Directorate of History and Heritage detail his successful actions as follows:

27/28 May 1944: Two enemy aircraft claimed destroyed (one Me.110 and one FW.190). Halifax HX316 (D/424), captain Flight Officer James Grant Keys, USAAF (later awarded DFC). Target was Bourg-Leopold. Action began at 0218, height 8,000 feet, position 50° 48" North 04° 40" East. There was slight flak and fighter flares; good visibility, half moon and no cloud. Rear Gunner was Sergeant Gillanders (who fired negligible rounds), Mid-Upper Gunner was Sergeant Engbrecht (100 rounds in first attack, 60 rounds in second engagement). Bomber was on track but lower than briefed. Narrative as follows:

This enemy fighter made a bow attack and the first warning received was his trace, the pilot immediately going into a corkscrew and the Mid-Upper [Engbrecht] firing at the trace. The aircraft itself was not sighted, consequently no range could be given but the Bomb Aimer had a glimpse of the fuselage as it went down and is of the opinion that it was a Me.110. The fighter appeared to drop off on one wing and went down in flames, a petrol tank exploding on the way down and another heavy explosion upon impact with the ground which was witnessed by the Pilot, Engineer and Bomb-Aimer.

Continuous attacks followed, mainly by three aircraft operating together, a Ju.88 with two 109s on either quarter. On this first attack three guns of the Mid-upper turret packed up and all guns in the rear turret. The one gun from the Mid-Upper Turret was the only one serviceable for the rest of the sortie with the exception of one gun working from the Rear Turret towards the end of the trip and very few rounds were fired from the gun. The attack given on this pro-forma came after several sightings and through the corkscrewing the aircraft was below the height of the main stream.

The second principal engagement was at 0235 hours, height 6,000 feet, position 50° 55" North 03° 45" East. Visual obtained by Mid-Upper gunner [Engbrecht] at 400 yards, port quarter up.

Enemy aircraft did not fire but broke away on port beam at 150 yards. Engbrecht opened fire (with only one gun) at 300 yards. Narrative as follows:

After further attacks after the first mentioned attack, a FW.190 attacked from the port quarter up and started to break away on the port beam, the mid-upper firing almost continuously and observing the fighter to blow up in his sights. Observed by the pilot, engineer and rear gunner. The attacks were kept until reaching the English coast. Types seen were Ju.88, Me.109, nearly all operating in threes. The Mid-Upper Gunner had no time to clear his guns and used the only one to shoot the second machine down. Further hardship was caused by i/c failure from the rear turret, combat manouevre being passed on and given by the Rear Gunner. Total rounds fired on the sortie - 220 rounds, 200 from Mid-Upper Turret.

10/11 June 1944: Two enemy aircraft claimed destroyed (one Me.110 diving out of control, seen to explode on ground, and one Me.109 on fire). Halifax HX316 (D/424), captain Flight Officer James Grant Keys, USAAF. Target was Versailles-Metelot. Action began at 0107 hours, height 6,000 feet, position 48° 24" North 01° 05" East. There was no flak but one fighter flare on starboard beam; good visibility, cloud base at 6,500 feet. Rear Gunner was Sergeant Gillanders (who fired 250 rounds in two actions, Mid-Upper Gunner was Sergeant Engbrecht (450 rounds in two actions). In both actions, Gillanders opened fire at 250 yards, down to 200 yards and Engbrecht opened fire at 450 yards down to 400 yards. Flight Engineer searched the dark sky while gunners engaged, 500 feet of height lost during corkscrew manouevre. Narrative for first action as follows:

At the position given a fighter flare was seen to drop on the starboard beam. The enemy aircraft came in from behind the flare and in doing so silhouetted himself against it. The Me.110 opened fire at 400 yards; almost immediately on sighting. The Mid-Upper Gunner ordered combat manouevre and opened fire right after, keeping up his fire until the engagement was broken off, the Rear Gunner getting in a short burst at 250 yards. The fighter seemed to lose control at 200 yards range, diving straight down and an explosion was seen on the ground a few seconds later.

Second engagement was 0108 hours (one minute later), height 4,000 feet, position 48° 22" North 00° 51" East. Enemy aircraft approached from starboard beam, up very slightly, breaking starboard quarter down at 250 yards. Narrative as follows:

In this combat conditions were the same as in the previous one, identical ranges, etc, except that the fighter was seen to go on fire, flame coming from the engine so far as can be ascertained, and then went down into scattered cloud below, the whole cloud lighting up a few seconds later. The fire did not start until the breakaway, starting with a small glow and growing rapidly. Due to being in a corkscrew the illumination in the cloud was seen by all members of the crew

except the wireless operator and navigator.

13 August 1944: One unidentified enemy aircraft engaged in inconclusive action and two as destroyed (one Me.210 and one Me.109). Halifax MZ802 (G/424). Target was Brunswick. Action began at 0025 hours, height 18,000 feet, position 52° 35" North 09° 59" East. There was light and heavy flak plus searchlights. There was 6/10 medium cloud and high cirrus cloud. Fishpond device was serviceable but gave no warning. Attack by Me.210 developed from port quarter level. Rear Gunner Flight Sergeant Gillanders fired 280 rounds, starting at 450 yards and down to 300 yards; Flight Sergeant Engbrecht as mid-upper gunner fired 240 rounds. Fighter opened fire at 400 yards, ceased at 350 yards and broke straight down. Corkscrew manoeuvre and 5-600 feet lost. Narrative for first action as follows:

Enemy aircraft was first seen by MUG and RG as it attacked and shot down another Halifax on the port quarter. The fighter then turned and attacked from the port quarter level at 450 yards, corkscrew port was given by MUG. Fighter opened fire at 400 yards and both gunners immediately returned fire. Trace from both turrets converged on the enemy aircraft which burst into flames and was seen to explode by both gunners and engineer. This aircraft was identified as an Me.210.

Second action was at 0103; height 18,000 feet, position 55° 54" North 08° 15" East. There was light and heavy flak plus searchlights on port beam; 5/10 medium cloud below, high cirrus above. There was 6/10 medium cloud and high cirrus cloud. Fishpond device was serviceable but gave no warning. Attack by Me.109 developed from port quarter down. Rear Gunner Flight Sergeant Gillanders fired 210 rounds, starting at 400 yards and down to 300 yards; Flight Sergeant Engbrecht is not recorded as opening fire. Fighter opened fire at 400 yards, ceased at 300 yards and broke down in flames. Corkscrew manoeuvre. Narrative as follows:

Rear Gunner sighted enemy aircraft at 400 yards port quarter down. He immediately gave evasive action, corkscrew port. Both Rear Gunner and fighter opened fire at the same time. Trace was seen striking enemy aircraft which burst into flames and shortly afterwards exploded. The aircraft was identified as an Me.109 when it burst into flames and was seen to explode by engineer and both gunners. The pilot also saw the flash and burning parts going down.

Third action was at 0110 and involved Engbrecht only. Height 12,000 feet, position 53° 55" North 07° 10" East. Light haze and high cirrus above; flak plus searchlights on port beam. Fishpond not turned on at this point. Unidentified enemy aircraft seen on port bow, level; he opened fire at 550 yards down to 450 yards; enemy aircraft fired from 600 yards to 450 yards. Engbrecht fired 250 rounds; bomber corkscrewed to port. Narrative as follows:

An unidentified aircraft was seen by the Mid-Upper Gunner attacking from the port bow level at 600 yards and he immediately gave the evasive action,

corkscrew port. The enemy aircraft opened fire at 550 yards, Mid-Upper Gunner returned fire and fighter broke off at 450 yards on the port quarter down and was not seen again. No hits are claimed by the gunner.

Note: Application for Operational Wing dated 14 March 1945, when he was with No.1659 Conversion Unit, stated he had flown 32 sorties (166 hours 50 minutes) with No.424 Squadron, 26 May to 4 October 1944.

RCAF Press Release No.6457 dated 6 September 1944 from S/L T.C. McCall, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Young Peter Engbrecht is perhaps the number paradox of the Royal Canadian Air Force. He is, to begin with, a member of a religious sect one of whose tenets is opposed to participation in wars. Then again, in his veins flows blood which is one hundred percent Germanic. His early career in the Air Force hardly prepared him for the role of a hero, since it involved waiting on table in the officers' mess and later serving as batman.

Today, only partially finished with his first operational tour, the 21-year-old bomber gunner can claim a record unparalleled in the RCAF. He has personally destroyed five enemy aircraft and probably destroyed a sixth. One of his victories was scored under the almost incredible circumstances of having three of his four guns inoperative, yet scoring bulls-eyes on an attacking fighter with the one still functioning.

As any experienced bomber man will tell you, an air gunner's job is not primarily to shoot down fighters. It is to prevent his own aircraft from being shot down by spotting enemy marauders in advance of attack, guiding his own pilot by instructions for evasive action when and if an attack develops, and as a last resort, using his guns to defend his plane if the Nazi persists.

Beneath his air gunner's wing, Peter Engbrecht wears one of the most rare decorations in the armed forces, the ribbon --- light and dark blue --- of the Conspicuous Gallantry Medal, roughly the equivalent to the Distinguished Service Order which can be won only by officers. When awarded the CGM by His Majesty the King at an open-air ceremony on one of the Canadian Bomber Group stations, Peter Engbrecht was still a sergeant. Shortly after this event, he became a flight sergeant and has recently been commissioned.

A sturdily-built, fair-haired young man, Pilot Officer Engbrecht is self-conscious about his speech which he insists still bears traces of German accent. German had always been spoken in his family and, until recently, his letters home had been

written in that language. Now he writes them in English because of complications which were constantly arising out of his use of the enemy's language.

Actually, his family home was for many years in the Duchy of Luxembourg. Then they moved to the Ukraine and in 1928 the Engbrechts crossed the ocean to settle in Whitewater, Manitoba, members of a Mennonite community. There, the head of the family, Nicholas Engbrecht established himself as a blacksmith and in due course was joined in the business by Peter after he had finished public school.

The outbreak of war brought problems to the Engbrecht family. Peter, the oldest son, wanted to enlist when he reached 18, and a family council was held. "We finally consulted the Bishop," he says. "My father couldn't refuse me permission to go since he had himself fought for seven years in the Russian army and during the revolution. The way we decided it was that Canada deserved fighting for, and I was allowed to join up. I was the first Mennonite, so far as I know, to do so."

The embryo gunnery ace enlisted in March 1941, but was not called until November of that year. He went to the service flying school at Brandon and worked as a waiter in the officers' mess and as a canteen steward. Then he was transferred to Summerside, P.E.I. and was a batman in the officers' quarters. In December 1942, he was posted overseas and after arriving in Great Britain served as a "G.D." (General duties) and later as an armourer's assistant. Late the following year, he was permitted to remuster as an air gunner and won his wing in October. It was not until May, 1944, that he joined the Tiger squadron of the RCAF Bomber Group. His first operational sortie was flown on May 26th when his aircraft, piloted by Flight Officer Keys, an American, was one of a force of Halifaxes which attacked Le Havre, The trip was wholly uneventful.

The next night, the Canadian crews got the sort of target which they really relished: a German military camp at Bourg-Leopold, Belgium. It was on this trip that Engbrecht destroyed his first two German fighters. "We were attacked once on the way in," he relates, "but lost him by evasive action. Then, on the way home, a fighter came in on us, firing his guns as he closed in. He was only 200 yards away when he dropped a wing and turned where I could get a bead on him. We saw him catch fire and start down. Then there was an explosion --- his petrol tanks, I guess -- and he blew up." Engbrecht identified this as a Messerschmitt 110.

It was during this engagement that three of Engbrecht's four guns "packed up". At the same time, the rear gunner reported that all four of his guns were unserviceable. To complicate matters further, Engbrecht's intercom equipment was not working, so he was unable to communicate with other members of the crew. At this moment, a FW190 came tearing in on the port quarter. There

wasn't much to the engagement, according to Engbrecht. "He didn't fire at all. I started to fire with the one gun that was operating and saw him blow up about 100 yards from our kite. Think I must have hit his petrol tank underneath. The way it turned out, I figure that every bullet must have hit him; the stream just seemed to pour into the fighter."

It was exactly two weeks later that Skipper Keys took his crew to bomb railway yards at Versailles-Matelot, near Paris. Returning from the target, about halfway between Paris and Cherbourg, the sky was suddenly illuminated by a fighter flare. "A Me109 came out from behind the flare," Engbrecht relates, "and I saw him silhouetted. Then I gave him a short burst and he caught fire almost immediately and exploded right behind us. Just then, a Me110 came in on our starboard side and I opened up again. He caught fire and started down. Then he disappeared in a cloud and suddenly there was a bright flash and the cloud lit up, as though by an explosion."

The next event of importance on the Engbrecht calendar was award of the Conspicuous Gallantry Medal and its presentation by the King. That was on August 11th. The next night, he was detailed for an attack on Brunswick. "We saw a couple of fighters on the way in to the target but they didn't attack us," Engbrecht says. "Even though you are not attacked when you know that there are fighters around, it makes you all the more alert. Then I saw a Me210 get a four-engined bomber and start for us. The three of us opened fire all at the same time – the fighter, our rear gunner and myself. We could see our bullets bouncing off him as he came in. Then he caught fire and we watched him all the way down to the deck."

Shortly, after this incident, as a result of which Engbrecht and Sergeant Gillanders, the rear gunner, claim "half" an aircraft destroyed, the rear gunner shot down and got credit for a second enemy aircraft destroyed. Four nights later, returning from Kiel, Sergeant Gillanders claimed a "probable" when their aircraft was attacked over the sea.

As a youngster, Engbrecht spent much of his time hunting rabbits with a .22 rifle and finds that there is a marked parallel between his childhood sport and the present grim business. At the same time, he has his own theories about operational technique.

"In a fighter attack, I am never conscious of sighting. It seems to be something that you do automatically. You lay on deflection, move ahead of the target and hold your aim there until ready to fire. I think I can honestly say that I've only really missed the one time; that was when I got a probable. The Jerry was at extreme range and it was more by good luck than good judgment that I hit him at

all.”

He also gives his eyesight a good share of the credit for his phenomenal success and has developed a method of searching the skies which emphasizes the optical principle of following moving objects in the dark by using the corner of the eyes, rather than looking at them directly.

And finally – and in Engbrech’s views, the most important – is perfect teamwork between members of his crew, particularly the pilot, rear gunner and himself. “If it hadn’t been for a good skipper and the good corkscrews he was able to do during our evasive action, we never would have managed to get away from half of our fighter attacks,” he says. “Our skipper is really superb. We work out and practice methods together, and when a fighter jumps us, we all cooperate to get away or to shoot him down.”

Engbrecht, by reading and study, gives the impression of a man who has matured far beyond his years. He speaks deliberately and well and has given a good deal of thought to the postwar period. Primarily, he would like to remain in the Air Force and, if possible, train as a pilot although he has a good craftsman’s pride in his present air gunner’s trade. He would like to obtain a better education and possibly take some part in public life. As a side-line to his work of assisting his father in the blacksmith shop, he had operated a small fuel supply business, and in all probability will return to that after the war. He was married while stationed at Summerside and is fully conscious of his family obligations, particularly in view of the fact that his father is advancing in years and may need his help at home. There are three sisters and brother in the family besides himself.

One of the things that irritate him is the interest of strangers and new acquaintances in the fact that he is of German origin. They invariably ask, he says, “how does it feel to shoot down Germans?” “I have no love for the Nazis at all,” he says. “But I have met good Germans as well as bad ones. What we shall have to do after this war is over, is to take them in hand and teach the younger generation the right way of life in the same way that Hitler has tried to teach them the wrong way. That’s the only way we’ll ever straighten them out.”

Peter Engbrecht regards himself as a Canadian and looks to Canada as a land of unparalleled opportunity for young men such as himself. “For a man who is not afraid to work, you can get ahead in Canada even without a formal education,” he observes. “The boys who want to hold down office jobs will find it harder. But if you really want to work, you can get ahead in Canada.”

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ENGELBERT, FS Richard Albert (Can 2338) - **British Empire Medal** - No.132 Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 27 March 1913 at Edmonton, Alberta (RCAF press release 2659 announcing award). Enlisted in Winnipeg, 28 June 1937 as Aero Engine Mechanic. At Trenton as of 30 May 1938. Promoted Corporal, 1 September 1939. Promoted Sergeant, 1 October 1940. To No.118 (Fighter) Squadron, 28 November 1940. To Rockcliffe, 12 January 1941. Promoted Flight Sergeant, 15 March 1941. To No.6 BGS, 13 June 1941. To No.132 (Fighter) Squadron, 19 April 1942. To Sea Island, 3 June 1942. To Tofino, 15 October 1942. To No.5 OTU, 30 July 1944. Reverted to Sergeant, 1 October 1946. Promoted Flight Sergeant, 1 April 1951. Died of natural causes, 25 March 1960, while serving as a Warrant Officer in the RCAF. NOTE: DHist file 181.009 D.1283 (RG.24 Vol.20597) has a letter of commendation dated May 19th, 1942 from Air Marshal Breadner to Flight Sergeant Englebert, stating that as a member of the fire crew at No.6 Bombing and Gunnery School, he was "instrumental in assisting the extinguishment of a fire on Bolingbroke IV No.9141", thus saving the aircraft from complete destruction. He was further praised for "courage and resourcefulness". The incident occurred at Mountain View on 16 April, 1942.

When an aircraft crashed on the aerodrome, turned over and sprayed gasoline into the cabin and surrounding area, Flight Sergeant Englebert, with complete disregard of the grave danger of fire and explosion, forced his way into the cockpit and although soaked with gasoline and suffering from the effects of the fumes succeeded in cutting the unconscious pilot loose and removing him from the wreckage. Through his prompt action, courage and resourcefulness this NCO was responsible for saving the pilot's life. Flight Sergeant Englebert has previously been commended by the Chief of the Air Staff for a similar action.

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ENGELSEN, Sq/O Elizabeth Alison (V30019) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Born Elizabeth Alison Bacque, 7 June 1921, in Toronto; home there; enlisted there 23 October 1941. Had been in Red Cross Transport Service one year before enlistment. Trained at No.6 Manning Depot; commissioned 1 December 1941; to No.16 SFTS, Hagersville, 17 March 1942; to No.6 Manning Depot, Toronto, 24 April 1942 and subsequently assigned to No.2 Composite Training School, Toronto; promoted Section Officer, 1 May 1942; promoted Flight Officer, 15 September 1942; to No.6 SFTS, Dunnville, 11 February 1943; to "Y" Depot, Halifax, 1 August 1943; embarked for UK, 25 August 1943; appointed Officer Commanding, RCAF (WD) Recruits at 31 WAAF Recruiting Centre, RAF Station Winslow, 8 September 1943; to No.6 Group Headquarters, 9 December 1943; to RCAF Overseas Headquarters, 1 October 1944; repatriated to Canada, 15 April 1945; released at Rockcliffe, 19 June 1945.

She married Einar Engleson, an officer of the Royal Norwegian Air Force, in Toronto on 15 August 1942. Upon his being posted to England, she sought an overseas posting, and this was

eventually granted. She appears to have gone to Norway with him after the war, he being an executive with a shipping company.

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ENGEMOEN, FS (now P/O) Lyle Kenneth (R196563/J92583) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 625/45 dated 13 April 1945. Born 14 October 1922 in Broderick, Saskatchewan; home in Wadena, Saskatchewan. Enlisted in Saskatoon, 4 November 1942. To No.3 Manning Depot, 9 December 1942; to No.8 UATC, 10 January 1943. To No.2 Pre-Aircrew Education Detachment, date uncertain; to No.4 WS, 19 March 1943; promoted LAC, 20 April 1943; to No.2 BGS, 3 October 1943; graduated and promoted Sergeant, 22 November 1943. To "Y" Depot, 6 December 1943; taken on strength of No.3 PRC, 13 December 1943. Commissioned 19 October 1944. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for "Tiger Force" training, 31 July 1945. To No.10 Release Centre, 26 October 1945. Retired 2 November 1945. RCAF photo PL-33075 (ex UK-15344 dated 26 September 1944) is captioned as follows: "Flight Lieutenant Vic Motherwell (centre) has good reason to shake the hand of F/L E.S. Heimpel. It was the latter (whose home is at MacDonald College, Quebec), who spotted F/L Motherwell's crew adrift in the North Sea and assisted in their rescue after nearly 14 hours in a dinghy. At left is Flight Sergeant L.K. Engemoen of Wadena, Saskatchewan, the wireless operator who earned the praise of crewmate for his work in sending out DOSs. The incident occurred on the crew's 15th trip, a long over-water bombing mission to Kiel." DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 23 September 1944.

Flight Sergeant Engemoen has participated in a number of operational missions throughout which he has displayed outstanding skill, courage and initiative. On one occasion after an attack against Kiel the aircraft in which he was flying was forced down on to the sea. He gave his captain valuable assistance and remained at his allotted task until the last minute. Afterwards in the dinghy he again rendered great help to his captain and first aid to many crew members. Flight Sergeant Engemoen's coolness and fortitude throughout this trying experience played a large part in extricating his crew from a perilous situation. At all times his conduct has been worthy of high praise.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has another recommendation raised by W/C G.A. McKenna, 23 September 1944 when he had completed 13 sorties (62 hours 30 minutes):

Flight Sergeant Engemoen was Wireless Operator in Flight Lieutenant Motherwell's aircraft when a ditching was carried out in the North Sea after an attack on Kiel.

This Non-Commissioned Officer, when the emergency arose, carried out perfect W/T ditching procedure and did not leave his post until ordered to do so by his captain. Afterwards in the dinghy, Flight Sergeant Engemoen assisted his captain in sorting out the crew, and rendered invaluable first aid to many crew members suffering from nausea and shock.

This Non-Commissioned Officer's coolness and determination in this emergency extricated his crew from a perilous situation and it is strongly recommended that he be awarded the immediate Distinguished Flying Medal.

Note: The incident described was on 15/16 September 1944 involving Halifax NA629 (PT-W), following an operation against Kiel. Airborne at 2156 hours, 15 September 1944 from Tholthorpe. Bombed from 18,000 feet at 0119. While returning to base the crew experienced trouble with the hydraulic system and eventually the flaps, undercarriage and bomb doors dropped down. All efforts to rectify the situation failed and at 0225 an emergency signal was transmitted, followed at 0350 by an SOS. Fifteen minutes later the Halifax was ditched some 70 miles off the East Anglia coast. At about 1730 hours. 16 September 1944 a squadron Halifax, captained by F/L E.S.Heimpel RCAF, sighted their dinghy and at 2000 an RAF ASR HSL reached the crew and took them into Great Yarmouth. Despite their harrowing experiences, none were injured. Crew were F/L V.G.Motherwell RCAF (awarded DFC), Sergeant J.Porter, F/O I.E. McGown, RCAF, F/O A.J. MacDonald, RCAF, Sergeant L.K.Engemoen, RCAF (awarded DFM), Sergeant T.J.Bibby, RCAF, Sergeant J.A.Wigley, RCAF, and Sergeant J.L.Hickson, RCAF.

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ENGLISH, WO Earl Thomas (R57926) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Lytton, British Columbia, 20 November 1918. Educated in British Columbia including University of British Columbia (Arts and Sciences). Home in Vancouver; enlisted there 4 June 1940. To No.1 ITS, 24 June 1940; graduated 19 July 1940 and promoted LAC; posted that date to No.1 AOS; to No.1 BGS, 13 October 1940; to No.1 ANS, 24 November 1940; graded as Observer and promoted Sergeant, 25 November 1940. Course completed 23 December 1940 but not posted until 31 December 1940 when sent briefly to No.1 Manning Depot. To Embarkation Depot, 24 January 1941; to RAF overseas, 7 February 1941. To No.16 OTU, 16 February 1941. To No.144 Squadron, 3 May 1941. Promoted Flight Sergeant, 1 September 1941. To No.14 OTU, 24 January 1942. To Cottesmore, 29 January 1942. Promoted Acting WO1, 1 July 1942. To No.29 OTU, 8 July 1942. To No.1660 Conversion Unit, 24 October 1942. To No.61 Squadron, 30 November 1942. To No.57 Squadron, 25 February 1943. To No.6177 Squadron, 26 March 1943. To No.57 Squadron, 9 April 1943. Repatriated to Canada, 3 September 1943. To No.34 OTU, 15 October 1943. To No.5 OTU, 10 May 1944. To No.3 Repair Depot, 3 January 1945. To Release Centre, 18 February 1945. Released 23 February 1945. Died in Richmond, British Columbia, 31 March

1989, age 69. RCAF photo PL-1994 taken 1940 shows three new RCAF Observers - Sergeant E.R. Berkey (Port Coquitlam), Sergeant E.T. English (Pekay, Arkansas - is this our man ?) and Sergeant F.J. Day (Calgary).

This Warrant Officer has completed numerous operational flights, many of them of a hazardous nature in the face of severe opposition. His targets have included Berlin, Hamburg, and many major objectives in western Germany. Throughout all these sorties Warrant Officer English has displayed exceptional navigational skill and outstanding courage and determination. His work on the ground has also been admirable.

Application for Operational Wing dated 21 February 1944 lists the following sorties:

No.144 Squadron (Hampden aircraft)

12 May 1941 - Gardening Rosemary (6.40)
17 May 1941 - Cologne (8.25)
25 May 1941 - Gardening Rosemary (7.30)
11 June 1941 - Essen (7.25)
16 June 1941 - Essen (6.20)
20 June 1941 - Cologne (7.20)
23 June 1941 - Brunswick (7.15)
26 June 1941 - Bremen (6.10)
28 June 1941 - Essen (5.50)
3 July 1941 - Cologne (7.10)
6 July 1941 - Karlsruhe (6.50)
9 July 1941 - search, English Channel (7.45)
11 July 1941 - Essen (7.30)
14 July 1941 - Essen (7.30)
6 August 1941 - Hamburg (7.00)
8 August 1941 - Kiel (8.00)
11 August 1941 - Rotterdam (4.00)
14 August 1941 - Brunswick (8.10)
18 August 1941 - Cologne (5.55)
1 September 1941 - Cologne (4.30)
3 September 1941 - Brest (7.30)
7 September 1941 - Kiel (7..25)
20 September 1941 - Gardening, Heligoland (6/30)
29 September 1941 - Berlin (8.00)
1 October 1941 - Hamburg (8.10)
21 October 1941 - Karlsruhe (4.05, B.B.A. - whatever that means)
24 October 1941 - Frankfurt (6.50)
23 November 1941 - Lorient (5.25)

27 November 1941 - Vlissingengen Drome (3.20)
No.14 OTU (Wellington)

10 August 1942 - Bremen (6.10)

No.61 Squadron (Lancaster)

9 January 1943 - Essen (4.55)
13 January 1943 - Essen (5.15)
17 January 1943 - Berlin (8.45)
21 January 1943 - Essen (3.35)
27 January 1943 - Dusseldorf (4.05)
31 January 1943 - Hamburg (7.40)

No.57 Squadron (Lancaster)

5 March 1943 - Essen (5.00)
8 March 1943 - Nuremberg (8.15)
9 March 1943 - Munich (8.00)
11 March 1943 - Stuttgart (7.20)
9 April 1943 - Duisburg (5.00)
11 April 1943 - Frankfurt (6.00)
14 April 1943 - Stuttgart (6.45)
17 April 1943 - Pilsen (9.00)
18 April 1943 - La Spezia (9.45)
1 May 1943 - Essen (5.30)
12 May 1943 - Duisberg (4.45)
13 May 1943 - Pilsen (7.30)
23 May 1943 - Dortmund (5.15)
25 May 1943 - Dusseldorf (4.20)
27 May 1943 - Essen (5.20)
29 May 1943 - Wuppertal (3.00)

Training: Interviewed 6 April 1940 - "Suitable as Observer. Wanted to be a pilot but willing to be observer. Not recommended as Pilot."

Course at No.1 ITS was 27 June to 20 July 1940. Courses in Mathematics (76/100), Armament, practical and oral (88/100), Drill (80/100), Law and Discipline (87/100). Placed 54th in a course of 84. "Selected as desirable observer material."

Course at No.1 AOS was 22 July to 12 October 1940. Anson aircraft - flew 21.29 as first navigator by day, 21..25 as second navigator by day, 3.45 as first navigator by night, 3.09 as second navigator by night. Courses in DR Plotting (86/150), DR Written (115/150), Compasses

and Instruments (86/150), DF and WT (78/100), Signals (48/50), Maps and Charts (65/100), Meteorology (62/100), Photography (69/100), Reconnaissance (68/100). "Average in classroom. All written work is printed and very neat." Placed 37th in a class of 45. "A bit lazy at times but average in work." (F/L W. Stapley, 11 October 1940).

Course at No.1 BGS was 14 October to 25 November 1940. Battle aircraft (5.55 on bombing, 5.25 on gunnery). No high level bombing exercises but dropped three bombs low level. Scored two percent hits in Beam Test, 4.5 percent hits in Beam Relative Speed Test and five percent hits in Under Tail Test. Placed 37th (tie) in a class of 41. "Below average in classroom and practical subjects." (G/C G.E. Wait).

Course at No.1 ANS was 26 November to 23 December 1940. Flew Anson aircraft - flew 2.40 as first navigator by day, 8.50 as second navigator by day, 6.00 as first navigator by night, 11.25 as second navigator by night. "An average navigator" but placed only 40th in a class of 43. "A mediocre student." However, concluding remarks were, "A keen and interested observer who will improve with more experience."

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ENGLISH, F/O Edwin Stamford (J35669) - **Air Force Cross** - No.1 GRS - Award as per **London Gazette** dated 1 January 1945 and AFRO 89/45. Born in Hamiota, Manitoba, 6 February 1921 (RCAF Press Release 4907 reporting award). Home in Young, Saskatchewan. Attended Swan River Public School and Chicago Institute of Engineering; tractor expert with Massey Harris. Enlisted in Saskatoon, 10 August 1940 as aero engine mechanic. To Technical Training School, St. Thomas, 18 September 1940. Promoted AC1, 1 February 1941. To No.4 SFTS, 5 February 1941. To No.12 SFTS, 16 May 1941. Promoted LAC, 1 July 1941. To No.6 Repair Depot, 24 July 1941. To No.4 Manning Depot, 16 October 1942. Remustered to aircrew and posted on uncertain date to No.7 ITS; graduated 2 April 1943 and posted next day to No.6 EFTS; taken on strength of No.4 SFTS on 29 May 1943; graduated and commissioned 17 September 1943. To No.1 GRS, 24 September 1943. To "Y" Depot, 23 August 1944. Remainder of wartime career uncertain. Rejoined RCAF in 1951. Promoted Flight Lieutenant, 1 July 1955. Promoted Squadron Leader, 28 January 1964. As of date of award he had 514 flying hours as staff pilot, 314 hours in previous six months, and a total of 952 hours.

This officer, employed as a staff pilot, has at all times displayed exceptional qualities of leadership and skill in flying. On one occasion with outstanding skill and resourcefulness, he ditched an Anson aircraft at night and was undoubtedly responsible for the saving of four lives of his crew and their successful rescue within three hours of the receipt of the first distress signal. He has at all times rendered a high and meritorious performance of services.

NOTE: The ditching episode occurred 29 May 1944 (Anson 11757) He was with a Flight Sergeant WAG and two RAF navigators when the starboard engine began overheating. He flew

40-50 miles in this condition and when ditching even applying full rudder would not hold it straight and he actually hit the sea at an eight degree angle.

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ENGLISH, F/L Walter Merrill Haig (C23861) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Saskatoon, Saskatchewan, 5 November 1918; home there; enlisted in Ottawa, 26 October 1940 as airman pilot. Employed in No.3 Training Command. Posted to No.1 EFTS, 21 January 1941, apparently as a civilian. Brought back on RCAF strength (still at No.1 EFTS), 19 June 1942 with rank of Warrant Officer but subsequently commissioned (with effect from 11 February 1942). Posted that date to No.5 Manning Depot. To No.6 SFTS, 18 July 1942; to No.3 Flying Instructor School, 10 October 1942; promoted Flying Officer, 11 March 1943. To No.2 SFTS, 14 May 1943; to "Y Depot" 16 June 1943. To United Kingdom, 6 July 1943. Promoted Flight Lieutenant, 11 September 1943. Repatriated 16 November 1945. Released 19 December 1945. Died in Saskatoon, 15 March 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (National Archives RG.24 Vol.20607) has recommendation dated 8 November 1944 when he had flown 34 sorties (165 hours five minutes).

During his first operational tour, Flying Officer English displayed a high standard of efficiency and captancy, pressing home his detailed attacks on the enemy's most heavily defended areas with enthusiasm and accuracy. His courage, never questioned, set a magnificent example for his crew and this squadron. His offensive spirit was best displayed by his constant requests to be on every detailed operation.

The sortie list was as follows:

7 July 1944 - Caen (4.45)
12 July 1944 - Thiverny (4.40)
15 July 1944 - Nucourt (5.05)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Ferme de Forestel (4.05)
31 July 1944 - Oeuf de Ternais (4.40)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (4.15)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - L'Hogue (5.00)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (6.30)

12 August 1944 - Foret de Montrichard (5.35)
12 August 1944 - Falaise (4.10)
15 August 1944 - Brussels/Melsbrock (3.50)
16 August 1944 - Connantre (6.25)
25 August 1944 - Bresst (4.50)
27 August 1944 - Marquis Mimeques (3.40)
28 August 1944 - Ile de Cezembre (4.20)
31 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.25)
6 September 1944 - Emden (4.20)
9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.15)
12 September 1944 - Wanne Eickel (4.50)
13 September 1944 - Osnabruck (5.05)
15 September 1944 - Kiel (5.50)
16 September 1944 - Boulogne (3.55)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (5.35)
14 October 1944 - Duisburg (5.10)
23 October 1944 - Essen (6.10)
2 November 1944 - Dusseldorf (5.50)

ENGLISH, F/L Walter Merrill Haig, DFC (C23861) - **Air Force Cross** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Home in Saskatoon; enlisted in Ottawa 26 October 1940. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation which states he had flown 2,399 hours, 1,570 on present duties, 101 in previous six months. This was initially prepared for September 1945 List and submitted unchanged for January 1946 List (Air 2/9144).

For two and one-half years, Flight Lieutenant English was employed on instructional duties in Canada, first at No.1 Elementary Flying Training School and later at No.3 Flying Instructors School. He then came to this country for operational duty and completed a notable tour with No.420 Squadron. Flight Lieutenant English is an exceptionally capable pilot and the conscientious application of his knowledge has been a great contribution towards the efficiency of the training section of this unit where, for the last six months, he has been employed. He devotes himself wholeheartedly to the furtherance of the training programme.

Application for Operational Wing dated 3 June 1945 (when he was at No.1659 Conversion Unit) stated he had flown 34 sorties (164 hours), 27 June 1944 to 3 November 1944 with No.420 Squadron.

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ENNS, F/O John Abram (J21898) - **Distinguished Flying Cross** - No.524 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 5 June 1922; home in Lasalle, Manitoba. Enlisted in Winnipeg, 10 July 1941 and sent to No.1 Manning Depot. Granted leave without pay, 5 August 1941. To No.2 Manning Depot, 3 August 1941. To No.3 BGS (guard duty), 25 September 1941. To No.2 ITS, 9 November 1941; course completed 30 December 1941 but not promoted LAC until 17 January 1942. To No.19 EFTS that date; to No.10 SFTS, 11 April 1942; graduated and commissioned 31 July 1942. To No.1 GRS, 28 August 1942. To No.32 OTU, 6 November 1942. Promoted Flying Officer, 31 January 1943. To "Y" Depot, 20 March 1943. To RAF overseas, 27 March 1943. Promoted Flight Lieutenant, 31 July 1944. Repatriated 2 August 1945. Released 22 September 1945. Died in Markdale, Ontario, 1 September 2013.

This officer has an excellent record as a fearless and skilful captain of aircraft. He has achieved considerable success during an eventful operational tour, involving attacks in the face of intense anti-aircraft fire on E-boats and convoys of merchant vessels.

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ENOS, P/O Idola Romeo Rolland (J89201) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 28 February 1922 in Montreal; home there; enlisted there 12 June 1942. Granted Leave Without Pay, until 15 July 1942 when posted to No.3 Manning Depot. To No.5 ITS, 24 October 1942; graduated and promoted LAC on 23 January 1943; to No.1 BGS, 20 February 1942; to No.9 AOS, 15 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 26 August 1944. Repatriated 9 November 1944. To No.3 Training Command, 12 December 1944; to No.1 Air Command, 15 January 1945. To Lachine, 19 March 1946; promoted Flying Officer, 26 March 1945. Retired 28 June 1946. Re-engaged with RCAF, 1 November 1947 when he took up a position as Air Cadet Officer. Continued in that capacity until 31 August 1956, having been promoted Flight Lieutenant on 1 May 1949 and Squadron Leader 1 May 1955. Released 31 August 1956; living then in Rosemont, Quebec. 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). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation for a DFM dated 10 October 1944 when he was a Flight Sergeant and had completed 35 sorties (165 hours 15 minutes):

A bomb aimer on a Halifax bomber, Flight Sergeant Enos has recently completed

a tour of operations over enemy targets. Among these sorties were the heavily defended targets of Stuttgart, Hamburg, Kiel, Wesseling and Osnabruck.

Flight Sergeant Enos has displayed a great amount of coolness under enemy fire. The aircraft of which he is bomb aimer has been the subject of many heavy enemy flak attacks. Undaunted by these attacks, Flight Sergeant Enos has bombed the target effectively on all occasions. His unflinching determination coupled with his skill in precise bombing have been, no doubt, the major cause for the excellent bombing record set up by the crew.

This NCO's exceptional courage, coolness and efficiency is worthy of high praise.

The sortie list was as follows:

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 (4.40)
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 - Caen (1.30, duty not carried out)
12 July 1944 - Thiverny (4.35)
15 July 1944 - Nucourt (4.20)
17 July 1944 - Caen A.1 (4.20)
18 July 1944 - Wesseling (4.35)
20 July 1944 - Ferme du Forestel (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 du Cezembre (5.00)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.25)
12 September 1944 - Wanne Eickel (5.35)
13 September 1944 - Osnabruck (4.35)

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ENSTONE, W/C John Mason (C4191) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Ottawa, 14 August 1915 (RCAF Press Release 4907 reporting award). Home in Ottawa where he was educated. Enlisted 19 August 1935 as a clerk. Promoted Flight Sergeant, 15 December 1939. Posted overseas on 27 January 1940. Promoted WO2, 15 June 1940. Promoted WO1, 1 February 1941. Commissioned as Administrative Officer, 16 February 1941 with rank of Flying Officer. Promoted Flight Lieutenant on 23 March 1942. Promoted Squadron Leader, 1 August 1943. Promoted Wing Commander, 1 May 1944. Repatriated to Canada, 24 May 1946. Reverted to Squadron Leader, 1 October 1946. To No.10 Group, 24 August 1947. To Northwest Air Command, 30 August 1947. Awarded Queens Coronation Medal, 23 October 1953 while a Wing Commander with Training Command. RCAF photo PL-44883 (ex UK-22465 dated 6 July 1945) taken in courtyard, Buckingham Palace after all-Canadian investiture: left to right are W/CJ.M. Enstone (Ottawa), Mrs. Enstone, Mrs. V.E. Camacho, F/L V.E. Camacho, and his mother, Lady Camacho (Derby, England). Photo PL-45008 shows him. RCAF photo PL-46555 (ex UK-23950 dated 28 January 1946) shows W/C W.G. Attewell and W/C J.M. Enstone outside RCAF Overseas Headquarters, having spent six years overseas.

This officer was instrumental in setting up the first Orderly Room at Royal Canadian Air Force Overseas Headquarters, prior to his commissioning, and played an important part in setting up the Royal Canadian Air Force section at Royal Air Force Records. Throughout his long period of duty overseas, by his initiative, enthusiasm and outstanding devotion to duty, he has developed into an administrative officer of exceptional calibre. His ability and keen efforts have set a very fine example to all those working with him.

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EPPS, S/L Robert Frederick (J11552) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 6 December 1919; home in Manitoba. Enlisted in Winnipeg, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 when posted elsewhere until 27 October 1940 when taken on strength of No.14 EFTS; to No.5 SFTS, 7

November 1940; graduated and promoted Sergeant on 28 January 1941. To Central Flying School, Trenton, 30 January 1942 to take instructional training; posted on 11 April 1941 to No.4 SFTS. Commissioned 29 April 1942. Posted overseas in October 1942. Attained rank of Flight Lieutenant, 25 June 1943. Promoted Squadron Leader, 20 October 1943. Posted from No.426 Squadron to No.1666 Conversion Unit, 26 May 1944. Remained in postwar RCAF to 1967. Died in Sudbury, 10 May 2006 . 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). RCAF Photo PL-32563 (ex UK-13649 dated 28 August 1944) shows him. No citation 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.2624 (RG.24 Vol.20628) has recommendation dated 20 December 1943 when he had flown 19 ½ sorties (122 hours 40 minutes) between 11 April and 16 December 1943.

This officer has taken part in a large number of operational sorties, the majority of which have been against heavily defended targets in Germany. As Flight Commander he has set a high example to all crews in the squadron by the exceptional keenness and enthusiasm which he displays towards operational flying. I strongly recommend that his consistently good work and devotion to duty be recognized by the award of the DFC.

The sortie list was as follows:

11 April 1943 - Gardening (3.10, second pilot)
14 April 1943 - Stuttgart (7.45, second pilot)
27 April 1943 - Gardening (7.15, second pilot)
4 May 1943 - Dortmund (5.20)
12 May 1943 - Duisburg (4.55)
13 May 1943 - Bochum (5.50)
16 May 1943 - Gardening (3.05)
23 May 1943 - Air-Sea Rescue (8.05, half-sortie)
25 May 1943 - Dusseldorf (4.55)
3 June 1943 - Gardening (6.00)
17 August 1943 - Peenemunde (7.20)
22 August 1943 - Leverkusen (4.55)
27 August 1943 - Nuremburg (7.30)
30 August 1943 - Munchen-Gladbach (4.40)
31 August 1943 - Berlin (6.50)
7 October 1943 - Stuttgart (7.15)
18 October 1943 - Hanover (5.55)
22 November 1943 - Berlin (7.05)
26 November 1943 - Berlin (7.35)
16 December 1943 - Berlin (7.15)

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On 28 May

1945 S/L C.C. Collins, No.427 Squadron, recommended him for an Air Force Cross. Submission noted he had flown one operational sortie and three Exodus flights (20 hours 40 minutes) on his second tour. Acting Squadron Leader at the time. Apparently had flown 79 hours 35 minutes non-operational since last award. AFC not approved but submission transcribed for the historical record.

This officer served as a Flight Commander at a Heavy Conversion Unit in this country for eleven months. During this period he displayed exceptional executive ability coupled with capable and efficient leadership, producing excellent results. His resourcefulness and devotion to duty have been a source of inspiration to all those who have served with him. I therefore strongly recommend that he be awarded the Air Force Cross.

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ERICKSON, WO2 Eugene Walter (R196577) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 23 February 1925 in Watrous, Saskatchewan; home there (student). Enlisted in Saskatoon, 5 November 1942. To No.2 Manning Depot, 3 January 1943. To No.2 Air Gunner Ground Training School, Trenton, 14 May 1943. Promoted LAC, 2 October 1943. To No.3 BGS, 5 October 1943; graduated 12 November 1943 and promoted Sergeant. To "Y" Depot, 26 November 1943. Embarked from Halifax, 14 December 1943; disembarked in Britain, 21 December 1943 and taken on strength of No.3 PRC, Bournemouth. To No.10 OTU, 1 February 1944; to No.41 Base, 18 May 1944 where he attended No.1658 Conversion Unit. To No.158 Squadron, 21 July 1944. Promoted Flight Sergeant, 12 August 1944. Attached to No.5 ACRS, 22 January to 2 February 1945. Promoted WO2, 12 February 1945. Repatriated 8 April 1945. Released 7 June 1945. Rejoined RCAF as Medical Assistant, 17 November 1947 (Leading Aircraftman, service number 27311) with No.9406 Unit, Saskatoon. To Trenton, 26 November 1947. To Station Rockcliffe, 30 January 1948. To Chatham, 24 January. To Goose Bay, 11 March 1951. Detached for a few months to Frobisher Bay. Promoted Corporal, 1 April 1951. To Summerside, 15 March 1952. To Moose Jaw, 15 May 1953. Attended special medical course at Aylmer, 9-27 August 1954 (practical exams in Nursing and First Aid, written exam in Theory, placed first in a class of ten). Promoted Sergeant, 1 April 1955. To Mont Apica, 1 November 1955. To Camp Borden, 1 November 1957. To Clinton, 22 May 1960. To Ramore, 27 November 1961. Retired 28 November 1963. Died in Goderich, Ontario, 25 July 1996 as per **Legion Magazine** of November 1996. Photos of him are PL-39763 (with LAC W.B. Steele, 7 November 1949, following investiture with DFC); PL-40628 (with FS H.G. Hall of Regina).

Warrant Officer Erickson has throughout numerous operational missions consistently displayed the highest qualities of skill and courage as well as outstanding keenness to operate against the enemy. In July 1944, whilst over Stuttgart, his aircraft was attacked by an enemy fighter. Warrant Officer Erickson

promptly advised his captain of suitable evasive manoeuvres and, bringing his own guns to bear, opened fire on the attacker. Due to this officer's alertness, skill and outstanding accuracy the attacker fell away out of control and crashed to the ground. Warrant Officer Erickson's vigilance and devotion to duty have been an inspiring example to the other members of his squadron.

Public Record Office Air 50/222 has two Combat Reports for the night of 24/25 July 1944, target Stuttgart, HalifaxX350 (R/158). He was rear gunner; a man called Daniels was mid-upper gunner. These were described as follows:

First attack:

Time: 0144
Height: 19,000 feet
Heading: 125 degrees True
Position: 49.17 North 08.07 East, on track.
Weather: thin cloud below, visibility good.
Searchlight activity: moderate searchlights and flak.
What was first warning?: Visual
Which equipment warned? Not Applicable.
Immediate action taken: Opened fire; combat manoeuvres, corkscrew port.
First Visual Range: 150 Yards - Position: Astern, level, against dark sky.
Which member of crew obtained first visual? Rear and mid-upper gunners.
Type of enemy aircraft: twin engined. Number: one. Lights: Nose light.
Direction of attack or approach: dead astern level.
Direction of breakaway of enemy aircraft: fell away out of control astern, 50 yards.
What combat manoeuvre was used? Corkscrew port.
Did fighter open fire? No.
Who opened fire first? Rear Gunner and Mid-Upper Gunner.
Rounds fired: 600 (rear gunner), 50 (mid-upper gunner)
Opening range: 150 yards (both)
Closing range: 50 yards (both)
Stoppages: nil (both).
Which crew position was searching away from attack? Flight Engineer.
Loss of height during the attack: 1,000 feet.
Damage to fighters: Trace seen entering fighter; fighter fell away out of control.
Fighter claimed DESTROYED.

Own aircraft was just entering target area when twin engined enemy fighter was sighted by Rear Gunner and Mid-Upper Gunner simultaneously at 150 yards range dead astern. Fighter carried white light in nose. Both gunners opened fire immediately and rear gunner gave captain combat manoeuvre to corkscrew port. Enemy aircraft closed to 50 yards - both gunners continued to fire with no return

fire from enemy aircraft. At 50 yards enemy aircraft broke away out of control and an explosion was seen on the ground by four members of the crew. Enemy aircraft claimed by both gunners as destroyed.

Second attack:

Time: 0149

Height: 18,000 feet

Heading: 125 degrees True

Position: 49.07 North 08.36 East, on track.

Weather: thin cloud below, visibility good.

Searchlight activity: moderate searchlights and flak.

What was first warning?: Fire from unseen aircraft.

Which equipment warned? Not Applicable.

Immediate action taken: Opened fire; combat manoeuvrers, corkscrew starboard.

First Visual Range: 400 Yards - Position: port starboard quarter..

Which member of crew obtained first visual? Rear and mid-upper gunners.

Type of enemy aircraft: twin engined. Number: one. Lights: none.

Direction of attack or approach: starboard quarter up.

Direction of breakaway of enemy aircraft: astern, 150 yards.

What combat manoeuvre was used? Corkscrew starboard.

Did fighter open fire? Yes. Opening range: 450 yards. Closing range: 150 yards.

Who opened fire first? Fighter.

Rounds fired: 600 (rear gunner), 50 (mid-upper gunner)

Opening range: 400 yards (both)

Closing range: 150 yards (both)

Stoppages: nil (both).

Which crew position was searching away from attack? Flight Engineer.

Loss of height during the attack: 1,000 feet.

Damage to fighters: Trace seen entering fighter. Fighter fell away out of control.

Fighter claimed DESTROYED.

Own aircraft was in target area when both gunners sighted twin engined enemy aircraft attacking from starboard quarters - range 400 yards - with all guns firing; enemy aircraft's fire was passing behind rear turret. Both gunners opened fire immediately and saw their trace entering enemy aircraft. Mid-upper gunner gave captain combat manoeuvre to corkscrew starboard. Enemy aircraft closed to range 150 yards firing continuously at this range. Enemy aircraft broke away out of control and was seen to crash on the ground by three members of the crew. Enemy aircraft claimed by both gunners as destroyed.

Notes: On Repatriation Form dated 20 March 1945 he stated he had flown 33 sorties (164 operational hours plus 159 hours 20 minutes non-operational. Last sortie was 3 March 1945.

Types in which he had flown were Whitley (96 hours 45 minutes), Halifax II (49.30) and Halifax III (181.05).

Crew were J87691 Vernon France Lewis (pilot, awarded DFC), 1078967 James John Bromfield, 1897460 Cyril L. Cook, R196577 Eugene Walter Erickson (air gunner, awarded DFC), R198938 Edward Earl Moore, J92661 George Arnold Routledge (BA, awarded DFC) and 1494005 James Matterson Stephenson (awarded DFM).

Selected Assessments: “Corporal Erickson has been undertaking a difficult task on this unit in that he is filling a position normally held by a Sergeant or Flight Sergeant. In his capacity as Medical Assistant Supervisor his work has been very satisfactory. As an individual he responds well to responsibility and it is felt that promotion of this NCO would greatly boost his motivation and make him an even more satisfactory NCO than he is at present.” (S/L A.E.W. Morton, Moose Jaw, 19 November 1954).

“This NCO has recently been promoted to Sergeant and in his new rank he is assessed as average. Some difference of opinion has occasionally arisen between this NCO and the nursing sisters in organization matters which accounts for his rather low assessment in cooperation. It is felt that Sergeant Erickson is still going through a transition stage following his promotion and that the most advisable course of action at this time would be his transfer to another unit in the very near future. This NCO has considerable experience and is considered a very valuable member of the staff; however his transfer is recommended in order to assist him in this transition and to shake him out of his set pattern. He has also been advised regarding his responsibilities to those under him, another factor which he has failed to grasp too well since his promotion. Again an improvement in this would be more easily guaranteed if he were transferred to another unit.” (S/L A.E.W. Morton, Moose Jaw, 9 May 1955).

“Sergeant Erickson has above average ability and possesses a keen sense of responsibility. He is extremely loyal and very cooperative. This NCO adjusts quickly to any situation and completes all tasks with efficiency and minimal delay. Sergeant Erickson is very interested in hygiene and sanitation and has carried out this task on the station in a very efficient manner. He is most anxious to further his knowledge in the field of hygiene and has been studying via correspondence courses in this direction. Sergeant Erickson is neat and clean in appearance both on and off duty. He is a keen sportsman and participates in the social functions of the mess and the section.” (F/L W.E. Greenlaw, Camp Borden, 20 May 1960).

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ERLY, P/O James Paul (J3264) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 2 September 1941 as per **London Gazette** of that date and AFRO 1292/41 dated 7 November 1941. Born in Toronto, 31 October 1916, home there. Private, Canadian Grenadier Guards before joining RCAF, 6 June 1940. To No.1 ITS, 24 June 1940; promoted LAC, 19 July 1940; to No.1 AOS, 19 July 1940; to No. 1 BGS, 13 October 1940; to No.1 ANS, 24 November

1940; graduated and commissioned, 24 December 1940. To Halifax, 31 December 1940. To RAF overseas, 21 January 1941. Arrived at No.16 OTU, 16 February 1941; posted from No.16 OTU to No.106 Squadron, 3 May 1941; first appears in unit ORB, 4 May 1941. Killed in action, 22 August 1941 (Hampden AE220); buried in Germany. See J.A. Duncan, above, for citation.

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ERSKINE, Sergeant James Laird (R64166) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 8 September 1920 in Guelph (see obituary notice). Home in Calgary; enlisted in Hamilton, Ontario, 17 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 31 May 1940. Promoted AC1, 17 August 1940. To No.3 SFTS, 20 October 1940. Promoted LAC, 1 April 1941. To No.10 Repair Depot, 16 June 1941. To "Y" Depot, Halifax, 23 March 1942. Promoted Corporal, 1 April 1942. To RAF overseas, 1 May 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, date uncertain. Wounded while on operations. Repatriated 23 April 1945. To Composite Training School, 8 May 1945. To Release Centre, 23 July 1945. Released 23 July 1945. Joined Ontario Provincial Police in 1945, served in Niagara Falls and St. Catharines, and eventually became Commissioner. Among highlights of his career was to be founder of the OPP Anti-Rackets Branch which tackled white-collar crime, notably a Great Canadian Art Fraud involving Group of Seven paintings which brought him into contact with A.J. Casson, later a close friend. As Ontario's Director Emergency Response, he was senior officer at the Mississauga train wreck and derailment which led to the largest peacetime evacuation in Canadian history. He was also Senior Officer investigating the crash of Air Canada DC-8 at Woodbridge which killed 109. Canadian Delegate to Interpol Headquarters, Paris, 1968; Chairman of Ontario Chiefs of Police in 1978-79, Chair of the Ontario Traffic Safety Council (1980-1983), and President of the Royal Canadian Military Institute. Known as "Big Jim", he stood six feet five inches tall and was affable. Following retirement he organized the first Ontario Drinking and Driving Counter Measures programme. He was also Honorary Lieutenant-Colonel and Colonel of the 11th Field Artillery Regiment, Guelph. His other decorations included a French Volunteer Medal, the CD, Police Efficiency Medal, and Officer of the Order of St. John of Jerusalem. Died in Toronto, 22 May 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

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ESCARAVAGE, F/L Pierre Victor Marie (J19397) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 25 November 1922 at Indian Head, Saskatchewan; home in Winnipeg; enlisted there 22 October 1941. To No.3 Manning Depot, 5 November 1941. To No.4 SFTS (non-flying duties), 20 December 1941. To No.7 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942; to No.19 EFTS, 6 June 1942; to No.10 SFTS, 1 August 1942; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4

December 1942. To RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 2 December 1943. Promoted Flying Officer, 22 March 1944. Repatriated 12 August 1945. Released 21 August 1945. RCAF photo PL-28608 (ex UK-9420 dated 31 March 1944) shows P/O P.V.M Escarvage (pilot, Winnipeg) with Sergeant "Taffy" Harris (Welsh mid-upper gunner) explaining details of recent sortie to F/O Jim Knott (Montreal, intelligence officer of No.434 Squadron). Photo PL-28687 (ex UK-9870 dated 19 April 1944) shows F/L Jack Snelgrove (left, Regina) and F/L P. 'Esky' Escarvage Winnipeg), "both promoted to the rank of Flight Lieutenant earlier in the day" following attack on railway yards at Ghent. 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.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 37 sorties (225 hours), 23 September 1943 to 16 June 1944.

This officer has been on the squadron since its formation, and has completed a total of 37 sorties, thirteen of which have been against heavily defended targets in Germany, including four against Berlin. Flight Lieutenant Escarvage is a keen and aggressive operational pilot. His superb captaincy and airmanship coupled with his cool judgement, untiring devotion to duty, cheerful confidence and dogged determination have greatly contributed to a successful tour of his crew. His outstanding fearlessness in carrying out his sorties, his quiet manner and outstanding offensive spirit have been an inspiration to his crew and a shining example to all who know him.

The sortie list was as follows:

23 September 1943 - Mannheim (7.25)
3 October 1943 - Kassel (6.35)
8 October 1943 - Hanover (5.55)
22 October 1943 - Kassel (6.55)
18 November 1943 - Mannheim (7.10)
22 November 1943 - Berlin (7.00)
25 November 1943 - Frankfurt (7.45)
3 December 1943 - Leipzig (8.10)
29 December 1943 - Berlin (7.35)
20 January 1944 - Berlin (7.35)
15 February 1944 - Berlin (7.00)
25 February 1944 - Gardening (5.05)
2 March 1944 - Meulan-sur-Meauceaux (5.05)
13 March 1944 - Le Mans (5.40)
15 March 1944 - Amiens (5.45)
16 March 1944 - Amiens (5.10)
22 March 1944 - Gardening, Kiel Bay (6.40)
23 March 1944 - Laon (5.00)

25 March 1944 - Aulnoye (5.50)
26 March 1944 - Courtrai (4.50)
29 March 1944 - Vaires (6.15)
9 April 1944 - Lille (5.00)
10 April 1944 - Ghent (4.50)
20 April 1944 - Lens (4.30)
23 April 1944 - Gardening (6.35)
24 April 1944 - Gardening (3.40)
26 April 1944 - Gardening (3.05)
27 April 1944 - Montzen (5.05)
30 April 1944 - Gardening (3.25)
1 May 1944 - St. Ghislain (4.35)
11 May 1944 - Boulogne (4.10)
31 May 1944 - Lewbringhen (3.55)
5 June 1944 - Merville (5.20)
6 June 1944 - Conde sur Noireau (5.45)
9 June 1944 - Le Mans (5.55)
14 June 1944 - Cambrai (4.50)
16 June 1944 - Sterkrade (5.40)

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ESCARVAGE, WO2 (now P/O) Andrew John (R95078/J38598) - **Mention in Despatches** - No.10 (BR) Squadron (Now No.45 AT Group) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born at Indian Head, Saskatchewan, 13 June 1919; educated there, Edmonton, and St.Boniface, Manitoba. Enlisted in Winnipeg, 14 February 1941. To No.36 SFTS (non-flying duties), 28 March 1941. To No.2 ITS, 3 May 1941; promoted LAC, 8 June 1941; to No.2 AOS, 8 June 1941; remustered from Observer to Gunner posted "elsewhere", 19 July 1941; to No.2 WS, 17 August 1941; to No.3 BGS, 3 January 1942; (graduated and promoted Sergeant on 2 February 1942. To Halifax, 3 February 1942. To No.113 (BR) Squadron, 2 March 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 28 March 1943. To No.10 (BR) Squadron, 8 May 1943. Promoted WO1, 2 August 1943. Commissioned 23 September 1943. To No.45 Group, Ferry Command, 7 February 1944. To Release Centre, 12 September 1945. Released 28 September 1945. As of award had flown 983:45 hours, 730:35 operational hours (106 sorties).

This wireless operator/air gunner has completed many hours of operational flying in the North Atlantic area, throughout which time he has executed his duties with exceptional ability. In one instance he materially assisted in the attack against an enemy submarine.

Ferry Command crew cards (Directorate of History and Heritage, document 84/44-3) give his date of birth as 19 June 1913. He was involved in the following aircraft deliveries: **7 February**

1944 departed Montreal in Liberator EV939, proceeding via Bermuda, Lagens, Rabat and Cairo to Karachi (arrived 9 March 1944). Returned to Canada by air. **14 March 1944** departed Montreal in AL510 to United Kingdom (arrived 4 April 1944). Returned to Canada by air. **11 April 1944** departed Montreal in aircraft KG500 to Goose Bay but appears to have returned to Montreal from there. **17 April 1944** departed Montreal in Liberator EW203 via Goose Bay, Lagens, Rabat and Cairo to Basra (arrived 22 April 1944). Flew to England. **1 May 1944** departed Prestwick in Liberator EV984, via St. Mawgans, Rabat, Castel Benito, Cairo, Habianna to Karachi (arrived 9 May 1944). Returned to Canada by air. **17 May 1944** departed Montreal in Liberator EW277 proceeding via Goose Bay, Lagens, Rabat, maison Blanche to Foggia (arrived 31 May 1944). Returned to Canada by air. **27 June 1944** departed Montreal in Liberator KG969 proceeding via Goose Bay, Rabat and Cairo to Karachi (arrived 1 July 1944). Returned to Canada by air. **18 August 1944** departed Montreal in Liberator KH120, arriving Karachi 30 August 1944.

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ESCH, S/L Hubert Joseph (J7074) - **Mention in Despatches** - No.407 Squadron (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 23 January 1916. Home in Edmonton; 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. Promoted LAC, 4 May 1941. To No.3 EFTS that date; to No.5 SFTS, 21 June 1941; graduated and commissioned 1 September 1941. To Embarkation Depot, 2 September 1941. To RAF overseas, 27 September 1941. Flew two overseas tours; first was with No.221 Squadron (Wellingtons, in Malta and North Africa) and second with No.407 Squadron. Repatriated 2 August 1945. Retired 1 October 1945. Rejoined RCAF Auxiliary, 4 March 1947 as pilot (120013). Died in Edmonton, 17 May 2004. DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation for a DFC drafted 26 May 1945 when he had flown 74 sorties (683 operational hours) as follows:

This officer has completed a large number of operational flying hours during the course of which he consistently displayed great keenness and determination.

On his first tour, while based at Malta and in North Africa, Squadron Leader Esch was engaged on shipping strikes and on several occasions pressed home attacks on enemy vessels in the face of heavy flak. On March 23rd, 1943, he was captain of Wellington LB225/221 Squadron, when an enemy convoy was engaged outside Tripoli, and again on June 8th, 1943, when an enemy vessel was attacked by Wellington MP554/221. On June 25th, another sortie was completed on Wellington G/211 on shipping between Sardinia and Rome. He also took part in the bombing of Marsala on two occasions.

Throughout his recently completed tour on this unit, Squadron Leader Esch has proved himself to be an outstanding pilot and captain. His great interest in his work coupled with a high sense of duty, exceptional energy and judgement have

set an excellent example to all, as well as playing a major part in raising the efficiency of the squadron.

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ESSERY, F/O Robert Kent (J24793) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 18 September 1918 at Leduc, Alberta; home in Toronto. Served previously in Royal Canadian Artillery. Enlisted in Toronto, 22 September 1941. To No.2 Manning Depot, 1 October 1941. To No.12 Equipment Depot, 2 January 1942. To No.3 ITS, 26 February 1942; promoted LAC, 25 April 1942), to No.17 EFTS, 8 May 1942; to No.4 EFTS, 6 June 1942; to No.5 SFTS, 1 August 1942. Ceased training 30 October 1942 and posted that date to No.1 Composite Training School; to No.5 BGS, 20 November 1942; to No.1 CNS, 6 February 1943; graduated 19 March 1943 and commissioned. To "Y" Depot, 3 April 1943; to RAF overseas, 13 April 1943. Survived the sinking of the SS **Amerika**, 22 April 1943; landed in Iceland, 28 April 1943. Repatriated 28 February 1945. Released 28 April 1945. Died in Shelburne, Ontario, 6 February 2004 (see Toronto **Star** of 8 February 2004). 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 19 June 1944 when he had flown 28 sorties (184 hours), from 1 January 1944 to 24 May 1944.

1 January 1944 - Berlin (7.55)
5 January 1944 - Stettin (8.35)
14 January 1944 - Brunswick (5.25)
15 February 1944 - Berlin (6.45)
19 February 1944 - Leipzig (7.48)
20 February 1944 - Stuttgart (7.00)
24 February 1944 - Schweinfurt (8.05)
25 February 1944 - Augsburg (7.30)
1 March 1944 - Stuttgart (8.15)
10 March 1944 - Clermont Ferrand (6.10)
22 March 1944 - Frankfurt (5.00)
24 March 1944 - Berlin (6.40)
26 March 1944 - Essen (4.55)
30 March 1944 - Nuremberg (7.20)
5 April 1944 - Toulouse (7.25)
9 April 1944 - Gardening Tangerine II (8.55)
18 April 1944 - Juvisy (4.50)
20 April 1944 - La Chapelle (4.25)
22 April 1944 - Brunswick (6.05)
24 April 1944 - Munich (10.15)
26 April 1944 - Schweinfurt (9.10)
7 May 1944 - Tours (5.05)

9 May 1944 - Annecy (8.55)
11 May 1944 - Bourg Leopold (3.30)
19 May 1944 - Amiens (3.45)
21 May 1944 - Mining-Kiel (5.40)
22 May 1944 - Brunswick (5.40)
24 May 1944 - Antwerp (2.50)

As Bomb Aimer this officer has completed 28 successful sorties against targets in the heavily defended parts of Germany, including Berlin, Brunswick, Leipzig, Schweinfurt, Augsburg and Stuttgart. He has obtained many good photographs including aiming points at Le Chapelle, Antwerp, Annecy and Clermont Ferrand and proved his ability as an outstanding Bomb Aimer.

He has at all times displayed great keenness in his work and is so doing has set a very fine example to the other members of this crew and proved himself of great assistance to his Captain.

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ESTABROOK, LAC Chester Francis (R130841) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. American citizen, although home given as Grimshaw, Alberta. Born 26 March 1918. Enlisted in Edmonton, 21 October 1941 as Tradesman. Posted that day to No.1 Manning Depot. Remustered to Armourer (Guns), 1 January 1942. To Advanced Armament School, 17 January 1942. Promoted AC1, 9 March 1942. To No.4 WS, 10 March 1942. Promoted LAC, 1 October 1942.. To "Y" Depot, 16 November 1942. To RAF overseas, date uncertain. Repatriated 17 October 1945. Released 14 November 1945.

ESTABROOK, Corporal Chester Francis (R130841) - **Mention in Despatches** - Station Tholthorpe ? - 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"; **No.6 Group Monthly Summary of Activities** (September 1944), p.24 gives unit and describes him as having "designed an electrical bomb winch".

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ESTES, S/L Sterling Buford (J8758) - **Commended for Valuable Services** - No.1 CFS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. American; born in Kansas City, Missouri, 8 December 1918; home in Baraboo, Wisconsin. He held numerous pre-war jobs including several in automobiles but from 1939 to 1940 he was third saxophonist to Benny Goodman (whom he named as a reference) and was second saxophonist to Ozzi Nelson Orchestra, 1940-1941. Enlisted in Vancouver, 26 April 1941 and posted that day to No.2 Manning Depot. To No.2 ITS, 27 May 1942; promoted LAC, 1 July

1941 and posted that day to No.18 EFTS; to No.15 SFTS, 18 August 1941; graduated and commissioned on 7 November 1941. To No.1 Central Flying School, Trenton, 8 November 1941. Promoted Flying Officer, 1 June 1942. Promoted Flight Lieutenant, 1 March 1943. Promoted Squadron Leader, 1 January 1944. Retired 27 February 1945. Re-engaged at Trenton, 12 September 1946 (19638). To Experimental and Proving Unit, Rockcliffe, 25 January 1947. To No.412 Squadron, Rockcliffe, 6 May 1948. Resigned his commission, 6 October 1948. Rejoined Primary Reserve in Ottawa 10 May 1952 in rank of Squadron Leader, as primary instructor, Ottawa Flying Club, but also employed at Centralia, 15 May to 15 June 1957. Released 31 March 1958. Died in Lucas, Ohio, 4 October 1978. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (RG.24 Vol.20606) has recommendation by S/L C.G.H. Barrett for an AFC dated 21 December 1944 when he had flown 1,875 hours 20 minutes, of which 1,638 hours were as instructor, 240 hours in previous six months:

An exceptional pilot and instructor, holding an "A1" flying instructor's category. He is at present employed as Officer Commanding, Senior Instructors' Course at No.1 Central Flying School. His keenness, smartness, experience and ability is an inspiration to those serving under him.

Training: Course at No.2 ITS was 27 May to 27 June 1941. Courses in Mathematics (95/100), Law/Discipline (57/100), Armament, practical and oral (54/100), Drill (85/100), Signals (98/100), and Hygiene and Sanitation (36/40). Placed 14th in a class of 130. "A very cool, steady type of airman, natural pilot material. He is keen, has a high sense of fairness and is recommended for a commission."

Course at No.18 EFTS was 3 July to 20 August 1941. Tiger Moth aircraft - 22.55 dual plus 6.45 on instruments, 27.15 solo. Logged ten hours in Link. "A very smooth pilot; his aerobatics are good and general flying just above average. Has shown quite satisfactory progress from the outset of his course." (J.E. Hawkrige). Ground courses in Airmanship (174/200), Airframes (71/100), Aero Engines (70/100), Armament, oral (194/200), Signals, practical (96/100), Theory of Flight (87/100), Air Navigation (124/200). Graded 165/200 in Qualities as an Officer. Placed fourth in a class of 53. "A superior type of student, mature, responsible and pleasant. Diligent and attentive in class. He was appointed class flight commander and discharged his duties in a highly satisfactory manner. Is considered superior commission material."

Course at No.15 SFTS was 20 August to 7 November 1941. Anson aircraft - 31.20 dual by day, 47.50 day solo, 2.30 night dual, 7.50 night solo. Was 22.20 on instruments. "A confident, smooth pilot. High average." (F/L G. Ingram). Courses in Airmanship and Maintenance (158/200), Armament, written (73/5100), Armament, practical (82.5/100), Navigation and Meteorology (132/200), Signals, written (42/50) and Signals, practical (97.5/100). Placed fifth in a class of 44. "A pupil who started and advanced very rapidly. Very capable and reliable. Particularly near and adapted to a service career. Has shown 100 percent interest and cooperation." (S/L R.F. Begg)

Course at Central Flying School was 24 November 1941 to 30 January 1942. Flew the following types of aircraft - Single Engine Elementary (7.20 day solo, 9.40 day dual), Single Engine Advanced (15.25 day solo, 1.00 night solo, 12.10 day dual, 2.00 night dual) and Twun Engine Advanced (16.15 day solo, 1.00 night solo, 7.00 day dual, 1.00 night dual). Ground Training test results were Airframes (82/100), Airmanship (68/100), Engines (57/100) and Air Navigation (69/100). Tested on a Harvard and assessed under the following headings - Sequence (Above Average), Voice (Good), Manner (Excellent), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average), and Remarks ("A very good instructor, no outstanding faults.").

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ESTEY, F/O Jack Burton (J20552) - **Mention in Despatches** - 160 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 14 April 1922 in Fredericton, New Brunswick; home there; enlisted in Woodstock, New Brunswick, 10 October 1940. To No.1 ITS, 25 November 1940; promoted LAC, 22 December 1940 and posted that date to No.13 EFTS; ceased training and posted to No.1 Manning Depot, 8 February 1941; to No.4 AOS, 14 April 1941; to No.4 BGS, 7 July 1941; to No.2 ANS, 17 August 1941. Promoted Sergeant, 18 August 1941; to No.31 OTU, 8 October 1941. To Western Air Command, 13 December 1941; to No.4 (BR) Squadron, 18 December 1941; promoted Flight Sergeant, 18 February 1942; to No.160 (BR) Squadron, 5 May 1942; promoted WO2, 18 August 1942; commissioned 17 September 1942. To Pennfield Ridge, 21 July 1944. To Release Centre, 2 July 1945; released 5 July 1945, settling in Fredericton. Postwar bank clerk and business manager, member of the Economic Council of Canada and of the Fisheries Price Support Board. Started his career in business as a clerk with the Royal Bank of Canada; moving on to Diamond Construction Ltd., where he held the positions of paymaster and purchasing agent. He was appointed General Manager of A&R Loggie Co. Ltd. and Monarch Cold Storage Co., (later Eagle Fisheries Ltd.), becoming the owner shortly thereafter. When he sold Eagle Fisheries to National Sea Products of Halifax, he was asked to stay on, eventually assuming the position of Executive Vice President of the company now known as High Liner Foods. He was a member of both the Economic Council of Canada and the Fisheries Price Support Board. He was Past President of the Fisheries Council of Canada; and both the N.B. and N.S. Fish Packers Associations. He was a longtime Director of L. E. Shaw Ltd., and in 1975 founded the first cable company in the Miramichi region. Died in Miramichi, New Brunswick, 4 July 2007.

This officer is a navigator of outstanding ability, whose keen enthusiasm for his work on anti-submarine operations have [has ?] been an excellent example to other members of his squadron.

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ETIENNE, F/L Phillipe Elwyn (J15118) - **Distinguished Flying Cross** - No.406 Squadron -

Award effective 27 July 1945 as per **London Gazette** of that date and AFRO 1507/45 dated 28 September 1945. Born 12 May 1922 at St.Lambert, Quebec; educated there, 1928 to 1940. Employed in 1940 by Northern Electric (Montreal) as inspector of raw materials. Enlisted in Montreal, 7 November 1940 and posted to No.2 Manning Depot, Brandon. To No.35 SFTS, Calgary, 17 December 1940 (guard). To No.2 ITS, Regina, 28 January 1941; graduated and promoted LAC, 4 March 1941; to No.6 EFTS, Prince Albert, 5 March 1941; graduated 22 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, Dauphin, 3 May 1941; graduated and promoted Sergeant, 16 July 1941). To "Y" Depot, 16 July 1941. Taken on strength of No.3 PRC, Bournemouth, 31 August 1941. To No.58 OTU, 15 September 1941. To No.92 Squadron, 28 October 1941. Commissioned 27 December 1941. To No.609 Squadron, 7 February 1942. To No.79 Squadron, 27 February 1942. To No.131 Squadron, 11 March 1942. Posted to Merchant Ship Fighter Unit, 14 March 1942 and made three trips to sea until MSFU attachment ended 24 May 1943. Promoted Flying Officer, 1 October 1942. Fitted back into training in UK, being posted to No.20 (Pilots) AFU, 6 July 1943. To No.12 (Pilots) AFU, 2 November 1943. Promoted Flight Lieutenant, 27 December 1943. Attached to Beam Approach Training Flight, Detling, 14 February to 21 March 1944. To No.54 OTU, 29 May 1944. To No.406 Squadron, 29 August 1944. Repatriated to Canada, 10 September 1945, released 24 October 1945. Rejoined RCAF in rank of Flying Officer, 20 September 1946; posted to Air Armament School. To Station Trenton, 18 March 1947. To Central Air Command, 13 May 1947. To Central Flying School, Trenton, 16 January 1948. Canadian Joint Staff, London, 2 November 1949. Promoted Flight Lieutenant, 1 January 1950. To St. Hubert, 9 April 1950. To No.438 Squadron, 15 March 1951. To No.3 (All-Weather) OTU, North Bay, 1 November 1952. To No.445 (All-Weather) Squadron, North Bay, 1 April 1953 and later moved with it to Uplands. In June 1953 flew a CF-100, Goose Bay to Montreal, relaying films of the Queen's Coronation for Canadian TV (Operation PONY EXPRESS). Promoted Squadron Leader, 1 January 1954. To Canadian Joint Staff, London, 25 March 1955. In June 1955 Avro sent three CF-100s to the Paris Air Show; the pilots were Jack Woodland, Roy Bennett and Phil Etienne. Returned to No.445 Squadron, 6 August 1955. To Canadian Joint Staff Washington, 8 January 1956. To No.445 Squadron again, 26 May 1956. To Air Defence Headquarters, St. Hubert, 4 June 1956. To AFHQ, 4 August 1958. To No.3 (All Weather) OTU, Cold Lake, 16 November 1959. To No.4 Wing, Germany, 13 March 1960. To No.419 Squadron, dates uncertain. Promoted Acting Wing Commander, 1 September 1960. To No.4 Wing Headquarters, 1 January 1963 (supernumerary) and reverted to Squadron Leader. To NORAD Support Unit, North Bay, 19 January 1963. To St. Hubert, 4 July 1966 for duty with Electronic Warfare Unit. To No.414 Squadron, 3 September 1968. Retired 24 November 1969, settling in Montreal. Died in Brockville, Ontario, 11 September 1995. Cited with F/L William A. Boak (RCAF navigator); see above for citation. Photo PL-42217 (ex UK-19061 dated 1 March 1945) is captioned as follows: "First time out in their new Mosquito and on New Year's night in the bargain, this twosome of the RCAF Lynx squadron celebrated by shooting down a Me.110. F/L Bill Boak, navigator (left) of Saskatoon, Saskatchewan spotted the Hun over an enemy 'drome and F/L Phillip Etienne, Montreal, pilot, did the rest with several cannon bursts. It was their first 'kill' but they were just getting nicely started on their tour, it being their fifth mission. Boak figures he has tallied one for his home town which has adopted the squadron." See also photographs PL-42217, PL-57171 and PL-134163. Credited with the

following victories (all with F/L Boak as navigator/radar operator): **1/2 January 1945**, one Bf.110 destroyed; **4/5 January 1945**, one unidentified enemy aircraft destroyed; **10/11 April 1945**, one He.111 destroyed and one Ju.88 destroyed; **14/15 April 1945**, one Ju.88 destroyed; **23/24 April 1945**, one Ju.88 destroyed; **26/27 April 1945**, one He.111 destroyed on ground.

Training: Interviewed in Montreal, 2 November 1940 - "Above average type, good education. Neat appearance. Alert and organized. Recommended."

Course at No.2 ITS was 28 January to 26 February 1941. Courses in Mathematics (81/100), Armament, practical and oral (72/100), Signals (48/50), Hygiene and Sanitation (30/40), Drill (63/100), Law and Discipline (59/60). Placed 98th in a class of 214. "Average material. Almost direct from school. Quiet. Keen. Active school sports."

Course at No.6 EFTS was 5 March to 22 April 1941. Tiger Moth aircraft (33.25 dual, 33.30 solo, 6.45 on instruments). Logged 8.15 on Link. "Should develop into a good average pilot although apparently a little slow to learn." (Sergeant L. Waite). Ground courses in Airmanship (178/200), Airframes (75/100), Aero Engines (87/100), Signals, practical (100/100), Theory of Flight (79/100), Air Navigation (182/200), Armament, oral (170/200). Placed third in a class of 29. "Flying ability average; should develop into a reliable pilot. Appears very keen and willing. Conduct while at this school was very satisfactory."

Course at No.10 SFTS was 4 May to 15 July 1941. Harvard II aircraft (39.45 say dual, 44.35 day solo, 3.35 night dual, 6.30 night solo - 18.05 on instruments included). Also logged 20 hours in Link. "Above average pilot. Forced landings - tends to undershoot and airspeed high during approach." (S/L G.R.F. Gross). Ground courses in Airmanship and Maintenance (161/200), Armament, written (80/1000), Armament, practical (80/100), Navigation and Meteorology (130/200), Signals, written (65/100), Signals, practical (40/50). "Average type." Placed 32nd in a class of 55. Recommended for "General Reconnaissance."

Course at No.58 OTU was 16 September to 27 October 1941. Flew two hours five minutes dual and six hours 20 minutes solo on Master, 42 hours on Spitfire. Instrument time was three hours 15 minutes, formation flying seven hours 55 minutes. Also logged four hours 50 minutes in Link. No air-to-air firing but 800 rounds fired air-to-air. Rated average in all categories. "An average performer who will be satisfactory with experience. Needs more practice at altitude in formation and dog-fighting. A rather retiring type who needs to be drawn out of himself."

Course at No.3 All-Weather (Fighter) OTU, North Bay, 3 November 1952 to 31 March 1953. Flew 97 hours ten minutes by day and seven hours 15 minutes by night. In Air Work assessed as follows: T-33 Conversion (130/200, course average was 146/200); Instrument Training (400/600, course average was 423/600); CF-100 Conversion (130/200, course average was 133/200); no Crew Training. Ground Work graded as follows: Meteorology (76/100), Flight Procedure (96/100), Radio Range (94/100), T-33 and CF-100 (190/200), AI Technique (96/150), Aircraft Recognition (43/50), Gunnery (75/100), Airmanship (74/100), AC and W (42.5/50), Navigation

(30/50). Assessed as suitable to be an instructor. "This officer has previous and successful night fighter experience. As a result he has occasionally adopted a 'Know it all' attitude in the crew training phase (which could not be completed). His results could have been better with more effort. By experience and temperament I am convinced that he is a potential flight commander, but his Squadron Commander would be well advised to take a firm hand in the meantime." (W/C E.D. Crew).

Notes: Accident, 28 November 1942, 1210 hours, RAF Speke. Unit was Merchant Ship Fighter Unit. Flying practice in Miles Master DL204. Uninjured (he had 7.45 on type, 246.55 on all types). "On the 28th November 1942 I was detailed to fly Master aircraft DL204 for the purpose of gaining type experience and was also detailed to carry out practice landings. Before I took off I was given a thorough cockpit check by Squadron Leader Training. After being fully satisfied about it, I taxied out and took off. I flew locally for approximately 45 minutes and then returned to the aerodrome to carry out practice landings. After having made two normal landings, I took off again to practice a third. After taking off and coming round the circuit I selected the under carriage down, opened the hood and trimmed the aircraft on the downwind leg. To my knowledge I checked that the green indicator lights were on. As I turned across wind on the leeward side of the aerodrome, I selected fine pitch and lowered the flaps. Then I turned in and made a normal approach and level out. The aircraft floated for a short time, then settled gently on the undercarriage fairings and slid to a standstill." Examination showed that wheels had lowered but not locked. Warning horn was unserviceable.

Accident, 9 September 1944, 1710 hours, Winkleigh (Devon) - No.406 Squadron - Mosquito XXX, serial MM709 - non-operational. - F/L P.E. Etienne (four hours on type, 717.05 on all types) with P/O F.E. Newland. "Pilot was carrying out circuits and landings and local flying. This was his third landing, and he bounced and floated for a long time and was afraid of a stall so used the throttle. He made another touch down on front wheels and started to swing to port, over corrected and swung to starboard. Corrected this but feared he would not be able to pull up in remaining runway. Opened throttles to take off again but aircraft swung violently to port which he attempted to correct by use of rudder and brake. He still hoped to take off at a tangent to the runway but appeared not to have released the brake and the machine nosed in, breaking the nose and instrument panel. He and his passenger managed to get out." Category "E" (reduction to scrap). Cause put down to "Pilot Inexperience". Recommendation - "Recommend that pilots should not join a squadron from a training unit without first having instruction on types they will be flying." (S/L J. Macdonald). Etienne's personal account read, in part, "When the aircraft came to rest, I asked the other pilot, P/O Newland, if he were alright. He said yes, so I told him to get out, which he did, after ensuring that I was okay too. I got a bump and cut on the head, which with the whole affair, sort of dazed me, but I got the petrol and switches off, as I could hear the engine still trying to turn over. I didn't know the aircraft was on fire, so I tried to shift the stuff away from my legs. Flame and smoke started coming out and through the door. P/O Newland came back to help me out. We tried the top escape hatch, but it was too stiff to open."

Accident, 14 February 1945, 0110 hours, A96 Ocher (USAAF France, 50th Fighter Group).

Mosquito XXX, serial MM742. Night Intruder sortie, with F/L W.A. Boak. By then, Etienne had 133 hours on type (67 at night) and 657 hours all types (136 at night). Had landed to refuel. Aircraft was taxied off runway to one side to clear runway but stuck in mud. "It was not advisable to try to get it out by taxiing, so a tractor (large) was sent out to tow aircraft back on to the runway. The tractor driver misjudged distance from aircraft, due to poor visibility (windscreen) and poor lights, and embarked on tailplane and elevator of the aircraft before coming to a halt." Category AC (for repair by contractor' working party) - no fault to aircrew.

Merchant Ship Fighter Unit Experience - In a summary of his career, he gives a few dates that differ slightly from postings listed above. Information overlaps. First note reads, "Merchant Ship Fighter Unit - March 23, 1942 - July 26, 1943. Two sea trips to North America, one to Algiers. Catapult launching experience on land and at sea - OC RAF sea crew. A.D.D.L. practice. Hurricane 165 hours." The second entry (which is obviously included in the preceding) reads "MSFU Gibraltar - January 1943 - June 1943 - Relief pilot - Daily Met Flight - Night Air Defence Duty - 2 i/c RAF MSFU Detachment - Spit V and IX, Hurricane II and IIB." A.D.D.L. was Aerodrome Dummy Deck Landing. Royal Navy Air stations had part of the runway marked out as carrier decks with the Flying Control Caravans parked where the bridge/Island would be on board ship. Idea was to give pilots as much practice as possible landing in a short space before trying the real thing at sea.

Selected Assessments: "This report is based on F/O Etienne's work on an eighteen weeks flying instructor's course and one month as a CFS instructor. His work to date has been very satisfactory and he should develop into an above average flying instructor. Unable to make a recommendation for a permanent commission at this date." (W/C F.R. Sharp, Trenton, 2 July 1948).

"F/O Etienne is an excellent all-weather pilot with a broad war time experience on night fighters and postwar day fighter work. He is a very keen pilot but that is his prime and only interest in the Air Force. He shies away from administrative duties; in addition he is slow to dig into any extra commitments. He has a retiring personality - does not attend mess functions and other social activities. His main interest is boats, fishing and his car. He is single and likely to remain so. Certainly his forte is flying and it is felt that he would not do well in an administrative or staff capacity." (W/C R.F. Hatton, No.445 Squadron, Uplands, 17 August 1954).

"Appears to be a conservative, reserved personality - seldom see him in the mess or at other social functions. It is perhaps too soon to accurately assess his performance as a squadron commander; however, present portents do not indicate much potential. It may be that a veneer of over-confidence is covering just the opposite. Must reserve recommendation for promotion until more evidence of desired qualifications and ability are displayed." (G/C R.W. McNair, No.4 Wing, 25 July 1960).

"W/C Etienne, as OC 419 AW Squadron, has controlled and produced an excellent squadron operation. His personal knowledge, experience and high standard of professional flying ability has earned the respect of personnel under his command. Off duty, W/C Etienne is inclined to be

a 'lone wolf' and he does not take part in many social functions. Accordingly I have found him difficult to know well. A single officer who appears to be a confirmed bachelor, he avoids social gatherings, although he has the ability to fit into such gatherings when necessary. On the basis of the ability of W/C Etienne as an aircrew officer and as squadron commander during the past two and one-half years, in which his squadron has attained a most enviable record, I consider he has demonstrated his capability in Wing Commander rank and he is recommended for promotion to substantive rank of Wing Commander." (G/C J.J. Jordan, No.4 Wing, 29 October 1962).

Flying Times: As of 1 December 1950 he listed his types flown as follows:

Tiger Moth (67 hours five minutes)
Master (8.25)
Spitfire I, V and IX (175.35)
Hurricane I and II (166.20)
Oxford (107.50)
Blenheim I and IV (66.20)
Beaufort (8.15)
Beaufighter (66.55)
Mosquito XXX (353.35)
Expeditor (122.20)
Mustang (10.00)
Mitchell (5.40)
Lancaster (7.15)
Harvard (743.35)
Vampire (37.30)
Meteor IV and VII (31.00)

As of 31 December 1954 he had accumulated 376 hours on CF-100s (63.15 day and 11.15 in previous six months). Expeditor time has increased to 155.15 and Harvard time to 802.25.

As of 31 December 1962 he had flown a total of 3,801 hours including 241 on T-33s and 1,405 on CF-100s.

RCAF Press Release No. 8081 dated 4 January 1945 from: F/L F. Jackson reads:

WITH THE RCAF IN BRITAIN: -- F/L Philip Etienne of Montreal, Quebec (1637 Chamblay Street) spent a bit of time with RAF Spitfire squadrons and did convoy work as pilot of a catapult-launched Hurricane, but for his money there's nothing like being at the controls of a high-powered, cannon-equipped Mosquito doing night intruder work.

The way he reasons it is that along with the navigator you're sort of on your own. You get up there in the heavens and play a game of hide-and-seek with the

enemy. You go over into Germany and bust your way into his territory and make a nuisance of yourself around his airfields. If things go right you get yourself a chance at a Jerry and that's what every Canadian flier wants.

That's the way it was recently when F/L Etienne and Navigator F/L Hill Boak of Regina, Saskatchewan (2125 Osler Street) went out on their third mission in as many nights. They came back without game the night before New Year's Eve, celebrated the passing of the old year by shooting up a German transport and figured they'd start 1945 out right. They did too, catching up to an Me110 5,000 feet above an enemy airfield and putting cannon shell into its port engine and fuselage. The Hun started to smoke and plunge and the Canadians followed up with another burst while it was on its way down just to make sure. It hit the deck and exploded.

Four generations back, F/L Etienne's family are of French-Canadian stock. He was born and brought up in St. Lambert, Quebec and worked for the Northern Electric Co. in Montreal before joining the RCAF. He has a brother Lorne, a corporal, also in the Royal Canadian Air Force stationed at Calgary, Alberta.

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EUSTACE, Corporal Peter (R153949) - **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 5 July 1921. Home in Toronto; enlisted there 11 February 1942 as Radio Mechanic and immediately given rank of LAC. Posted that day to No.1 Manning Depot. To No.31 Radar School, 29 April 1942. To No.31 Personnel Depot, Moncton, 14 June 1942. To RAF overseas, 20 July 1942. Promoted Corporal, 1 January 1943. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945, preparing for Tiger Force. To No.1 Technical Service Unit, 5 September 1945. Released 29 September 1945. No citation.

EUSTACE, Corporal Peter (R153949) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. No citation.

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EUSTACE, P/O Robert Sherlock (J16071) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born in Belleville, Ontario, 17 July 1910; home in Toronto; enlisted there 20 July 1940. to No.2 ITS, 31 August 1940; promoted LAC, 12 October 1940 and posted that day to No.1 WS; to No.1 BGS, 16 February 1941; promoted Sergeant, 15 March 1941. To Embarkation Depot, 17 March 1941; to overseas, 5 April 1941. Commissioned 1 October 1942. To RCAF Home Establishment, 28 February 1943. Promoted Flying Officer, 1 April 1943. To

No.8 AOS, 11 April 1943. To No.9 BGS, 14 May 1944. To Pennfield Ridge, 30 June 1944. Promoted Flight Lieutenant, 1 October 1944. To Release Centre, 6 January 1946. Released 9 January 1946.

Pilot Officer Eustace has taken part in a large number of operational sorties, many of which have been against heavily defended targets. On his first sortie his aircraft was attacked by four enemy fighters. Pilot Officer Eustace and the rear gunner used their guns so effectively that the attackers broke away. On another occasion this officer's aircraft was hit by anti-aircraft fire which damaged the intercommunication wiring but he effected a skilful repair, thereby enabling his captain to fly on and successfully complete the sortie. Throughout, Pilot Officer Eustace has displayed outstanding courage and determination. His quiet cheerfulness in the face of danger has always inspired the rest of his crew with confidence.

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EVANS, F/L Alfred Earl (J27808) - **Mention in Despatches** - No.167 (Communications) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Vancouver, 14 July 1921. Home in Vancouver; enlisted there 31 May 1941. To No.2 Manning Depot, 6 July 1941. To uncertain posting, 14 August 1941. To No.4 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.18 EFTS; graduated 3 January 1942 when posted to No.3 SFTS; graduated and promoted Sergeant, 30 May 1942. To No.13 Operational Training Squadron, 30 May 1942. To Eastern Air Command, 21 August 1942. Posted to No.121 (Communications) Squadron, 3 October 1942. To No.167 (Communications) Squadron, 4 August 1943. To Release Centre, 21 September 1945. Released 29 September 1945. Obituary stated, "During the war he flew Tiger Moths, seaplanes and various twin engine planes, mostly on the east coast of Canada, BC and Alberta. After the war in 1948 Alf became a teacher and quickly moved up to vice principal and principal in the Burnaby School District where he worked in many of the Burnaby Elementary schools throughout North, Central, and South Burnaby where he retired in 1981." Died in Vancouver, 4 October 2007.

This officer has always characterized his work with keen and shrewd judgement. His work in training squadron personnel has been outstanding and he has done much to improve the efficiency of personnel in radio range work. In all duties assigned to him he has invariably shown a high degree of skill and devotion to duty.

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EVANS, S/L Arthur Ephraim (C6921) - **Air Force Cross** - No.10 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at

Allanford, Ontario, 20 October 1911 as per RCAF Press Release reporting award; educated at Own Sound, Stratford, and University of Western Ontario. When applying, Mr. H.R. Kingston (Head of Department of Mathematics and Astronomy, University of Western Ontario) wrote, in part, "There is not a red (failure) mark on his entire university record...I feel that he is the type of man who would do well as an instructor in Navigation." Teacher, 1932 to enlistment including Principal at Princeton, Ontario; highly recommended by education authorities. Attempted to join RCAF in August 1940 but was rejected as being "in a medical category that precludes your entry into the Royal Canadian Air Force in any capacity." He protested this, noting that his one medical problem (psoriasis) was treatable. RCAF relented, 12 August 1941, subject to an X-ray examination in London, Ontario. Enlisted in London, Ontario, 22 August 1941 (Non-Flying List, Special Reserve) and posted to No.2 Manning Depot, Brandon; commissioned as Pilot Officer that date. To No.1 ANS, Rivers, 29 August 1941. To No.5 ITS, Branford, 8 November 1941 as Navigational Instructor; promoted Flying Officer, 10 November 1941; to No.10 AOS, 4 April 1942 as Navigational Instructor. Promoted Flight Lieutenant, 1 December 1942. Authorized to wear Air Navigator Badge, 24 March 1943 under provisions of AFAO A.51/28. To No.9 AOS, 11 July 1943 as Navigational Instructor. To No.3 Training Command, 19 August 1943. May have been attached to No.45 Group for ferry duties while with No.3 Training Command. To No.9 AOS again, 30 September 1943. To No.8 AOS, 5 October 1943 as Officer Commanding Flying as Assistant Chief Instructor. To No.10 AOS as Chief Instructor, 7 September 1944. Promoted Squadron Leader, 1 October 1944. To "Y" Depot, Moncton, 27 April 1945. To RAF overseas, 8 May 1945. Repatriated as a Pacific Service volunteer, 7 July 1945. To No.1 ACU, Centralia, 21 August 1945. Retired 6 September 1945 to return to teaching. Rejoined RCAF (service number 27419), being classified as Special Education Officer, 9 January 1948 when taken on strength as Flight Lieutenant at Central Air Command, Trenton. To Station Aylmer, 11 January 1948. Promoted Squadron Leader, 1 January 1949. To Northwest Air Command, Edmonton, 22 March 1949. To Tactical Air Group (later Tactical Air Command) Headquarters, 1 August 1951. To Training Command Headquarters, Trenton, 5 November 1951. To No.1 Air Division Headquarters, Europe, 4 September 1955. To Primary Training School, Centralia, 7 August 1958. Retired 16 March 1961. Died in Petrolia, Ontario, 12 August 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1988. Photographs at Library and Archives Canada, all portraits - C.136582 (a bit fuzzy), C.136583 (better), and C.136584 (with hat). As of award had flown 709 hours as instructor, 24 hours in previous six months.

Squadron Leader Evans is an outstanding and exceptional officer in all respects. His exceptional devotion to duty, outstanding initiative and leadership have been a fine example and inspiration to those under his direction. As chief instructor he has materially increased the efficiency of this unit and in general has made a fine contribution to navigational training during his service career.

Recommended by S/L A.M. Christie as per above text, 3 February 1945; duty was "Chief Instructor." The file contains an early recommendation dated 18 August 1944 by S/L M.J.S. Innes (Chief Instructor, No.8 AOS) when he had flown 697 hours (51 in previous six months).

Described at that time as “Assistant Chief Instructor.” Text as follows:

Flight Lieutenant Evans is an outstanding and exceptional officer in all respects. His exceptional devotion to duty, outstanding initiative and leadership has been a fine example and inspiration to those under his direction. During his service career as a Navigation Instructor he has made a fine contribution to navigational training.

Notes: Upon enlistment he took course at No.1 ANS, Rivers, 1 September to 10 November 1941. Flew in Anson aircraft (43.00 day, 8.50 night). Described as “Above average navigator.” In ground school he was tested in DR Navigation (348/500), Mathematics (76/100), Maps and Compasses (158/200), DF and WT (73/100), Maps and Charts (120/150), Meteorology (169/200), Astro (144/200) and Instruments (106/150). “Above average. Attentive and careful. An excellent teacher with considerable experience.” (signature looks like F/L C.R. Gates).

Selected Assessments: “This officer has been employed as a Navigation Instructor since being posted to this Unit. He is thorough, industrious and reliable. His dress and deportment are satisfactory and his retention in the Service is therefore recommended.” (W/C D.A. Harding, No.5 ITS, Belleville, 2 February 1942).

“A hard working and efficient officer, possessed of a cheerful disposition and a confidence-inspiring manner. He accepts responsibility and can be thoroughly relied upon to put all he has into the job.” (W/C C.J.H. Holmes, No.8 AOS, 12 September 1944).

“F/L Evans is energetic, does not waste time and accomplishes a great deal. His duties as Trade Advancement Officer, Unit Education Officer and Mess Secretary are done very well, but they do not interfere with his work as an Instructor of academic subjects. His station interests and social life also reflect his untiring energy. He would serve well in a staff position in the Education of Navigation branches.” (S/L J.C.S. Fair, Station Aylmer, September 1948).

“S/L Evans has a thorough knowledge of the educational requirements of Service personnel generally and has fitted into this Headquarters very well. He is a good organizer with an excellent sense of proportion. He has strong convictions in certain fields for which he is capable of fighting with vigor and determination. Although he is not easily swayed, he does accept with good grace decisions at variance with his opinions. S/L Evans has the capability and the intelligence to accept greater responsibility. Recommended for promotion” (W/C H.M. Smith, No.1 Air Division Headquarters, 9 July 1956.)

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EVANS, F/L Colin John (J3731) - **Mention in Despatches** - No.418 Squadron (AFRO says on;y Overseas) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 22 January 1920 in Hamilton, Ontario (noted in obituary

notice). Enlisted there, 24 June 1940. To No.2 ITS, 30 June 1940. Promoted LAC, 1 September 1940; to Hamilton Flying Club on promoted; to No.10 EFTS, 13 October 1940; to No.5 SFTS, 11 November 1940. Graduated and commissioned 29 January 1941. Instructed at No.3 SFTS (April 1941 to February 1942) and No.16 SFTS (23 February 1942 to 21 July 1943). Promoted Flying Officer, 1 April 1942 and Flight Lieutenant, 15 December 1942. To No.36 OTU, Greenwood, 22 July 1943. To "Y" Depot, 4 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Further trained at No.60 OTU. Served in No.418 Squadron, 11 February to 17 August 1944; credited with the following victories: **16/17 June 1944**, one V-1 destroyed over land; **17/18 June 1944**, one V-1 destroyed; **6/7 July 1944**, three V-1s destroyed in sea; **11 July 1944**, one Bf.110 destroyed (shared with F/O J.J. Harvie); **19 July 1944**, one unidentified enemy aircraft probably destroyed; **22 July 1944**, one Ju.52 destroyed; **26/27 July 1944**, one V-1 destroyed in sea. Returned to Canada, September 1944, serving at No.7 OTU, Debert, 5 October 1944 to 20 July 1945. Released 11 September 1945 and attended University of Toronto, graduating in 1949 in Aeronautical Engineering. Served in postwar RCAF, 5 March 1948 to 1967; promoted Squadron Leader, 1 July 1953 and Wing Commander, date uncertain. Postings included Namao (Alberta), Winnipeg, Royal Military College (Kingston), Greenwood, and National Defence Headquarters (Ottawa). On retirement he joined Northwest Industries, a division of CAE, in Edmonton, becoming Vice-President (Technology). For eight years he was Dean of Science and Technology at Georgian College (Barrie). Died at Sunnybrook Hospital, Toronto, 8 December 2005. See photo PL-26895 (ex UK-8374 dated 29 February 1944) Photo PL-26896 (ex UK-8375 dated 29 February 1944) shows F/L C.J. Evans (Hamilton) and his RAF navigator, F/O S. Humblestone (Hull, Yorkshire).

EVANS, F/L Colin John (J3731) - **Commended for Valuable Services** - No.7 OTU - Award effective 21 July 1945 as per **Canada Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

On April 9, 1945, Flight Lieutenant Evans with another officer as passenger was testing oxygen equipment on a Mosquito aircraft. After about an hour and fifteen minutes, the starboard engine began running rough, the caught fire and the engine cowling began to blister and burn. Eventually the fire spread back to the wing fabric. With great coolness, Flight Lieutenant Evans immediately performed all the correct sequences and the fire died down somewhat but did not go out. Although Flight Lieutenant Evans could have quite easily baled out at this point, with great skill he persevered and put out the fire by diving the aircraft, thereby saving the aircraft from further damage. He then returned to base and effected a successful single engine landing. In the face of great danger, this officer displayed great skill and presence of mind which undoubtedly saved the aircraft from destruction.

RCAF Press Release No.5885 dated 22 July 1944 from F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

WITH RCAF MOSQUITO SQUADRON OVERSEAS: -- A Canadian pilot of a

Mosquito aircraft, and his RAF navigator are safe tonight after a mid-air collision with a big three-engined troop-carrying Junkers 52 over the shores of the Baltic. The Nazi plane crashed on the shore, but the "Mossie" returned home to Britain suffering nothing more than a badly-damaged tail.

F/L C.J. Evans, Brantford, Ontario, the pilot, and F/O S. Humblestone, of Hull, Yorkshire, set out with another Anglo-Canadian Mosquito crew, P/O Bill Bowhay, of Alberta, and P/O H.K. Naylor, Nottingham, England, to hunt enemy aircraft over the North Sea. Both crew belong to the City of Edmonton squadron.

Over the Baltic shores, they spotted two Ju52's, flying at only about 100 feet. Bowhay shot one of them down with a single burst of gunfire. Meanwhile, F/L Evans opened fire on the other Junkers, and saw his shells strike home. He closed so near to his target that he was forced to dive beneath it, and his Mosquito's tail sliced off about six feet of the German's wing as he did so. The Junkers crashed immediately. Evans made base safely, although his air speed indicator was knocked out and he had to be guided to his landing place over the radio telephone by Humblestone. The triumphs of the two crews today brought the squadron's score to 141 enemy aircraft destroyed.

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EVANS, F/L David Clifford (J22233) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 20 July 1915 in Suffolk, England; home in Okatoks, Alberta. Served in Calgary Highland Light Infantry. Enlisted in Calgary, 17 September 1941. Granted Leave Without Pay until posted to No.3 Manning Depot, 28 December 1941. To Station Calgary, 28 February 1942. To No.2 ITS, 11 April 1942; graduated 6 June 1942 on promotion to LAC. To No.6 AOS, 4 July 1942; to No.1 CNS, 12 September 1942; to No.7 BGS, 6 November 1942. Graduated and commissioned 18 December 1942. To No.11 SFTS, 2 January 1943. To No.34 OTU, 19 February 1943. To "Y" Depot, 15 May 1943. Back of DHH card not copied, but he remained in postwar RCAF (service number 20152), taking rank of Flight Lieutenant (1 October 1946); promoted Squadron Leader (1 June 1949) and then Wing Commander (1 January 1953). Awarded CD. On retiring he worked for Centennial Commission and Statistics Canada. Died in Ottawa, 14 September 2003. RCAF photo PL-42961 (12 March 1945) shows his after appointment as Station Navigation Officer at base where Porcupine and Tiger squadrons operated. Navigator to S/L B.D.C. Patterson.

Flight Lieutenant Evans has completed many sorties against strongly defended targets in Germany. On three occasions his aircraft was attacked by fighters. By his coolness and devotion to duty, this officer was undoubtedly responsible to a great extent for the successful completion of these flights. Since May 1944, Flight Lieutenant Evans has been squadron navigation officer and his outstanding

ability and strong sense of duty have set a magnificent example to his crew and squadron.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 12 July 1944 when he had flown 26 sorties (135 hours minutes); sortie list and submission as follows:

28 October 1943 - Granville (3.45, with No.22 OTU)
24 December 1943 - Berlin (7.25, with No.405 Squadron)
14 January 1944 - Brunswick (5.55, with No.426 Squadron now and after)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (7.00)
27 January 1944 - Berlin (8.15)
24 February 1944 - Schweinfurt (8.20)
25 February 1944 - Augsburg (7.30)
15 March 1944 - Stuttgart (7.55)
22 March 1944 - Frankfurt (6.10)
30 March 1944 - Nuremberg (7.50)
10 April 1944 - Laon (5.20)
18 April 1944 - Noisy-le-Sec (4.55)
9 May 1944 - Calais (3.30)
10 May 1944 - Ghent (4.00)
19 May 1944 - Franceville (4.45)
24 May 1944 - Trouville (3.35)
5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutances (5.45)
9 June 1944 - Le Mans (6.10)
15 June 1944 - Boulogne (3.35)
23 June 1944 - Bientques (4.35)
28 June 1944 - Metz (6.50)
4 July 1944 - Biennais (3.55)
6 July 1944 - Conquereaux (4.25)

Flight Lieutenant Evans, Navigator, has completed 26 trips to enemy territory including many heavily defended targets such as Berlin, Magdeburg, Augsburg, Schweinfurt, Stuttgart, Frankfurt and Nuremberg. On three occasions his aircraft was attacked by fighters and on another occasion incendiaries from a friendly aircraft penetrated the starboard wing, burning fiercely. Flight Lieutenant Evans, by his coolness and devotion to duty, was undoubtedly responsible to a great extent for the successful completion of these operational flights. Since May 1st he has been Squadron Navigation Officer and has never spared himself where the efficiency of the squadron was concerned. He possessed outstanding ability and a strong sense of duty and has set a magnificent example to his crew and his squadron. He is highly recommended for the award of the non-immediate DFC.

Another memo (S/L N. Orchard, Senior Navigation Officer, Linton-on-Ouse to Commanding Officer, No.426 Squadron, 7 July 1944) from DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Vol. 20649) reads in part as follows:

This officer, who has been Squadron Navigation Officer since May 1st, has carried out his duties in an exemplary manner, never sparing himself where the efficiency of the squadron was concerned. In addition he has been detailed for 24 sorties, on which his navigation has been an example to the remainder of the squadron. I am certain his captain will be the first to confirm how great has been Flight Lieutenant Evans's contribution to the success of those sorties.

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EVANS, P/O Earle Robert (J17548) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Winnipeg, 12 November 1921; home there (student); enlisted there 2 April 1941. To No.2 Manning Depot, 17 June 1941. To No.7 Equipment Depot, Winnipeg, 8 August 1941. To No.2 ITS, 31 August 1941; graduated and promoted LAC, 4 October 1941 when posted to No.14 EFTS; ceased training, 29 November 1941; to Composite Training School, Tremton, 13 December 1941; to No.4 BGS, 21 January 1941; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 20 April 1942. Taken on strength of No.3 PRC, 13 May 1943. To No.7 Air Gunner School, 27 June 1942. To No.14 OTU, 21 July 1942. Promoted Flight Sergeant, 30 September 1942; posted that date to No.1651 Conversion Unit. To No.90 Squadron, 6 December 1942. Promoted WO2, 30 March 1943. Commissioned 7 April 1943. To No.623 Squadron, 17 September 1943. Promoted Flying Officer, 7 October 1943. To No.17 OTU, 13 October 1943. To No.12 AGS, 24 January 1944. To RCAF Overseas Headquarters, 27 June 1944 and embarked for Canada.. Embarked from Canada again, 30 August 1944; disembarked in Britain, 5 September 1944 and taken on strength of No.3 PRC. To No.61 Base, 2 October 1944. Attached Dalton, 2-25 October 1944. Attached to No.1666 Conversion Unit, 25-30 October 1944. To No.428 Squadron, 19 December 1944. Killed in action, 15 March 1945 (Lancaster KB846). He had completed 13 sorties on his second tour.

When returning from his fifth operational sortie Pilot Officer Evans was involved in a serious crash. Undaunted by this trying experience, he resumed operational flying and has since completed a number of operations against some of the enemy's major targets. At all times he has shown great courage in inspiring his crew with confidence.

Notes: Stirling R9306 crashed at Bulbarrow Hill, near Blandford, Dorset, 16 February 1943 following failure of both starboard engines (night operational sortie, 2305 hours). Crew consisted of J10154 F/O J.S. Brydon (pilot, killed), J10412 F/O N.J.P Hartney (air bomber, killed), R91883 Flight Sergeant W.K. Rosenberry (navigator, killed), R75596 Sergeant W.C.

Morton (WOP/AG, killed), 1032783 Sergeant W.S. Hurn (mid-upper gunner, injured), R100629 Sergeant E.R. Evans (rear gunner), 750559 Sergeant J.A. Rodger (flight engineer).

Statement by J15666 F/L J.D. Craton re events of 15 March 1945: "I was at 12,000 feet and was shot at by unseen aircraft. The port wing burst into flames and the aircraft filled with smoke. The controls locked and I was unable to maintain control as the fire was gaining rapidly and I could not see my instruments. I ordered the crew to abandon aircraft. From this I had no reply from any member of the crew. As soon as I removed my oxygen mask I became dazed and remember little after that until I was descending in my chute and I was very near the ground. I know nothing of any other members of the crew. The aircraft was burning some four or five hundred yards from where I landed."

Further to the crash of KB846, west side of Rhine near Krefeld, returning from bombing mission on Hagen, 15/16 March 1945: "At 1644 hours the above mentioned aircraft took off from this aerodrome to carry out a bombing raid on Hagen. The aircraft piloted by F/L J.D.C. Craton (J15666) failed to return from this operation and was reported missing the following morning. On 19th March 1945, the rear gunner, J18650 F/O B.B. Gray returned to this unit and was reported safe in the United Kingdom. The rear gunner reported that the aircraft was repeatedly attacked by an enemy night fighter on the return journey. Fire developed and the rear gunner baled out and landed near an American artillery post near Krefeld. On 24th March 1945, a postagram was received from Headquarters, Bomber Command, quoting a signal received from No.151 Repair Unit which states that an aircraft identified as the subject aircraft was found near Krefeld and that four unidentified badly burned bodies had been removed by an unknown Graves Registration Unit. On 26th March 1945, a telephone communication was received from the pilot, F/L Craton, informing this unit that he was safe at No.11 Canadian General Hospital at Taylow, Bucks." (No.428 Squadron Circumstantial Report dated 28 March 1945).

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EVANS, F/O Frederick William (J36191) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born in Saint John, New Brunswick, 12 May 1919; home in St.Thomas (clerk and salesman). Enlisted in Saint John, 17 February 1939 as a Clerk. Posted to St. Thomas, 1 October 1939. Promoted LAC, 17 February 1940. Promoted Corporal, 15 April 1940. Promoted Sergeant, 1 August 1940. To No.6 SFTS, 9 December 1940. Promoted Flight Sergeant, 1 April 1941. To Station Shelburne, 18 July 1942. To No.5 Equipment Depot, 7 September 1942. To No.4 Manning Depot, 16 October 1942. Remustered for aircrew and posted on 3 April 1943 to No.7 EFTS, 3 April 1943; course completed 28 May 1943 and posted on 12 June 1943 to No.14 SFTS (graduated and commissioned 1 October 1943). Further trained at No.1 OTU, Bagotville. To "Y" Depot, 13 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Repatriated 9 July 1945. Postwar Vampire aerobatic pilot (Blue Devils); served in Korea with USAF (50 mission tour) and awarded U.S. Air Medal (AFRO 742/53). Later served at Chatham with Sabre Transition Unit. Retired 17 August 1965. he joined Pan

American World Airways at Cape Canaveral. He also became a licensed realtor. He was a member of the Canadian Fighter Pilots Association, Sabre Pilots Association (Air Division Squadron), UK Royal Air Force Club, Royal Canadian Legion, Air Force Association, the Quiet Birdmen, and the Loyal Order of Moose. Died in Saint John, New Brunswick, 12 July 2009. See photo PL-90156.

This officer has completed a very successful tour of operations. His skill and resolution to frustrate the enemy on all occasions have set an outstanding example to his fellow pilots. While flying over France, Belgium, Holland and Germany, he has destroyed or damaged large numbers of enemy road transport vehicles, five locomotives and fifty railway goods wagons. He has also destroyed one enemy aircraft and shared in the destruction of another. Flying Officer Evans' gallantry and fearlessness have proved him to be a brilliant and capable pilot.

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EVANS, LAC James Alexander (R131059) - **Mention in Despatches** - No.433 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 23 December 1918. Home in London, Ontario. Enlisted in Hamilton, 9 September 1941 for General Duties but subsequently reclassified as Armourer. To No.1 Manning Depot that date. To No.4 BGS, 24 November 1941. To Mountain View, 14 February 1942. Promoted AC1, 24 March 1942 on posting to No.4 Repair Depot. Promoted LAC, 1 October 1942. To "Y" Depot, 11 February 1943. To RAF overseas, 8 March 1943. Repatriated 7 July 1945. Released 28 September 1945. DHist file 181.009 D.2908 (RG.24 Vol.20633) has recommendation sent to Station Skipton, 20 July 1944, noting he had spent 18 months in Canada, 16 months overseas. Armourer (Bombs).

This airman has been with the squadron since its formation and his work has always been of an extremely high standard. He is very painstaking and energetic in his work and has always had the squadron record of achievement at heart. On a great number of occasions he has shown initiative, taking over the duties of a Non-Commissioned Officer as well as his own when a member of a bombing team.

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EVANS, F/L James Forbes (J6655) - **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 7 December 1913 in Mitchell, Ontario. Educated in Georgetown, Ontario, 1920 to 1932 and Western Technical School, 1934-1935 (industrial chemistry). Worked for Dominion Seed

House, Georgetown, 1933-1941. Enlisted in Toronto, 19 September 1940. To Patricia Bay, 20 October 1940. To No.2 ITS, 18 January 1941; promoted LAC, 3 March 1941 and posted that date to No.5 AOS; to No.3 BGS, 26 May 1941; promoted Sergeant, 8 July 1941 and posted that day to No.1 ANS. Commissioned 5 August 1941. To No.31 OTU, 21 August 1941. To RAF overseas, 13 September 1941, arriving 20 September 1941. To No.1 (GR) School, 5 October 1941. To No.1 (Coastal) OTU, 1 December 1941. To No.206 Squadron, 6 January 1942. While with them, took a Bombing course at Manby, 12-31 July 1942. To No.111 OTU, 12 September 1942 (Bombing Leader and Instructor). Promoted Flight Lieutenant, 18 January 1943. Repatriated 1 April 1944. To "Y" Depot, Lachine, 30 May 1944. Embarks from Halifax, 2 June 1944; arrived in Britain 10 June 1944. To No.120 Squadron, 27 June 1944. Attached No.1 Armament Practice Camp, 31 July to 5 August 1944. Attached RNAS Mayflower, 22 October to 4 November 1944. Repatriated via Debert, 13 July 1945. Released 13 September 1945. Died in Georgetown, Halton County, Ontario, 1975.

Notes: Application for Operational Wing dated 26 January 1944 listed his sorties with No.206 Squadron (all on Hudson aircraft) as follows:

22 January 1942 - recce (5.05)
26 January 1942 - anti-submarine patrol (6.30)
27 January 1942 - anti-submarine patrol (1.45)
29 January 1942 - anti-submarine patrol (8.00)
31 January 1942 - anti-submarine patrol (6.30)
4 February 1942 - anti-submarine patrol (7.00)
5 February 1942 - non-operational, Navy cooperation (2.30, with S/L Edser)
9 February 1942 - air/sea rescue (1.45)
10 February 1942 - non-operational, Navy cooperation (4.45, with S/L Edser)
11 February 1942 - anti-submarine patrol (6.00)
13 February 1942 - anti-submarine patrol (5.50)
16 February 1942 - anti-submarine patrol (6.15)
22 February 1942 - anti-submarine patrol (6.15)
24 February 1942 - anti-submarine patrol (6.45)
1 March 1942 - anti-submarine patrol (7.30)
4 March 1942 - anti-submarine patrol (4.30)
26 March 1942 - anti-submarine patrol (5.00)
29 March 1942 - anti-submarine patrol (4.00)
31 March 1942 - anti-submarine patrol (5.50)
2 April 1942 - anti-submarine patrol (6.20)
3 April 1942 - anti-submarine patrol (7.00)
14 April 1942 - anti-submarine patrol (8.00)
20 April 1942 - anti-submarine patrol (9.05)
25 April 1942 - anti-submarine patrol (7.45)
26 April 1942 - anti-submarine patrol (7.15)
29 April 1942 - anti-submarine patrol (7.10)

6 May 1942 - anti-submarine patrol (6.20)
10 May 1942 - anti-submarine patrol (7.30)
13 May 1942 - anti-submarine patrol (6.40)
14 May 1942 - anti-submarine patrol (6.50)
16 May 1942 - anti-submarine patrol (7.20)
28 May 1942 - anti-submarine patrol (8.05)
4 June 1942 - anti-submarine patrol (7.50)
7 June 1942 - anti-submarine patrol (5.20)
13 June 1942 - anti-submarine patrol (7.15)
22 June 1942 - anti-submarine patrol (7.40)
25 June 1942 - Bombing Bremen, 1,000 bomber raid (5.30)
8 July 1942 - anti-submarine patrol (5.45)

As of 11 April 1944 he stated he had flown 40 sorties with No.206 Squadron (300 operational hours). Types experienced were Anson (100 hours), Battle (40), Hudson (450), Mitchell (100) and Liberator (100).

On 6 January 1945 he was navigator of Liberator BZ941, No.120 Squadron when it swung onto soft ground, Ballykelly. The captain was 1235759 Warrant Officer W.A. Ryder. Training flight - no injuries.

On 7 July 1945 on a form contemplating release, he stated he had flown 55 sorties in all, of which 15 had been on his present tour (No.120 Squadron).

Application for Operational Wing dated 17 July 1945 stated he had flown 55 sorties (412 hours) with Nos.206 and 120 Squadrons.

Training: Course at No.2 ITS was 20 January to 20 February 1941. Courses in Mathematics (90/100), Law/Discipline (83/100), Armament (78/100), and Drill (75/100). Placed 46th in a class of 115. "Good average type, keen, cheerful and full out."

Course at No.5 AOS was 3 March to 26 May 1941. Anson aircraft - 34.00 as first navigator by day, 18.35 as second navigator by day, 3.05 as first navigator by night, 7.10 as second navigator by night. "Excellent man in the air. Quick, accurate and keen." Ground courses DR Plotting (126/150), DR/DF/WT, written (132.200), Compasses and Instruments (116/150), Signals (95/100), Maps and Charts (64/100), Meteorology (59/100), Photography (74/100) and Reconnaissance (69/100). Placed 15th in a class of 37. "Quick to grasp new ideas. Ready to work. Work very neat and accurate."

Course at No.3 BGS was 26 May to 6 July 1941, Battle aircraft - 15.05 on bombing, 7.40 on gunnery. Placed 20th in a course of 38.

Course at No.1 ANS was 7 July to 4 August 1941. Anson aircraft - 6.00 as first navigator by day, 9.20 as second navigator by day, 9.45 as first navigator by night, 8.50 as second navigator by

night. "Air work above average." Scored 127/150 in Astro Navigation Plotting and 88/100 on written Astro Navigation test. Placed 36th in a class of 114.

His Mention in Despatches was classed as "Operational Meritorious - Not in conflict - Flying" so presumably it was for his work at No.111 OTU.

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EVANS, FS James Harvey (R114226, later J18195) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Kitchener, Ontario, 29 November 1921. Home in Waterloo, Ontario (electro plater). Enlisted in Canadian Army Active Force, September 1940 as a Batman and Drummer, No.10 CARTC. Transferred to RCAF, Hamilton, 21 July 1941 and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941. Promoted LAC, 29 October 1941. To No.1 BGS, 11 April 1942; graduated and promoted Sergeant on 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Disembarked in Britain, 11 June 1942. To No.2 (Observer) AFU, 25 July 1942. To No.22 OTU, 1 September 1942. To No.426 Squadron, 4 November 1942. Promoted Flight Sergeant, 11 November 1942. Commissioned 18 March 1943 (J18195). To No.1679 Conversion Unit, 20 August 1943 (instructor on Lancasters). Promoted Flying Officer, 18 September 1943. To No.61 Base, 13 December 1943. To No.1 Radio School, 22 January 1944. To No.4 Radio School, 15 February 1944. To Headquarters, No.29 Group, 28 April 1944. To No.10 (Observer) AFU, 1 May 1944. To RCAF Overseas Headquarters, 11 August 1944 and embarked for Canada in leave. Embarked again for Britain, 23 September 1944, arriving 1 October 1944. To No.61 Base, 19 October 1944. To No.426 Squadron, 29 December 1944. Promoted Flight Lieutenant, 18 March 1945. Repatriated 14 May 1945. To No.4 Release Centre, Toronto,, 27 May 1945. Released 28 June 1945. Employed by Kitchener **News-Record** (circulation manager). Re-engaged in Clerical trade, Hamilton, 12 January 1950 (29275). To Aylmer, 25 January 1950. To No.9424 Unit, Hamilton, 14 April 1950. To No.2 Composite Training School, 9 June 1950. To Institute of Aviation Medicine, Toronto, 27 January 1951. Commissioned 25 January 1952. To Ground Observer Corps Centre, Kitchener, 17 February 1952. To No.420 Squadron, Hamilton, 2 November 2 November 1953. Struck off strength of Regular Force, 24 November 1953. Died in Waterloo, Ontario, 1989. Overseas he was WOP/AG to P/O J.G. McNeill. Photo PL-21667 is a portrait. Photo PL-25543R (right) is F/O W.G. McLellan, DFC; PL-25543L (left) is F/O J.H. Evans, DFM.

This airman has performed consistently good work over a long period of operational flying. He has always shown coolness and courage under fire and a fine fighting spirit. By his efficiency as a wireless operator Flight Sergeant Evans has, on more than one occasion, assisted in a safe landing.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C L.Crooks drafted 14 June 1943 when he had flown 24 sorties (145

hours ten minutes).

14 January 1943 - Lorient (5.14)
21 January 1943 - Gardening (5.12)
26 January 1943 - Lorient (6.50)
29 January 1943 - Lorient (5.45)
4 February 1943 - Lorient (6.40)
7 February 1943 - Lorient (6.00)
13 February 1943 - Lorient (10.10)
14 February 1943 - Cologne (5.50)
16 February 1943 - Lorient (7.15)
19 February 1943 - Wilhelmshaven (6.05)
24 February 1943 - Wilhelmshaven (5.20)
26 March 1943 - Duisburg (5.20)
29 March 1943 - Bochum (5.45)
4 April 1943 - Kiel (6.20)
8 April 1943 - Duisburg (3.51)
10 April 1943 - Frankfurt (7.45)
14 April 1943 - Stuttgart (7.10)
16 April 1943 - Mannheim (8.10)
28 April 1943 - Gardening (5.48)
13 May 1943 - Bochum (5.35)
23 May 1943 - Dortmund (5.10)
25 May 1943 - Dusseldorf (5.00)
27 May 1943 - Essenn (5.05)
29 May 1943 - Wuppertal (5.50)

This non-commissioned officer has displayed consistent good work over a long period of operational flying. His coolness and courage under fire make him an asset to his crew, and his efficiency as a wireless operator has assisted in the safe landing of his aircraft on more than one occasion.

The fine offensive spirit he has displayed and the willingness with which he has undertaken any type of operation mark him as an outstanding type, worthy of recognition. I recommend the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 9 December 1943 stated he had flown 24 sorties (151 hours 20 minutes) with No.426 Squadron, 4 November 1942 to 18 June 1943.

Assessed 28 April 1944 while instructing at No.4WS. Had flown 490 hours ten minutes (21.35 in past six months). "A reliable, hard working officer, but one who did not markedly stand out from similar officers of his rank and grading." (W/C F. Porter)

Assessed 20 July 1944 at No.10 (Observer) AFU; had flown twelve hours there as instructor.

“Basic knowledge above average. Sound and reliable officer with good sense of discipline and average administrative ability.” (S/L A.H. Bushell).

Application for Bar to Operational Wing dated 27 March 1945 stated he had flown 19 sorties (122 hours five minutes) with No.426 Squadron, January to March 1945.

Repatriation form dated 24 April 1945 stated he had flown 45 sorties (281 hours 40 minutes), the last sortie in 24 March 1945; had also flown 275.35 non-operational. Types experienced overseas were Anson (44.30), Wellington (286.55), Lancaster (45.45), Proctor (19.45) and Halifax (160.20).

Training: Interviewed at Hamilton, 21 January 1941 - “Appears to be a confident type of lad who should make a good air gunner after training. Not suitable for commissioned rank at present.”

Course at No.4 WS was 27 October 1941 to 10 April 1942. Logged three hours five minutes in flying classroom as First Operator, 8.15 in two-seat aircraft as sole operator, Courses in Theory (43/50). Radio Equipment (209/250), Morse, buzzer and lamp (150/200), Procedure (178/200), Signals Organization (146/150), Armament (82/100) and Drill/PT (35/50). Placed 67th in a class of 119.

Course at No.1 BGS was 13 April to 11 May 1942. Battle aircraft (nine hours 30 minutes). Fired 675 rounds on ground, 200 air-to-ground and 2,175 air-to-air. Scored 6.7 percent hits on Beam Test, 4.7 percent hits on Beam Relative Speed Test and 6.0 percent hits on Under Tail Test. Scored 74 percent on written test, 80 percent on practical and oral Test, rated 155/250 on “Ability as Firer.” Placed eighth in class of 29.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/he868.html> dealing with accidents in Yorkshire has the following:

WELLINGTON HE868 DAMAGED BY FLAK, RETURNED TO DISHFORTH AIRFIELD

On the night of 29th May 1943 this 426 Squadron crew and aircraft took off from Dishforth airfield at 22.20hrs to undertake an operational flight to bomb Wuppertal. The crew released their bombload over PFF target markers at 01.00hrs from 17,000ft through 5/10ths cloud. While flying over Hagen the aircraft was fired upon by anti aircraft defences and the aircraft sustained damage, later counted as being twenty eight holes in the aircraft. Despite the damage the crew were able to make a safe return to Yorkshire and land safely at base of Dishforth at 04.09hrs on 30th May 1943. Crew listed as follows: Pilot - F/Lt John Gordon McNeill RCAF (J/9201), of Calgary, Alberta, Canada; Second Pilot - Sgt William Frederick Griffin RCAF (later J/18916), of Hamilton, Ontario, Canada; Navigator - F/O John Douglas Bernard Valentine Reffitt RAFVR (47458); Bomb Aimer - P/O Roy Alexander Henry RCAF (J/17441), of Toronto, Ontario, Canada; Wireless Operator / Air Gunner - Sgt James Harvey Evans RCAF (R/114226), of

Waterloo, Ontario, Canada; Air Gunner - Sgt Henry Maxwell Smith RCAF, of Toronto, Ontario, Canada.

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EVANS, F/O John Frederick (C10936) - **Mention in Despatches** - No.417 Squadron (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 11 September 1915. Home in Saskatoon; enlisted there, 16 October 1939 as a Fabric Worker. To No.112 (Army Cooperation) Squadron, 15 May 1940. To No.110 (Army Cooperation) Squadron, 29 May 1940. To No.112 (Army Cooperation) Squadron, 8 June 1940. To No.2 (Fighter) Squadron, 11 December 1940. Commissioned 21 February 1942 on switching to Administrative Trade. Promoted Flying Officer, 5 August 1942. Promoted Flight Lieutenant, 21 February 1944. Intelligence Officer with No.417 Squadron, 3 April 1942 to 24 October 1944. Repatriated December 1944. To No.2 Air Command, 31 December 1942. To No.15 SFTS, 5 February 1945. To Release Centre, 6 August 1945. Released 16 August 1945. No citation in AFRO. RCAF photo PL-27713 (ex UK-13963 dated 22 November 1944) shows him sketching portraits of squadron members while waiting return of aircraft from a mission.

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EVANS, FS Leslie Albert (Can 2533) - **Mention in Despatches** - No.9419 Servicing Echelon (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to CO, No.64 Base, 17 July 1944. Fitter Armourer. Born 21 March 1920. Enlisted in Hamilton, 20 April 1939. Awarded Queens Coronation Medal, 23 October 1953, while a WO2 at Camp Borden. Released 18 November 1969. Died in Hamilton, 13 July 2002; death reported in **Air Force** magazine, Winter 2003, with no specific date but date given in Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

This NCO has been in complete charge of the Daily Servicing Section of 419 and 428 Squadrons being responsible for nearly 100 men. He has accepted this responsibility willingly and executed his job efficiently at all times and due to his own extra efforts and initiative has several times made it possible to have aircraft bombed up under the most unfavourable circumstances where a person of less ability would not have succeeded. Despite long hours of work, Flight Sergeant Evans has shown exceptional leadership and has handled his work superbly.

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EVANS, F/L Robert Ernest (J18702) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45

dated 2 March 1945. Born in Swastika, Ontario, 17 May 1920. Educated in Ottawa (1926-1933) and Kirkland Lake (1934-1937); correspondence courses in mechanical drafting; home in Swastika when he enlisted in North Bay, 24 October 1940. To No.1 Manning Depot, Toronto, 25 October 1940. To No.1A Manning Depot, Ottawa, 9 December 1940. To No.1 Equipment Depot, 30 March 1941. To No.1 ITS, 10 April 1941; promoted LAC, 16 May 1941 and posted that date to No.10 EFTS; to No.1 SFTS, 3 July 1941; graduated and promoted Sergeant on 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF overseas, 2 October 1941. To No.52 OTU, 18 November 1941. Promoted Flight Sergeant, 13 January 1942. To No.131 Squadron, 10 February 1942. To Station Tangmere, 9 June 1942. To No.131 Squadron again, 27 July 1942. Flew 101 hours 40 minutes with No.131 Squadron. Commissioned 1 October 1942. To Station Tangmere, 25 November 1942. To Middle East Pool, 16 December 1942 via No.22 Personnel Transit Centre. Ferried Spitfires via Takoradi (logged 24 hours 25 minutes). To No.244 Wing, 10 February 1943. To No.601 Squadron, 20 February 1943 (logged 144 hours 40 minutes with them). Promoted Flying Officer, 1 April 1943. To No.2 BPD (whatever that is), 7 November 1943 (AFU duty, 24 hours 40 minutes on Spitfires). To Rear Air Headquarters, Western Desert, 1 April 1944. To No.417 Squadron, 9 May 1944 (logged 164 hours ten minutes with them). Promoted Flight Lieutenant. 1 August 1944. To No.3 BPD (whatever that is), 28 October 1944. Disembarked in United Kingdom, 30 November 1944. Repatriated 15 January 1945. To No.1 Air Command, Trenton, 26 January 1945. To No.4 Release Centre, Toronto, 2 March 1945. Released 15 March 1945, retiring to Kirkland Lake. Died in Kirkland Lake, 17 May 1978. Flew two tours. First incident described in citation was on 15 August 1944; second was on 15 September 1944. See photo PL-27665.

This officer has now almost completed his second tour of operational duty. In August 1944 he led a formation of aircraft with outstanding skill in an attack on a railroad bridge near Bologna. The bridge was damaged and three nearby trains were also attacked. Despite intense anti-aircraft fire on another sortie in September 1944, Flight Lieutenant Evans located and bombed enemy mechanical transport at Faetano. He then circled below heavy cloud through aircraft fire while he directed the rest of the formation to the attack. As a fighter leader and flight commander this officer has inspired the pilots under his command by his skilful leadership and devotion to duty.

NOTE: Public Records Office Air 2/9033 has recommendation dated 22 October 1944, drafted by Squadron Leader O.C. Kallio, at which time Evans had flown 695 hours 45 minutes (143 hours in previous six months), including 345 hours 20 minutes operational time (279 sorties); he was then Flight Commander, "B" Flight:

On 15th of August when sent out to bomb an important railroad bridge just outside of Bologna he led a formation of six aircraft with such skill that the bridge was damaged and three trains nearby were strafed successfully through intense light anti-craft fire. His own aircraft had been hit in the bomb dive.

On the 15th of September while leading a formation on "Cab Rank" he was ordered to bomb Motor Transport in the village of Faetano. Through 7/10 of cloud he located and bombed the target first so the other pilots could ascertain its location. Then, by Radio Telephone, [he] directed remainder of the formation on to the target while he circled below cloud through light anti-aircraft fire.

Flight Lieutenant Evans as a fighter leader and as a Flight Commander with this squadron, through skilful leadership and devotion to duty, has inspired the newer pilots at all times. His determination and indifference to personal danger have on numerous occasions brought about very successful attacks upon the enemy.

For these outstanding actions on air operations and numerous other excellent performances during this, his second tour, I strongly recommend that he be given a non-immediate award of the Distinguished Flying Cross.

Training: Interviewed at North Bay, 19 August 1940 by F/O G.W.C. Kinney - "Red hair. Nice type. Polite, well mannered, very keen to become a pilot, did not quite get his Junior Matriculation but consider he is bright enough for training as pilot."

Course at No.1 ITS was 10 April to 16 May 1941. Courses in Mathematics (78/100), Law/Discipline (56/60), Armament, practical and oral (88/100), Drill (79/100), Signals (97/100), and Hygiene and Sanitation (31/40). Placed 62nd in a class of 161. "Average pilot material. Good tough type who would enjoy a scrap. Inclined to be weak in mathematics. Good stolid hard plugging type of trainee with plenty of punch. With service experience should develop into quite useful material."

Course at No.10 EFTS was 16 May to 3 July 1941. Finch II aircraft - 30.35 dual, 25.00 solo; 4.45 on instruments. Logged ten hours in Link. "Progress from first just average. Inclined to be slow on learning new sequences. Interested in flying. Manner courteous. Needs more time on aerobatics." Ground courses in Airmanship (164/200), Airframes (67/100), Aero Engines (76/100), Armament, oral (141/200), Signals, practical (94/100), Theory of Flight (55/100), Air Navigation (103/200). Graded 165/200 in Qualities as an Officer. Placed 19th in a class of 31. "Fair student, a little slow but very willing. Discipline good."

Course at No.1 SFTS was 3 July to 13 September 1941. Harvard aircraft (27.15 dual and 13.25 solo) and Yale (15.05 day dual, 21.25 day solo, 4.30 night dual, 5.30 night solo.) Was 20 hours on instruments (16.25 in Harvard, 3.35 in Yale). Logged 15 hour 45 minutes in Link. "Average pilot with no special faults." Courses in Airmanship and Maintenance (122/200), Armament, written (50/100), Armament, practical (72/100), Navigation and Meteorology (121/200), Signals, written (70/100) and Signals, practical (48/50). Placed 57th in a class of 59. "An average pilot who has progressed very satisfactorily and should do well with more experience."

Course at No.52 OTU was 18 November 1941 to 20 February 1942. Flew Master (2.05 dual,

6.30 and Spitfire (30 hours solo, 1.20 on instruments, eleven hours in formation). Logged 11.45 in Link. Rated "Average" in all categories (Natural Aptitude, Skill in Landing, Airmanship, Aerobatics, Cockpit Drill, Instrument Flying, Formation Flying, Map Reading and Air Firing) "An average pilot who is steady and keen. He seems to be a nervous type and is not quite ready to go into action. His aerobatics and dog-fighting should be watched."

Notes: Accident, 8 June 1942, No.131 Squadron, Spitfire W3412. He then had 75 hours 20 minutes on type and 162 hours 45 minutes total. "On returning from a patrol I made a normal approach and on landing I bounced rather high; I put on motor and on touching down again the starboard leg collapsed causing damage to the aircraft's airscrew, starboard leg and flaps." The investigation observed, "Pilot held off too high, the aircraft stalled and dropped from a height on to the ground, causing the collapse of the starboard oleo leg; the aircraft bounced and Pilot used engine, and touching down the second time, as damage was already done, the aircraft went up on its nose." He was vehement that he had not been careless, so was sent to Medical Officer. The MO reported a definite defect in his eye sight. "Sergeant Evans is unable to focus on objects which are altering their distance from him rapidly. It has been arranged for him to see an eye specialist as soon as possible. In the meantime he has naturally been taken off flying duties. In view of the above I do not feel that the pilot can be held responsible for the accident and it would appear that he has been extremely lucky in not having an accident before this."

On repatriation form dated 5 January 1945 he stated he had flown 214 hours 34 minutes in Day Fighter duty, 130.45 on Fighter-Bomber duty, and 157.55 on miscellaneous flying duty.

Assessed 19 October 1944 by S/L O.C. Kallio - "F/L Evans has been a good and reliable fighter leader and a Flight Commander with this squadron. Will make a good Squadron Commander if he undertakes another tour of operations. Strongly recommended for non-immediate award of DFC."

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EVANS, F/L Terence Jesse (C24752) - **Commended for Valuable Services** - No.1 Central Flying School (but see postings below) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 4 October 1915 in Sale, Cheshire, England; home in Toronto; enlisted there 4 September 1940. To Trenton, 20 October 1940 where he trained as instructor; posted to No.1 EFTS, 2 December 1940 with temporary rank of Sergeant. Commissioned 1 December 1942. To No.1 Flying Instructor School, 30 April 1943. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 August 1944. To No.8 OTU, 7 March 1945. To "Y" Depot, 17 May 1945. To United Kingdom, 20 May 1945. Repatriated 9 July 1945. Remained in postwar RCAF; promoted Squadron Leader 26 June 1951. Much service with Central Experimental and Proving Establishment; commended again, 6 July 1951 for saving an F-86 Sabre during acceptance trials. Awarded Queens Coronation Medal, 4 November 1953, while serving as a Wing Commander Air Attache to Moscow.

This officer is a staff instructor at the senior instructor course at Central Flying School. He has over 3,000 hours as an instructor and holds an "A-1" flying instructor category. As a pilot he is exceptional and his devotion to duty is of the highest order. He spares no time or effort in placing his experience and ability at the disposal of others and his efforts are worthy of the highest praise.

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EVANS, P/O William George (J85812) - **Distinguished Flying Cross** - No.617 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 10 June 1921 in Manitoba; home in Laurier, Manitoba. Former infantryman. Enlisted in Winnipeg, 5 September 1941. To No.2 Manning Depot, 5 September 1941. To No.5 Personnel Holding Unit, 24 October 1941; to No.10 SFTS (non-flying duties), 20 November 1941; to No.7 ITS, 17 January 1942; to No.7 Composite Training School, 7 March 1942; promoted Leading Aircraftman, 25 March 1942; to No.6 BGS, 11 April 1942; graduated 11 May 1942 and promoted Sergeant. To "Y" Depot, Halifax, 11 May 1942; to RAF overseas, 13 June 1942. Commissioned 14 April 1944. Repatriated to Canada, 18 September 1944. Served at No.3 BGS, 19 October 1944 to 5 February 1945. Released 9 February 1945.

In March 1944, Pilot Officer Evans was the mid-upper gunner of an aircraft detailed to attack a target in France. While returning from the target area his aircraft was engaged by two Junkers 88. One of them opened fire with cannon and machine guns and scored many hits before breaking away. The enemy aircraft attacked again but so accurate was the return fire of Pilot Officer Evans and his fellow gunner that it was seen to crash to the ground in flames. The second Junkers 88 then attacked and after a brief exchange of fire also burst into flames. Almost immediately a Messerschmitt 109 attacked and opened fire. The return fire was again extremely accurate and the enemy aircraft quickly broke off the engagement. Throughout this trying experience Pilot Officer Evans displayed great skill and determination. He is an alert and courageous gunner who has gained the complete confidence of his crew by his ability to defend them from attack.

The incident mentioned in the citation is more fully described in a combat report found in Public Record Office Air 50/280, 15/16 March 1944. The target appears to have been St.Etienne although the aircraft had been recalled and was proceeding home when enemy aircraft met. Evans may have been on a second tour, as his rank is given as Warrant Officer and he is described as having "instructed at Wellesbourne OTU". The rear gunner was identified as "Flight Sergeant McLean" - probably Thomas Joseph McLean, RAF who, as a Warrant Officer, also received the DFC on 12 December 1944. The pilot, "F/O Duffy" is F/O Warren Alvin Duffy, RCAF (awarded DFC) while the bomb aimer, "F/O Woods", is almost certainly F/O Roy Edward Woods, RCAF (DFC). Combat Report as follows:

1. Mark I Lancaster "H" - 617 Squadron - No. ME560.
Date: Night of 15/16 March 1944. Target: Eastern France.

2. 1st Fighter attacked:

Time: 0009 hours. Position: 49°13" North 03° 10" East. Height 12,000 feet. I.A.S.
170. Course - Just at turning point 279° to 303°

2nd Fighter attacked:

Time: 0014 hours. Position 49° 22" North 02° 50" East. Height 11,000 feet. I.A.S.
170. Course, 302°

3rd Fighter attacked:

Time 0033 hours. Position 49° 44" North 01° 57" East. Height, 10,500 feet. I.A.S.
170. Course, 302°.

3. 4/10 Low cloud. Clear overhead with no moon.
4. No searchlight or other ground cooperation.
5. No unusual phenomena.
6. Two Ju.88s flying in formation; one Me.109 flying singly
7. No light carried.
8. Ju.88s fired cannon and machine gun from nose; Me.109 fired machine gun from its wings.
9. Two Ju.88s first picked up on Visual Monica at 1,200 yards and then visually by rear gunner, at same range on starboard quarter down, 30°. Me.109 seen about 600 yards, 20° down on starboard quarter.
10. First Ju,88 attacked from starboard quarter down at 800 yards and broke off to port at 700 yards. Next attack was a curve of pursuit from port beam slightly up to port quarter level, closing to 300 yards. Enemy aircraft was then shot down, starboard motor was seen to go on fire. Enemy aircraft was seen to have hit the ground by Mid-Upper Gunner, Bomb Aimer F/O Woods and Pilot, F/O Duffy.

Second Ju.88 hung back whilst first made its attack and then opened fire from 850 yards on port quarter down. This came nowhere near the bomber. The next attack came from port beam to nearly dead astern, enemy

aircraft firing all the time and closing to 250 yards. Enemy aircraft then burst into flames and was seen going down by rear gunner, mid-upper gunner, bomb aimer and pilot. There was no time to see it hit the ground as a Me.109 was now making an attack.

Me.109 attacked from starboard quarter 40° down, 600 yards and closed to 450 yards. Enemy aircraft was firing the whole time without tracer. Broke away at 450 yards down to port and carried on below aircraft. Bomb aimer saw him going away to port from the front turret and he was seen no more.

11. Bomber corkscrewed into all attacks.

12. First Ju.88 opened fire at 800 yards and closed to 300 yards.

Second Ju.88 opened fire at 850 yards and closed to 250 yards.

Me.109 opened fire at 600 yards and closed to 450 yards. Gunners returned fire at 600 yards into breakaway.

13. Two Ju.88s shot down.

Several holes in Lancaster rear turret and ammo chutes. Rear gunner wounded in left hand during first attack. No hits from the other attacks.

14. 400 rounds fired from rear turret; no stoppages; 450 rounds fired from mid-upper turret; no stoppages.

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EVANS, WO (now P/O) William Thomas (R119970/J19792) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 2 February 1918 in Wrexham, North Wales; home in Winnipeg (clerk). Enlisted in Winnipeg, 31 July 1941 and posted that day to No.2 Manning Depot, Brandon. To No.2 BGS (non-flying duties), 1 September 1941. To No.2 ITS, 10 April 1941; graduated 20 December 1941 and promoted Leading Aircraftman; to No.19 EFTS, 20 December 1941; to No.12 SFTS, 14 March 1942; ceased training 24 April 1942; to No.3 BGS, 20 June 1942; graduated 31 July 1942 and promoted Sergeant. To "Y" Depot, Halifax, 1 August 1942; to RAF overseas, 20 August 1942. Promoted Flight Sergeant, 31 January 1943. Promoted WO2, 31 July 1943. Commissioned 22 November 1943. Promoted Flying Officer, 22 May 1944. Repatriated to Canada, 19 December 1944; released 6 February 1945. Died in Edmonton, 8 February 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

This Warrant Officer is a very reliable and capable rear gunner. His ability has been a source of great confidence to his crew and has thereby greatly added to the efficiency with which they have accomplished their allotted tasks.

Application for Operational Wing dated 10 February 1944 states he had flown 37 sorties (one with No.12 OTU, balance with No.138 Squadron, 15 January 1943 to 4 January 1944 (3.40 with No.12 OTU, 228.20 with No.138 Squadron).

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EVENSON, F/L Lloyd Roland (J23253) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Kenora, Ontario, 16 May 1920; home in Winnipeg. Played for Winnipeg Blue Bombers including Grey Cup team of 1941. Served in Winnipeg Light Infantry. Enlisted there, 13 January 1942. To No.2 Manning Depot, 24 February 1942. To No.12 SFTS (non-flying duties), 24 April 1942. To No.2 ITS, 23 May 1942; graduated 18 July 1942 (promoted LAC) and posted to No.19 EFTS, Virden, Manitoba; to No.15 SFTS on 10 October 1942. Graduated and commissioned on 5 February 1943. To No.1 GRS, 19 February 1943. Promoted Flying Officer, 7 August 1943. To Eastern Air Command, 9 August 1943. To "Y" Depot, Halifax, 25 August 1943. To United Kingdom, 12 September 1943. Promoted Flight Lieutenant, 22 August 1944. Repatriated 23 November 1944. To No.2 Air Command, 9 January 1945. To No.3 BGS, 15 January 1945. To Release Centre, 17 February 1945. Released 28 March 1945. Died in Toronto, 28 October 2009. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 10 August 1944 when he had flown 29 sorties (134 hours 34 minutes), 30 March to 9 August 1944.

This officer has shown remarkable skill as a pilot and inspiring example of courage and determination to his crew. During his twenty-nine operational sorties he has never failed to bomb the target successfully. He is a most efficient captain whose cool quiet manner and fine fighting qualities have impressed all.

For his splendid record and intense loyalty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

30 March 1944 - Nuremberg (7.15, second pilot)
9 April 1944 - Paris (5.18, second pilot)
10 April 1944 - Ghent (3.46)
18 April 1944 - Noisy le Sec (5.15)
22 April 1944 - Dusseldorf (4.55)

24 April 1944 - Karlsruhe (7.15)
27 April 1944 - Montman (4.15)
30 April 1944 - Somain (4.45)
19 May 1944 - Le Clipon (3.40)
22 May 1944 - Le Mans (4.55)
27 May 1944 - Bourg Leopold (4.35)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (4.35)
7 June 1944 - Ancheres (4.35)
10 June 1944 - Versailles Matelot (5.20)
21 June 1944 - St. Martin l'Hortier (3.50)
23 June 1944 - Baretiques (3.30)
27 June 1944 - Foret d'Eany (3.25)
1 July 1944 - Biennais (3.15)
5 July 1944 - Biennais (4.20)
6 July 1944 - Conqereaux (4.20)
8 July 1944 - Mont Condon (3.35)
12 July 1944 - Thiverny (4.30)
17 July 1944 - Caen (4.00)
18 July 1944 - Wesseling (4.55)
25 July 1944 - Stuttgart (8.00)
28 July 1944 - Hamburg (5.30)
9 August 1944 - Foret de Nieppe (3.55)

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EVERARD, F/L Hedley Joseph (J6222) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 20 April 1944 as per **London Gazette** dated 25 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Timmins, Ontario, 26 December, 1919; home there. Served in Algonquin Rifles, 1938. Enlisted in Toronto, 24 September 1940. To Patricia Bay, 20 October 1940. To No.2 ITS, 18 January 1941; graduated and promoted LAC, 20 February 1941 when posted to No.2 EFTS; may have graduated 22 April 1941 but not posted to No.32 SFTS until 13 May 1941; graduated and promoted Sergeant, 15 July 1941. Commissioned 16 July 1941; posted that date to Embarkation Depot. To RAF overseas, 4 August 1941. Served in England, Far East and Middle East. Commanded No.401 Squadron, 4-25 December 1944; shot down and taken prisoner. Liberated by Russians and was back in England in time for victory celebrations. Repatriated 8 July 1945. To No.1 Composite Training School, 20 July 1945. Discharged 20 October 1945. With Canadair in postwar period, commencing 1949 as a test pilot; by about 1956 he had become Director, Tactical Aircraft Military Relations with the firm. Rejoined RCAF Auxiliary, 11 December 1947 as Flying Officer; Promoted Flight Lieutenant, 1 January 1949; awarded Queens Coronation Medal, 13 October 1953 (No.401 Squadron). Commanded No.401 Squadron, 1951-1955 and again 1 April 1961 to later date. Retired 1964. Died in Victoria, 19

February 1999. Memoires published under the title, **A Mouse in My Pocket**. Credited with the following victories: **28 January 1944**, one FW.190 damaged (with No.417 Squadron); **14 February 1944**, one Bf.109 destroyed (No.417 Squadron); **16 February 1944**, one FW.190 probably destroyed and one FW.190 damaged (No.417 Squadron); **18 February 1944**, one FW.190 destroyed (No.417 Squadron); **21 February 1944**, one Bf.109 probably destroyed (No.417 Squadron); **29 September 1944**, two Bf.109s destroyed and one Bf.109 damaged (No.401 Squadron); **5 October 1944**, one Me.262 destroyed (shared with four other pilots, No.401 Squadron). RCAF photos PL-18500 and PL-18501 show F/L Hedley Everard, S/L Albert Houle, and F/L William Whitside, No.417 Squadron. PL-27104 (ex UK-9165 dated 23 March 1944) is captioned as follows: "Flight Lieutenant Hedley Everard of 126 Colborne Street North, Simcoe, Ontario, a pilot and flight commander in the RCAF City of Windsor Squadron in Italy, shows off 'George', the temporary pet of the squadron. George, however, met the fate of all productive beasts and showed up at dinner one evening surrounded by baked potatoes and nattily trimmed with parsley."

This officer has completed a very large number of sorties, most of them during the fighting in Sicily and more recently in the Italian theatre. He has at all times displayed outstanding keenness, great skill and resolution and has destroyed at least three enemy aircraft, two of which he shot down over the Anzio beaches. He has set a fine example to all.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 8 March 1944 by Group Captain Brian Kingcombe. He has flown 757 hours of which 249 had been logged in 200 operational sorties (186 hours in the previous six months). Th submission (which did not fully agree with statistics just quoted) read:

This officer has now completed 270 operational hours, of which 182 were flown in the Sicilian and Italian campaigns. He was recently promoted to command a flight, and has proved himself an outstanding leader and fighter pilot. In the recent fighting over the Anzio beaches, in less than three weeks he destroyed two enemy aircraft, probably destroyed two more, and damaged another, making his total score three destroyed, two probables and two damaged. He has at all times displayed exceptional keenness, cheerfulness and determination to engage the enemy, and his magnificent spirit has been an inspiration to the whole of his squadron.

RCAF Press Release No. 2455 dated 29 July 1943 reads:

After more than a year in the Far East, during which he endured the hardships of campaigning in extreme heat and under hourly danger from Japanese bombs, Flying Officer Hedley Everard of 101 Tamarack Street, Timmins, Ontario, has been posted to the City of Windsor, RCAF Fighter Squadron of the RAF Middle East Command.

The 23-year-old Everard, who temporarily abandoned a course in Mining Engineering to enter

the RCAF, has five-hundred hours and a score of one Japanese aircraft destroyed and another damaged. Thus, he is one of the few RCAF fighter pilots to have operated against both the Yellow and White members of the Axis air forces.

Winning his wings and commission at Moose Jaw SFTS in July 1941, Everard passed through OTU in Britain and was posted to the Middle East in December. In January 1942, he proceeded to the Far East, and went on ops and the end of February in Burma on Hurricanes. At that time, his unit was the only RAF fighter squadron on the Burma front.

He got his scores on his first day in the air – both of the Japanese “Army 97” type. One was confirmed and the other damaged.

“We were bombed then for three days running,” he recalls, “and eventually had to evacuate our field. The remainder of the squadron was then lent to the American Volunteer Group in China. Flying conditions were really tough there.

Despite the odds against them, however, and the extreme heat and discomfort, the squadron shot down 33 enemy aircraft for the loss of one pilot.

Next, Everard went to India where he flew Brewster Buffaloes, putting in about 200 hours between May 1942 and May 1943, and being promoted F/O.

“The heat was terrific at times, particularly in East Bengal, where it often hit 115 in the shade,” he remembers. “But I was one of the lucky ones who escaped all tropical diseases. In fact, I’ve never had a sick day since I joined the RCAF.”

The Everard family has done its share by the Air Force. One brother Marshall is an F/O in the Atlantic Ferry Service; John is awaiting training as aircrew, and Louis was honourably discharged on medical grounds. They are the sons of Emile Everard, well known in Northern Ontario mining circles.

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EVERNDEN, LAC Ernest Eliot (R105970) - **Mention in Despatches** - No.9415 Servicing Echelon (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Bentley, Alberta, 10 November 1916. Home in Stettler, Alberta; enlisted in Edmonton, 19 June 1941 and posted that day to No.1 Manning Depot. To School of Technical Training, St. Thomas, 11 July 1941. Promoted AC1, 15 November 1941. To No.10 Repair Depot, 18 November 1941. Promoted LAC, 15 February 1942. To “Y” Depot, Halifax, 11 March 1942. To RAF overseas, 30 April 1942. Repatriated to Canada, 18 June 1945; to No.8 OTU, 19 June 1945; to Station Greenwood, 31 July 1945, stationed there to 4 September 1945. Released 6 September 1945. Moved to British Columbia, where he spent the rest of his life. In the 1950's, he and his partner, Ed Aveling, founded Crest

Realty and Construction Ltd., a firm which built and sold many homes in North and West Vancouver. Retired from Crest in 1972, and in 1980 at 64 years of age, fulfilled a lifelong dream of being a farmer again, when he bought an 800 acre ranch in Cawston, British Columbia. Fitter IIE (Aero Engine Mechanic). DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944, noting he has served eleven months in Canada, 26 months in UK when recommended. Died in Vancouver about 24 August 2002; see Vancouver **Sun** for that date.

This airman has well carried out all duties assigned to him. He works without stint to complete the most difficult tasks, sometimes under very adverse conditions. He has set an outstanding example to his fellow airmen.

EVERNDEN, LAC Ernest Eliot (R105970) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945. Had served eleven months in Canada, 33 months overseas.

This airman by his willingness, co-operation and devotion to duty has at all times been outstanding among his fellow workers. He can be depended upon to complete the most arduous tasks.

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EWAN, P/O Gordon Mitchell (J17183) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born at Blairmore, Alberta, 21 April 1918; home in British Columbia where he had been a carpenter and laboratory assistant. COTC at University of British Columbia, 1935-1936. Service with 17th Searchlight Battery, RCA, 26 August 1939 to 7 April 1940 and First Searchlight Regiment, RCA, 31 August 1940 to RCAF enlistment (instructor). Enlisted in Vancouver, 12 June 1941 and posted to No.2 Manning Depot, Brandon. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, Regina, 7 August 1941; promoted LAC, 13 September 1941 and posted that date to No.14 EFTS; ceased pilot training on 14 October 1941 after ten hours dual in Tiger Moths (stiff on controls). To No.10 AOS, 9 November 1941; to No.6 BGS, 13 February 1942. Promoted Sergeant, 28 March 1942 and posted that day to No.2 ANS. To "Y" Depot, Halifax, 28 April 1942; to No.31 OTU, 20 May 1942. To Ferry Command, 6 July 1942. Arrived in United Kingdom, 9 July 1942. To No.1 (Observer) AFU, 26 July 1942. To No.14 OTU, 25 August 1942. To No.1659 Conversion Flight, 13 December 1942. To No.419 Squadron, 28 January 1943. Commissioned 1 March 1943. To No.35 Squadron, 16 March 1943. To No.405 Squadron, 11 May 1943. Attached to Pathfinder Night Training Unit, 21-28 May 1943. Promoted Flight Lieutenant, 6 August 1943. To Night Training Unit, 23 March 1944 (instructor). To No.61 Base, 9 April 1944. To No.62 Base, 27 April 1944;

promoted Squadron Leader that date.. To RCAF Overseas Headquarters, 16 May 1944. To Station Leeming and No.63 Base, 27 November 1944, While there, Base Navigation Officer and devising principles of mine laying for Tiger Force. To Overseas Headquarters, 31 January 1945. To No.62 Base, 14 June 1945. Repatriated 19 June 1945 and taken on strength of Station Debart, from where he ferried Lancasters to Claresholme. To Station Moncton, 9 October 1945 (assistant to Education Officer). To Air Navigation School, Summerside, 24 October 1945. At Summerside he was a navigation instructor; from March to June 1946 he was Research and Development Officer, supervising installation of synthetic training equipment and the indexing of the Navigation Library. Postwar navigator (20910). Taken on strength of Test and Development Centre, Rockcliffe, 13 August 1946. To AFHQ, 21 August 1946 in rank of Flight Lieutenant (statistics, preparation of recruiting material). Promoted Squadron Leader on 1 March 1947). To Staff College, Toronto, 7 September 1949. To CEPE, Rockcliffe, 2 August 1950. To Air Navigation School, Summerside, 1 June 1951. To Central Navigation School, Summerside, 12 October 1951. To AFHQ, 2 October 1952. To No.15 Technical Training Wing (Auxiliary), Toronto, 3 October 1955. To AFHQ, 3 June 1957. Retired 21 April 1964. RCAF photo PL-41515 (ex UK-18367 dated 22 January 1945) taken on occasion of visit to No.6 Group by Hon. John Bracken (leader, Conservative Party), here shown talking to S/L G.M. Ewan, DFC (Esquimalt, Navigation Officer). Photo PL-42168 (ex UK-18927 dated 23 February 1945) shows S/L R.A. Westall of Hamilton (left), Station Navigation Officer, conferring with S/L G.M. Ewan, DFC of Esquimalt (right), navigation officer. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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.I. 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.

Note: Applied for Operational Wing, 27 December 1943, stating he had flown 30 sorties (173 hours 25 minutes). February to August 1943. Units were No.419 (four sorties), No.35 (seven) and No.405 (19). Applied for Bar to Operational Wing, 8 March 1945 for 15 added sorties (92 hours) with No.405.

Training: Interviewed 18 December 1940 in Vancouver - "Very keen to fly. Fond of adventure, good military experience. A smart, well educated lad. Very suitable for pilot."

Course at No.2 ITS was 8 August to 8 September 1941. Courses in Mathematics (80/100), Law/Discipline (mark ?), Armament (91/100), Drill (53/100), Signals (75/100), Hygiene and Sanitation (22/40). Placed 20th in a class of 132. "This airman has had previous military experience. He is cheerful, dependable, has good initiative, good sense of responsibility and leadership qualities. He is very keen; stood high in his class and is recommended for a commission."

Course at No.10 AOS was 10 November 1941 to 16 February 1942. Anson aircraft (28.50 as first navigator by day, 26.40 as second navigator by day, 9.05 as first navigator by night, 10.05 as second navigator by night, eight hours ten minutes bombing, 1.40 as passenger and photographer. Dropped six bombs high level and 33 on other flights. Graded in Proficiency as Navigator (375/500), Proficiency as Bomb Aimer (68/100), DR Plotting (113/150), DR and WT written tests (173/200), Compasses and Instruments (121/150), Signals (100/100), Bombing (88/100), Maps and charts (74/100), Meteorology (73/100), Photography (76/100), and Reconnaissance (89/100). "Good bomb aimer." Also good at navigation.

Course at No.6 BGS was 16 February to 28 March 1942. Battle aircraft (14.10 day bombing, 5.00 night bombing, 10.40 gunnery). Dropped 50 bombs high level and 22 bombs low level. Scored ten percent gunnery hits in Beam Test, five percent in Beam Relative Speed Test and seven percent in Under Tail Test. Placed third in a class of 24. "Good average air gunner" but

“Will make a satisfactory bomb aimer.”

RCAF Press Release No. 1428 dated December 12, 1944 from F/L H.W. Eggleston, reads as follows:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: - Rising to the rank of squadron leader from sergeant in less than 12 months, S/L G.M.Ewan, DFC, Esquimalt, B.C. (883 Dunsmuir Rd.), has been appointed navigation officer at the station commanded by Group Captain J.B. Millward, DFC and Bar, in the RCAF Bomber Group.

A slender navigator, S/L Ewan, who boasts a regular R.A.F. type moustache on his upper lip, has completed two tours of “op” on Lancaster and Halifax bombers. He began his operational career with the well-known Moose squadron.

Twenty six years old, S/L Ewan has had his share of thrills during his operational career. The Lancaster he was travelling in one night was shot up by flak over Hanover, and the pilot wounded. Despite his wounds, the pilot managed to get the aircraft safely back to England. For this feat, he was awarded an immediate DFC.

Since completing his tours, S/L Ewan has instructed and taken over navigation duties within the RCAF Group. He was commissioned in March, 1943, promoted to Flight Lieutenant in August, 1943, and to his present rank in April, 1944. He arrived overseas in July, 1942, by Ferry Command after winning his single wing and sergeant’s stripes at Mountain View, Ontario. He joined the RCAF in Vancouver, B.C. in June 1941.

Before the war, S/L Ewan was a member of Canada’s non-permanent militia, but when hostilities started, he was discharged and joined the Naval Ordnance, thus completing a record of being a member of all three of the armed services.

In praising the work of the ground crew and the rest of the members of his crew, S/L Ewan said, “I wouldn’t be alive today if it hadn’t been for our crack ground crew. They are the boys who made it possible for us to complete our tours. And the same goes for the lads who travelled with me as a crew. Team-work was the keynote of our success”.

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EWART, G/C Frederick James (C949) - **Distinguished Flying Cross** - Station Gaspé - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born in Clinton, Ontario, 31 May 1906. Enlisted in CAF as mechanic, 28 September

1923 though classified as "Labourer". Appointed AC2 in RCAF, Winnipeg, 1 April 1924, still as "Labourer". Remustered to Fitter Assistant, 1 January 1925. Promoted AC1, 1 December 1925. Promoted LAC, 1 April 1926 and remustered to Fitter Aero Engines. To No.1 Depot, 6 January 1927. Promoted Corporal, 1 April 1927. Assigned that date to Hudson Strait Expedition. Reported to AFHQ on return from expedition, 15 September 1928. Transferred to Winnipeg, 19 September 1928. Attended pilot course, Camp Borden, 1 October 1928 to 28 February 1929. Promoted Sergeant, 28 February 1929 when he was reclassified as a pilot. To Station Vancouver, 6 March 1929 for Seaplane Training course. To Ottawa Air Station, 6 May 1929. Detailed in 1929 to proceed to Detroit to take delivery of Ford Trimotor and to fly it to Ottawa; full crew was F/L N.C. Ogilvie-Forbes (pilot), Sergeant F.J. Ewart (second-pilot) and 211 Sergeant W. Geat (Fitter, General) - all three given instruction on flying or maintenance of the machine (proceeded to Detroit, 16 May 1929; flew the aircraft to Ottawa, 26 May 1929). Proceeded by rail to Dearborn again, 3-5 September 1929 (with Ogilvie-Forbes), when it was being considered for seaplane modification. Following course at Camp Borden, to No.7 Photographic Detachment, 30 May 1930. To No.6 Photographic Detachment, Ottawa, 1 April 1931. To Ottawa Air Station, 31 March 1932. To Belle Isle Detachment, 27 June 1932; ceased to be attached to that, 2 September 1932. From Transport and Seaplane Instruction Flight (Ottawa) to No.6 (GP) Detachment, May 1933. Promoted Flight Sergeant, 1 June 1936. Awarded Coronation Medal, September 1937. Over ten years he flew extensively on photo, forest dusting, air mail and other operations. Commissioned 1 February 1939. Posted to No.6 (Torpedo Bomber) Squadron, Vancouver, 15 March 1939. Attached to No.4 (Flying Boat) Squadron, 31 July 1939 and flew several early war coastal patrols, commencing 3 September 1939. Promoted Flying Officer and Acting Flight Lieutenant, 1 September 1939. Returned to No.6 (TB) Squadron, 1 May 1940. Promoted Squadron Leader, 1 December 1940. To No.120 (BR) Squadron, Patricia Bay, 29 March 1941, assuming command next day. To Coal Harbour, 7 March 1942. To No.1 BGS, 17 May 1942; to Eastern Air Command, 16 November 1942; joined No.117 Squadron, 27 November 1942.; took command of No.5 (BR) as an Acting Wing Commander, 27 January 1943, which he led with distinction through arduous period; confirmed as Wing Commander, 1 April 1943. From 27 October 1943 to August 1945 he commanded at Gaspé, served as Operations Room Controller (promoted Group Captain, 10 August 1944), and was Senior Air Staff Officer at EAC HQ. Commander Station Gander, August 1945 to April 1946, commanded No.2 Technical Training School (Camp Borden) from 16 April 1946 to 23 September 1946; retired 30 March 1947. Died in Hamilton, Ontario, 8 November 1980. No citation in AFRO other than "in recognition of valuable services in the air." As of recommendation he had flown 3,481 hours (eleven hours ten minutes in previous six months) of which 481 hours were on operations (67 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has set a splendid record during his period of service in Eastern Canada. As officer commanding a squadron he proved himself an excellent leader and by his personal example maintained the morale and enthusiasm of his squadron on a very high level. He has displayed a high standard of skill and courage on operations. His keenness and efficiency, both on the ground and in

the air, have at all times been an inspiration to those serving under him.

This arose from recommendation of 5 December 1944 by Air Commodore W.A. Orr (Eastern Air Command Headquarters):

Group Captain Ewart has set a splendid record during the time he has been at this Command. As Officer Commanding No.5 Squadron he proved himself an excellent commander. His leadership and example maintained the morale and enthusiasm of his squadron at a very high level. As controller at these Headquarters and in the position he now holds as Commanding Officer at Gaspe, his example of keenness, cheerfulness and courage has served to instill a spirit of "good for the unit" throughout all ranks. His keenness and efficiency has done much to create high morale in those serving under him.

Notes: The 1928-29 flying course at Camp Borden was all flying (no armament training) on Avro 504N aircraft (19.25 dual, 53.00 solo). His instructor was F/O G.R. Stafford. He made two cross-country flights (71 and 97 miles). On conclusion of his pilot course (28 February 1929), W/C G.M. Croil signed the following statement: "This N.C.O. appears to possess more than the average of common sense and could be trusted to show initiative when required. He has not been an outstanding pupil in ground subjects however. He should develop into a sound pilot although he is now graded as a 'Fair' pilot. Deportment and discipline good."

Report dated 8 May 1929 (F/O A.J. Ashton, Flying Instructor, counter-signed by F/L E.L. McLeod, Officer Commanding Station Vancouver) on his seaplane course. The aircraft flown were Avro Seaplane (3.10 dual, 4.00 solo), Vedette (2.25 dual, 8.20 solo) and Moth (1.25 dual, 6.30 solo) - total of 25 hours 50 minutes,

Instruction has been given him in taxiing and handling and mooring seaplanes and flying boats. Owing to conditions at this Unit, only a small amount of practice was afforded him in landing on and taking off glassy water. He should have more practice in this work.

Acting Sergeant Ewart has show great keenness throughout the course, both in his ground duties and flying. He is a very conscientious and capable N.C.O. His flying is a good standard and judgement also good.

CATEGORY ON SEAPLANES AND FLYING BOATS - AVERAGE

On 14 September 1929 he wrote to the Commanding Officer, Transportation Flight, Ottawa, noting that the Newfoundland Sealing Fleet needed a pilot to replace "the late Mr. Caldwell". Operations were carried out between 15 February and 31 March each year, and he requested permission to negotiate a contract to perform this work, taking Leave Without Pay if he got the job. The Station Commander, S/L R.S. Grandy, supported the idea (memo of 14 September

1929), noting, "Sergeant Ewart being a Fitter Pilot and having had Arctic Experience is a particularly suitable pilot for the Newfoundland Seal Fishing and it is thought that the experience gained by him would be beneficial to the Service." On 20 September 1929, W/C G.O. Johnson (for Director, Civil Government Air Operations) wrote to Deputy Minister, recommending approval. However, on 23 September 1929, the Deputy Minister (G.J. Desbaretts) replied: "The air operations in connection with the work of the sealing fleet off Newfoundland are essentially a commercial matter and the RCAF should not allow their men to undertake this work. There are many commercial pilots who could undertake this work and the Air Force should not allow their members to compete for employment of this kind."

On 15 October 1929 he left Ottawa with Special Service Detachment which assisted in McAlpine search; to Sudbury and Long Lac that day; Long Lac to Orient Bay and on to Lac du Bonnet, 16 October 1929; to Cormorant Lake, 17 October 1929; departed Cormorant Lake, 6 December 1929 and proceeded via Sioux Lookout, Long Lac, Chapleau and Sudbury to Ottawa, arriving 12 December 1929.

Attended an Air Pilotage and Applied Photography course at Camp Borden, 13 January to 15 March 1930. In undated report, F/L A. de Niverville wrote that Ewart had scored 155 marks out of 200: "This NCO's work was conscientiously performed. With experience there is no reason why his work as a photographic pilot should not be quite successful."

In 1929 he had been second pilot on the Ford Trimotor on dusting operations. Memo dated 18 March 1930 (S/L R.S. Grandy to Secretary, DND, attention Director, CGAO) said in part, "'As this NCO has already had one season as second pilot on the Ford Trimotor, on dusting operations, and it is not considered advisable to have a pilot for two seasons as second pilot on an aircraft, it is recommended that Sergeant Ewart be given the opportunity to gain experience on photographic work.'" He recommended that F/O W.R. Brookes be designated as second pilot for dusting "so that this officer may gain operations experience and at the same time experience under instruction on the Ford Trimotor aircraft."

Assessed 16 October 1931 as "A very good type of NCO. Good tradesman. Keen and industrious. Capable pilot." (report signed by a Flying Officer - illegible - of No.6 Photo Detachment).

Detailed for Advanced Photographic Course, Ottawa Air Station, 1 November 1931 to 31 March 1932.

Experience shown by assignment of 7 January 1936 when he went to Montreal with S/L Ferrier "to view final layout of Northrop aircraft." Assigned 28 January 1936 with Ferrier to travel to Montreal "to inspect changes on the camera location in the Super 71 mock-up." Again, on 25 July 1936 instructed to report to S/L Morfee "for recommendations concerning locating electrical apparatus for multi-camera equipment being installed in new Super Fairchild aircraft."

A memo dated 1 April 1937, "Personnel for Civil Government Operations, 1937 - No.6 and G.S.G.S. Detachments" described the juggling of various personnel noted that Ewart was to be transferred to the G.S.G.S. Detachment. It included an interesting statement - "With the exception of Sergeant Thomas and Sergeant Hunter, Flight Sergeant Ewart is the only airman pilot qualified on the automatic pilot and capable of taking charge of the G.S.G.S. Detachment." He was based at or near Moose Jaw and the work involved the drought area; his camera operator was 1611 Corporal J.A. Wiseman. A letter dated 27 September 1937 (A/C G.M. Croil, Senior Air Officer, to Commanding Officer, Ottawa Air Station) quoted a recent letter from the Secretary of the Interdepartmental Committee on Air Surveys and Base Maps pertaining to the G.S.G.S. detachment, viz:

It is desired, also, to call your attention to the high quality of both the photographic work and the actual flying done in connection with the areas covered in the drought district this year. The Library officers inform the Committee that the photographs are exceptionally good and that the lines were flown straight over the indicated routes and were of a very uniform altitude. Attaining such a high standard has not only avoided extra costs in reflying, but has enabled a wide and direct application to the critical problems connected with water and land utilization.

Will you please express my appreciation of the high standard of work performed by this detachment to the O.C., No.8 (G.P.) Squadron.

As of January 1940 he had flown 2,293 hours 25 minutes on Bellancas, Fairchild 51, Fairchild 71, Moth, Puss Moth, Tomtit, Vedette, Ford Trimotor (land and float), Delta, Hornet Moth, Norseman and Shark. He listed flying hours by year as follows: 1924 - 28.20; 1925 - 80.15; 1926 - 116.55; 1927 - 6.10; 1928 - 124.30; 1929 - 188.05; 1930 - 221.50; 1931 - 308.25; 1932 - 137.50; 1933 - 221.00; 1934 - 138.55; 1935 - 237.35; 1936 - 164.55; 1937 - 318.40. Another report adds 260 hours 50 minutes for 1939.

As of 30 December 1940 he had flown 2,678 hours. By 30 April 1941 it was 2,761 hours 55 minutes. As of 24 October 1943 it was 3,403 hours five minutes. His most intensive flying was with No.5 (BR) Squadron in 1943. Particularly busy months were September 1943 (68 hours 20 minutes), October 1943 (60 hours 20 minutes).

Selected Assessments: "Pilot Officer Temporary Flight Lieutenant F.J. Ewart is a very keen and efficient officer who carried out all duties assigned to him in a very satisfactory manner. He is loyal and most interested in his Service duties. He shows sound common sense in dealing with Service matters. He displays good initiative and accepts responsibility readily. Strongly recommend promotion to substantive rank of Flying Officer with seniority of 1 February 1939, date of appointment to commissioned rank." (W/C A.H. Hull, No.6 Squadron, 3 January 1940).

"Outstanding squadron commander. Provides excellent leadership and has made a most

commendable improvement in 5 (BR) Squadron since taking over command. Very worthy of promotion." (G/C L.E. Wray, Station Gander, 14 March 1943). On 17 March 1943, Air Commodore F.V. Heakes (No.1 Group) added, "Concur. From a 'down-in-the-heel' unit to a submarine getting unit, S/L Ewart has quickly brought No.5 (BR) Squadron..." (incomplete sentence).

"Outstanding unit commander of a BR squadron who by personal example sets a very high standard and maintains a very high standard of morale in his unit. His powers of leadership are of the highest order." (G/C R.S. Grandy, Torbay, 20 October 1943). "W/C Ewart's squadron bore the heaviest share of the Battle of the Atlantic during winter 1942-43. Under his leadership they turned in a magnificent performance and have continued to do so ever since. This therefore warrants a high assessment as it represents the ultimate purpose for which the force exists and far outweighs any other considerations. I recommend him for accelerated promotion." (A/V/M F.V. Heakes, 25 October 1943).

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EWASYSHYN, LAC Michael (R109945) - **Mention in Despatches** - No.6412 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Brandon, Manitoba, 15 November 1919. Home in Windsor, Ontario (carrier boy with the Windsor **Star**); enlisted there 5 August 1941 as Airframe Mechanic. To No.1 Manning Depot on enlistment. To No.12 Equipment Depot, 22 August 1941. To No.5A Manning Depot, 22 August 1941 (same day); to No.2 SFTS, 19 September 1941. Promoted AC1, 12 January 1942. To "Y" Depot, 23 March 1942. Posting repeated, 20 April 1942. To RAF overseas, 1 May 1943. Promoted LAC, 1 July 1942. Repatriated 21 August 1945. Released 11 October 1945. Joined Bell Canada. Received his BSEE from Michigan Institute of Technology in 1951 and his MBA from New York University in 1969. In 1955, he joined the Bell System (AT &T) in Detroit, Michigan. He became a citizen of the US in 1961. Retired as Vice President, AT & T International in 1984. During his career with AT & T he had assignments in Michigan, New York, Iran, Saudi Arabia and Puerto Rico. He moved to Raleigh, NC after the death of his wife; died there (or Windsor, Ontario), 5 October 2006. RCAF photo PL-28253 (ex UK-8582 dated 21 March 1944) shows him; caption states that he escaped without injury "although his coveralls caught fire during the action." See also RCAF photo PL-28278 (ex UK-8609 dated 21 March 1944). PL-32974 (ex UK-15147 dated 25 September 1944) shows him dancing with a Belgian girl during a party on the Continent. Public Records Office Air 2/9221 has recommended citation, giving unit as No.126 (RCAF) Airfield. Original recommendation (on same file) was made on 14 March 1944, identifying pilot saved as P/O Berryman of No.412 Squadron, who was slow to escape because of straps and oxygen lines, and was in agony as he ran. The original citation concluded, "By his prompt and courageous action, LAC Ewasyshyn has saved for his country the services of a very able pilot". That same day, W/C K.L.B. Hodson approved the recommendation, stating, "This award is well merited and would have a good effect on morale".

On 3rd March, 1944, an aircraft collided with another on the runway. The undercarriage of the first aircraft collapsed and caused the jettison tank to burst and ignite. Immediately the aircraft became a mass of flames. The pilot was able to force himself from the aircraft but his clothing was enveloped in flames. Aircraftman Ewasyshyn, who had rushed to the scene, threw the pilot to the ground and rolled on him. Other helpers arrived with blankets and the flames on the pilot's burning clothing were eventually extinguished. Aircraftman Ewasyshyn displayed great presence of mind and his action contributed much to the saving of the pilot's life.

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EWER, F/L Harold Frederick (J16328) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 28 March 1944 and AFRO 921/44 dated 28 April 1944. Born in Kelowna, British Columbia, 13 June 1918; home there. British Columbia Regiment (DCOR), Victoria, 19 June 1940 to 11 June 1941. Enlisted in Vancouver, 13 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; promoted LAC, 13 September 1941 and posted that date to No.14 EFTS; to No.10 SFTS, 22 November 1941; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To RAF overseas, 13 June 1942. Disembarked in Britain, 20 June 1942, To No.15 (Pilots) AFU, 14 July 1942. To No.25 OTU, 8 September 1942. Commissioned 9 December 1942. To No.1656 Conversion Unit, 17 January 1943. To No.103 Squadron, 8 March 1943. Promoted Flying Officer, 9 June 1943. Promoted Flight Lieutenant, 1 July 1943. Killed in action, 25/26 July 1943 (Lancaster ED884, No.103 Squadron).

Flight Lieutenant Ewer has completed many operational sorties against heavily defended German targets during which he has faced adverse weather and heavy opposition. With an unconquerable spirit of determination, a fine captain of aircraft, his cheerful confidence and selfless devotion to duty, combined with his skill and courage, have set an inspiring example to his crew.

On 27 February 1943 at No.1656 Conversion Unit he had an accident at Lindholme with Halifax BB254 (non-operational day training flight). At the time he had nine hours on Halifax aircraft, 242 hours on all other types. Crew were himself as pilot, 637865 Sergeant R. Wilson (flight engineer), 1291444 Sergeant S.H. Welch (WOP/AG), 1043895 Sergeant D. Williams (navigator), R83848 Sergeant J.R. Fitch (Mid-Upper Gunner) and 543267 Sergeant K.M. Lee (rear gunner). No injuries. Aircraft was drifting when it touched down, swung and starboard undercarriage collapsed. It was ruled an error of judgement on the part of the pilot. However, it was also attributed to his inexperience and no disciplinary action or log book endorsement was deemed necessary.

The website "Lost Bombers" gives the following on his final sortie. Lancaster ED884 of No.103 Squadron (PM-L), target Essen, 25/26 July 1943. This aircraft was delivered to No.103 Squadron

in April 1943 and took part in the following operations: Dortmund, 23/24 May 1943; Dusseldorf, 25/26 May 1943; Dusseldorf, 11/12 June 1943; Bochum, 12/13 June 1943; Oberhausen, 14/15 June 1943; Cologne, 3/4 July 1943; Turin, 12/13 July 1943; Hamburg, 24/25 July 1943; Essen, 25/26 July 1943 (lost). When lost this aircraft had a total of 156 hours. ED884 was one of two No.103 Squadron Lancasters lost on this operation (the other was JA855). Airborne at 2159 hours, 25 July 1943 from Elsham Wolds. Crashed at Borbeck, midway between Oberhausen and Essen. Crew (all killed) were Sergeant J.W.G Wilson (at age 18, amongst the youngest to die on bomber operations), F/L H.F.Ewer DFC, RCAF, Sergeant D. Williams, DFM, Sergeant S. Robson, DFM, Sergeant S.H.Welch, Sergeant J.R Fitch, RCAF and Flight Sergeant F.E.Juggins.

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EWING, P/O Frank Hewitt (J87964) - **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 at Tewksbury, Massachusetts, 1923; home in Kirkland Lake, Ontario. Enlisted at North Bay, 17 July 1942. Trained at No.9 BGS (graduated 30 April 1943). Commissioned 1944. Served in postwar RCAF (23730) as Non-Commissioned Officer (Meteorology). 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 44 sorties (176 hours 32 minutes).

18 November 1943 - Ludwigshafen (8.25)
19 November 1943 - Leverkusen (6.05)
22 November 1943 - Berlin (6.40)
25 November 1943 - Frankfurt (6.25)
29 December 1943 - Berlin (4.30)
19 February 1944 - Leipzig (6.26)
26 March 1944 - Essen (4.40)
11 May 1944 - Boulogne (2.35)
19 May 1944 - Mont Couple (2.00)
22 May 1944 - Le Mans (4.40)
27 May 1944 - Rennes airfield (4.04)
28 May 1944 - Mardyck (2.01)
9 June 1944 - Rennes (4.08)
11 June 1944 - Toures (4.57)
14 June 1944 - Cambrai (2.40)
15 June 1944 - Lens (2.31)
16 June 1944 - Renescoure (1.49)
17 June 1944 - Oisemont-Nouvelle-en-Bois (2.27)
24 June 1944 - Middel Straete (1.41)
27 June 1944 - Oisemont (2.24)
28 June 1944 - Metz (5.26)

30 June 1944 - Villers Bocage (2.36)
2 July 1944 - Oisemont (2.34)
5 July 1944 - Wizernes (1.48)
6 July 1944 - Coquereaux (2.50)
7 July 1944 - Caen (2.26)
10 July 1944 - Nucourt (2.43)
12 July 1944 - Paris/Vaires (3.15)
17 July 1944 - Cagny (2.31)
4 August 1944 - St.Maximim (2.39)
10 August 1944 - La Pallice (5.06)
12 August 1944 - Russelheim (4.39)
16 August 1944 - Stettin (5.03)
18 August 1944 - Bremen (4.52)
25 August 1944 - Russelheim (7.02)
26 August 1944 - Kiel (5.06)
29 August 1944 - Stettin (8.38)
15 September 1944 - Kiel (5.16)
25 September 1944 - Calais (2.07)
27 September 1944 - Bottrop (3.15)
28 September 1944 - Cap Gris Nez (1.48)
5 October 1944 - Saarbrucken (4.41)
6 October 1944 - Dortmund (4.58)
14 October 1944 - Duisburg (3.55)

Pilot Officer Ewing is a very keen and capable Air Gunner in a crew which has now completed two tours of operations. He has participated in attacks on such heavily-defended enemy areas as Kiel, Dortmund and Stettin. He has, at all times, set a fine personal example to all members of his crew by his keen sense of responsibility and utter disregard for personal danger when engaged in offensive action against the enemy. The willingness displayed by this officer to put forward all possible efforts to successfully complete his allotted tasks has contributed much towards the operational efficiency of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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EXEL, F/L Frederick Leighton (J6363) - **Distinguished Flying Cross** - No.122 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born in Winnipeg, 10 September 1921. Educated in Vancouver until 1936 when he completed high school. Home in Vancouver (salesman). Formerly in Royal Canadian Artillery, July to October 1940. Enlisted in Vancouver, 23 October 1940. To No.1 ITS, 27 January 1941; promoted LAC, 4 March 1941 and posted that date to No.4 EFTS, Windsor Mills, Quebec; to No.6 SFTS, Dunnville, 4 May 1941; graduated at the top

of his class and commissioned 27 July 1941. To Central Flying School, 28 July 1941. To No.6 SFTS, 21 October 1941. Promoted Flying Officer, 1 May 1942. Promoted Flight Lieutenant, 15 December 1942. To No.1 OTU, 29 January 1943. To "Y" Depot, 8 May 1943. To RAF overseas, 15 May 1943. Disembarked in Britain, 24 May 1943. To No.57 OTU, Eshott, 29 June 1943. To No.403 Squadron, 20 July 1943. To No.22 (Fighter) Wing Headquarters, 29 January 1944. To No.83 Group General Service Unit, 12 May 1944. To No.122 Squadron (Mustangs), 21 May 1944 to May 1945. While there, slightly wounded in leg by flak, 16 July 1944 and briefly hospitalized. To No.15 School of Air Support, Old Sarum, 22 April 1945 for Operations Staff Course. Repatriated 8 June 1945. Released 25 July 1945. Died in Vancouver, 4 October 1989.

Flight Lieutenant Exel has now completed his second tour of operations. He has taken part in many low level armed reconnaissances and bombing attacks. His skill, courage and determination have largely contributed to the successful completion of many missions.

Notes: On 22 June 1942, while instructing at No.6 SFTS, he requested (unsuccessfully) a posting to the Pacific Coast in a letter to the Officer Commanding that school. It is an interesting document:

Over six months ago I sent a letter to the Officer Commanding No.1 Squadron [No.6 SFTS] requesting a transfer to operational work, the reason being that Japan had commenced hostilities against the United Nations, thereby bringing the war close to my home on the West Coast.

Since that time the Japanese have made considerable advances in the Pacific, and quite recently have shelled a position only sixty miles from my parent's home on Vancouver Island. Obviously the Japanese intend to undertake further operations on the West Coast, possibly of a serious character.

When I entered the Royal Canadian Air Force I fully expected and wished to take a more active part in the war than flying instructing. However, when I was given this work I endeavoured to do it as well as I could, in the hope that very soon I would be able to go overseas.

As there is a shortage of instructors, and all instructors, many senior to myself, are eagerly waiting for the chance to go on operations against Germany, I quite realize that it is useless to try to obtain this posting overseas.

However, now that my home is threatened, I feel that it is definitely my job to be on operations in the West Coast area.

I therefore, sir, respectfully make a request that I be transferred to an operational station on the West Coast, preferably in the Vancouver-Patricia Bay area.

I would like to fly an aircraft that combines fighter duties with work against enemy shipping and invasion forces.

On 23 May 1945, on repatriation, he signed a form stating he had flown two operational tours (302 hours, 142 sorties, the last one on 16 April 1945) and one non-operational tour (115 hours 30 minutes). Aircraft types and hours as follows: Master (1.15), Hurricane (1.00), Auster (8.00), Spitfire II and V (15.55), Spitfire IX (71.55) and Mustang III and IV (313.25). Another form = Application for Operational Wing - gave his first tour as 27 July 1943 to 17 July 1944 (74 sorties, 158 hours) and second tour as 28 August 1944 to 5 May 1945 (68 sorties, 194 hours).

Training: Course at No.1 ITS was 28 January to 4 March 1941. Courses in Mathematics (100/100), Armament, practical and oral (74/100), Signals (99/100), Hygiene and Sanitation (31/40), Drill (94/100), Law and Discipline (54/60). Placed 15th in a class of 105. "This airman is above average. Steady, keen, alert and aggressive, with plenty of initiative and a fine sense of responsibility. Recommend for a commission." (W/C G.S. O'Brian, 7 March 1941).

Course at No.4 EFTS was 5 March to 4 May 1941. Flew Fleet Finch aircraft (34 hours dual, 35.30 solo of which 5.25 was on instruments. Also logged ten hours in Link. "Progress has been well above average. As good air sense and is keen and alert. Should make an excellent service pilot." (D.B. McPherson, CFI, 5 May 1941). Ground courses in Airmanship (171/200), Airframes (85/100), Aero Engines (86/100), Signals, practical (100/100), Theory of Flight (88/100), Air Navigation (190/200), Armament, oral (191/200). Placed first in a class of 34. "Very smart appearance, quite pleasant personality. Above average ability and worked quite hard. Definite commission material". (Carleton Craig, Chief Ground Instructor and F/L H. Ledoux, 13 May 1941).

Course at No.6 SFTS was 16 May to 27 July 1941 (Harvards). Flew 36.10 day dual, 48.45 day solo, 2.40 night dual and 7.40 night solo. If this, 15.10 on instruments. Also logged 17.30 in Link. "Navigation good. An above average pilot who learns quickly and has a very retentive memory. No serious faults." Ground school courses in Airmanship and Maintenance (165/200), Armament, written (77/100), Armament, practical (86/100), Navigation and Meteorology (182/200), Signals, written (79/100), Signals, practical (50/50). Graduated at the top of a class of 50; recommended for both fighter and instructional work.

Assessments: Generally described as a good instructor - "An efficient officer who has shown energy and enthusiasm in his work." (F/L T.A. Tambling, No.6 SFTS, 12 August 1942.) At his posting to No.1 OTU, G/C V.H. Patriarche wrote on 20 January 1943, "Capable and efficient young officer." The only overseas assessment on file is dated 11 October 1943 - "Does only what is required on him." (S/L N.R. Fowlow) and "Have suggested that he develop initiative and energy in the performance of his duties." (S/L R.W. McNair).

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EXWORTHY, LAC William Albert (R101436) - **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 10 December 1919. Home in New Westminster; enlisted in Vancouver, 14 May 1941 for General Duties but immediately classified as Airframe Mechanic. To No.2 Manning Depot on joining. To No.7 BGS, 2 June 1941. Promoted AC1, 14 August 1941. Reverted to AC2, 14 September 1941. Promoted AC1 again, date uncertain. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted LAC, 1 April 1942. . Repatriated 15 April 1945. Released 25 June 1945. A skilled craftsman; operated Love Sash and Door Limited from 1956 to 1969 following which he began a new career building custom wood pleasure boats. Died in Burnaby, British Columbia, 30 October 2012.

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EYJOLFSON, F/O Emil (J20947) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Langroth, Manitoba, 15 January 1918; home in Otto or Lundar, Manitoba. Enlisted in Winnipeg, 20 September 1941 and granted Leave Without Pay. To No.3 Manning Depot, 19 November 1941. To No.15 SFTS for non-flying duties, 31 January 1942. To No.7 ITS, 28 March 1942. Promoted LAC, 22 May 1942; Posted to No.19 EFTS, 6 June 1942; to No.10 SFTS, 1 August 1942; graduated and commissioned 20 November 1942. To either No.1 GRS or No.3 Flying Instructor School, 4 December 1942 (card shows postings to both on this date); to No.32 OTU, 5 March 1943. To "Y" Depot, 12 June 1943. To United Kingdom, 22 June 1943. Repatriated 2 August 1945. Released 3 October 1945. Died in Quesnel, British Columbia, 6 July 2002 as per **Legion Magazine** of March 2003. Photo PL-45014 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.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had flown 37 sorties (176 hours 30 minutes), 11 April 1944 to 27 August 1944 - submitted by W/C A.L. Lewington.

This officer has now completed his first tour of operations comprised of thirty-seven trips over enemy territory.

The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit has undoubtedly inspired at a high standard of morale in his crew and the Squadron in general.

I consider that his exceptional high qualities of leadership and his fine record of achievement fully merit the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

11 April 1944 - Kattegat (6.05)
18 April 1944 - Noisy le Sec (5.45)
20 April 1944 - Lens (5.25)
22 April 1944 - Dusseldorf (5.55)
24 April 1944 - Karlsruhe (7.45)
26 April 1944 - Essen (5.30)
27 April 1944 - Alnoye (4.50)
30 April 1944 - Somain (4.45)
3 May 1944 - Brest (5.00)
6 May 1944 - Cherbourg (4.40)
15 May 1944 - Kattegat (5.25)
22 May 1944 - Le Mans (5.20)
24 May 1944 - Aachen (4.35)
27 May 1944 - Le Clipon (3.20)
28 May 1944 - Brest (5.00)
31 May 1944 - Dufevre (4.40)
2 June 1944 - Dunkirk (3.10)
3 June 1944 - Dunkirk (2.30)
5 June 1944 - Houlgate (4.25)
6 June 1944 - Conde sur Noireau (5.15)
10 June 1944 - Versailles Matelot (5.30)
12 June 1944 - Arras (4.20)
14 June 1944 - Cambrai (5.00)
24 June 1944 - Bonnetot (3.55)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wineress (3.40)
28 June 1944 - Metz (1.40)
6 July 1944 - Sautrecourt (4.10)
9 July 1944 - Ardouval (3.30)
10 July 1944 - Gardening Frisians (3.25)
18 July 1944 - Caen (4.15)
18 July 1944 - Wesseling (5.20)
19 July 1944 - Gardening Heligoland (4.20)
25 July 1944 - Gardening Brest (5.20)
28 July 1944 - Hamburg (5.05)
4 August 1944 - Bois de Casson (4.25).
12 August 1944 - Mont Richard (5.35)
27 August 1944 - Moyecques Marquise (3.25)

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EYJOLFSSON, P/O Hilmar Clifford (J85015) - **Distinguished Flying Cross** - No.419 Squadron

- Award effective 1 September 1944 as per **London Gazette** dated 19 September and AFRO 2373/44 dated 3 November 1944. Born in Langroth, Manitoba, 8 March 1921; home in North Vancouver. Enlisted in Winnipeg, 14 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.35 SFTS (non-flying duties), 23 November 1941. To No.4 ITS, 4 January 1942; promoted LAC, 27 March 1942; to No.5 EFTS, 28 March 1942; to No.3 SFTS, 20 June 1942. Graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 29 October 1942. To RAF overseas, 21 November 1942. Commissioned 8 February 1944. Repatriated 23 April 1945. To Western Air Command, 8 May 1945. To No.5 OTU, 13 June 1945. To Release Centre, 16 September 1945. Released 18 September 1945.

Pilot Officer Eyjolfsson has completed many operational sorties, throughout which his fine leadership and skill have been outstanding. In March 1944 he was detailed for an attack on Aulnoye. Just before reaching the south coast of England one engine of his aircraft failed but with great determination this officer flew on and reached the enemy coast where the port inner engine also failed necessitating the abandonment of his mission. Displaying superb airmanship he returned to this country where he made a masterly crash landing. At all times Pilot Officer Eyjolfsson has shown great determination pressing home his attacks irrespective of enemy opposition or adverse weather.

NOTE: Public Record Office Air 2/9276 has recommendation for an immediate DFC drafted 24 May 1944 when he had flown 30 sorties (194 hours 25 minutes). Sortie list and submission follow. All sorties were on Halifax aircraft except those of 10 May and 11 May 1944:

30 August 1943 - Munchen-Gladbach, second pilot (6.05)
31 August 1943 - Berlin, second pilot (8.15)
2 September 1943 - GARDENING, Terschelling (3.30)
6 September 1943 - Munich (10.45)
22 September 1943 - Hannover (7.40)
23 September 1943 - Mannheim (7.35)
27 September 1943 - Hannover (6.20)
29 September 1943 - Bochum (5.00)
3 October 1943 - Kassel (6.20)
22 October 1943 - Kassel (6.10)
18 November 1943 - Ludwigshaven (7.15)
3 December 1943 - Leipzig (8.25)
4 January 1944 - GARDENING, La Rochelle (7.55)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (8.05)
2 February 1944 - GARDENING, Kiel (6.05)
5 February 1944 - GARDENING, Oslo (7.10)
15 February 1944 - Berlin (7.50)
19 February 1944 - Leipzig (7.45)

24 February 1944 - GARDENING, Kiel (6.50)
25 February 1944 - GARDENING, Flensburg (5.45)
3 March 1944 - GARDENING, Bordeaux (7.15)
15 March 1944 - Amiens (4.45)
16 March 1944 - Amiens (5.05)
22 March 1944 - GARDENING, Kiel Bay (6.30)
23 March 1944 - Laon (5.35)
25 March 1944 - Aulnoye; lost both port motors; crashed at Ford (2.40)
12 April 1944 - GARDENING, Heligoland (5.40)
10 May 1944 - Ghent (5.00)
11 May 1944 - Boulogne (3.40)

Pilot Officer Eyjolfson has successfully completed 30 operations against the enemy. On the night of March 25th, 1944, when detailed to attack Aulnoye, the port outer engine failed before he reached the south coast of England. Pilot Officer Eyjolfson carried on but, just as he reached the enemy coast, the port inner engine also failed causing him to turn back, jettisoning his bomb load. He crash landed at Ford but, due to his skilful handling of the aircraft, only minor injuries were sustained by two of his crew. Since this incident he successfully completed three further operations.

During his full tour of operations Pilot Officer Eyjolfson has invariably shown great determination and has pressed home his attack irrespective of conditions and the high courage and fine example which he has shown, I consider, fully merits the immediate award of the Distinguished Flying Cross.

On 26 May 1944 the Officer Commanding, Station Middleton St. George added his remarks:

During his tour with this unit, Pilot Officer Eyjolfson has been considered one of the most reliable operational captains. He requires a high standard of efficiency in his crew and with them, by example, has inspired courage and determination in new crews. This officer's initiative, forceful leadership and skill as a pilot is outstanding. Most favourable consideration of this award is recommended.

On 27 May 1944, Air Commodore R.E.McBurney, Officer Commanding, No.64 Base, wrote:

Pilot Officer Eyjolfson's audacity, outstanding tenacity of purpose and devotion to duty are clearly shown in his decision to proceed with only three engines across the Channel and into enemy territory. These characteristics have been exemplified throughout his operational career and I strongly recommend this award.

Air Vice-Marshal C.M. McEwen, Air Officer Commanding, No.6 Group, subsequently remarked

(date not shown on photocopy):

Concur except that I recommend the Non-Immediate award of the Distinguished Flying Cross.

EYJOLFSSON, F/O Hilmar Clifford, DFC - **Mention in Despatches** - Station Dishforth - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. No citation in AFRO; following from DHist 181.002 D.225:

On January 12th, 1945, Flying Officer Eyjolfsson was giving two and three engine flying instruction. During various stages of the flight, it became necessary to feather three of the engines, the last of which was feathered when near to base. With cool judgement and skilful flying, Flying Officer Eyjolfsson so manoeuvred his aircraft that he was able to make an excellent landing at base in moderate visibility. His calmness in emergency and his skilful airmanship undoubtedly saved the aircraft and possibly the lives of the crew. Flying Officer Eyjolfsson has been employed here as an instructor for eight months and has always shown enthusiasm, keenness and ability above average.

RCAF Press Release No. 4388 dated 3 April 1944 read;

“It looks like we’ve had “L” Love, said Pilot Officer Cliff Eyjolfson, a Royal Canadian Air Force bomber pilot of North Vancouver, B.C., as he lay on his sick quarters cot and listened to the balance of his crew relate the condition of the bomber that he’d brought safely back to England on the two starboard engines, only to crack up on landing.

The young lad of Icelandic extraction had encountered trouble a few nights ago. First, one engine went U.S., and just over the enemy coast, the second port engine cut. There was no sense in trying to make the target and Cliff decided to try and get the Halifax to the nearest English base. But it was necessary to jettison his bomb load and fighting controls constantly as he orbited over the sea, endeavoring to hold altitude, he was relieved when the bomb aimer reported the entire load “away”.

Arriving over England, he made one circuit of an RAF field, but was unable due to constant loss of altitude, to make a second circuit and down he came from three thousand feet. He landed three quarters the way down the runway and “L” Love kept right on going over the end and into a field, but all members of the crew managed to scramble to safety with only minor injuries.

Fellow members of the crew of “L” Love paid glowing tribute to the work of the young British Columbia pilot in bringing the aircraft safely home and to the fact

that all were okay. They'd made twenty seven trips together, including three over Berlin, and the observer, a member of the RAF in saying that they'd never had trouble before added, "And we were sure lucky, when Love went out the window".

RCAF Press Release No.4438 dated 5 April 1944 from P/O Fred Jackson reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- When one of the four engines on a Halifax bomber gives up, it's bad but not too serious. However, when another one quits, it's time to figure maybe your luck is running out and that's when, as a pilot, you have to show that you have plenty on the ball. That's the way it was with P/O H.C. "Cliff" Eyjolfson, 3644 Maginnis Avenue, North Vancouver, B.C., Moose squadron skipper on a recent trip to Aulnoye, France.

Just about everything went wrong on that assignment. Trouble came early and stayed right with the crew until finally the giant aircraft stuck its nose into an embankment and caught fire at an emergency landing field. The only thing that went right is that the crew is around and about, able to tell of their experiences. For that they are truly thankful.

Eyjolfson had just got his ship off the ground and was still in the circuit when the port-inner engine was reported overheating and had to be feathered. The crew agreed to carry on with three engines; they wanted a piece of the target and didn't feel like an early return. That was all very well until they reached the French coast and then, while changing petrol tanks, the port outer stalled. The aircraft plunged into a wild, 4,000 foot dive, the constant speed unit went unserviceable and the skipper had to feather his second engine. There was only one thing to do then, head for home on two engines and both of those on the starboard side.

Piloting a four-engined bomber, with only the two starboard motors turning over, demands an expert trimming job from the pilot. It also calls for good navigational work and F/O Charlie Siddall, Kamloops, B.C., looked after that end, directing the aircraft back to an emergency landing base on the English coast. By the time they reached the English coast, they were down to 3,000 feet after losing height steadily all the way across the channel and jettisoning their bombs. Eyjolfson made a good approach when they reached the airfield, going in high with plenty of speed to counteract the possibility of a stall but, just at the critical moment, he couldn't get his flaps down. The bomber tore along the runway at about 80 miles an hour according to F/L Dennis Haseldine, Squadron Bombing Leader, an English chap who was substituting for W/O2 Leonard McGaughey, Trenton, Ontario, the regular bomb-aimer, overshot the runway, plunged across a road and smashed into an embankment

Everybody scrambled out of the wreckage but the navigator who was pinned in there with an injured back. They hauled him out with a rope and not a moment too soon as the stricken aircraft erupted in a mass of flame. Sergeant Alex Cossar, Warkworth, Ontario, mid-upper gunner, was the other Canadian member of the crew...he got out of the scrape with a cut eye. The skipper wound up with sundry cuts and bruises on both knees.

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EYOLFSON, F/L Kristjan Marteinn (J8799) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Leslie, Saskatchewan, 18 May 1917; home there; enlisted in Regina, 13 February 1941 and posted to No.2 Manning Depot. To No.3 SFTS, non-flying duty, 29 March 1941. To No.2 WS, 25 May 1941. Promoted LAC, 26 June 1941. To No.5 BGS, 10 October 1941; graduated and commissioned, 7 November 1941. To "Y" Depot, date uncertain; to RAF overseas, 5 December 1941. Repatriated 25 September 1944. To No.7 OTU, 2 November 1944. To No.133 Squadron, 28 June 1945. To Release Centre, 10 September 1945. Date of release uncertain (possibly October 1945). Attended University of Saskatchewan (Electrical Engineering). Rejoined 4 January 1951 as Radar Officer. Killed in flying accident, 10 November 1953 with No.445 Squadron. Cited with S/L Ian A. March (RCAF, awarded DFC). Together they were credited with the following victories: **13/14 June 1944**, one Ju.88 destroyed; **17/18 June 1944**, one Ju.188 destroyed; **7/8 July 1944**, one Me.410 destroyed. See photo PL-28995.

These officers have completed very many sorties as pilot and observer respectively against a variety of targets. They have displayed the highest standard of courage and resolution and have destroyed three enemy aircraft.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 17 July 1944 when he had flown 58 sorties (118 operational hours).

As Senior Navigator Leader flying with Squadron Leader March, this officer has been largely responsible for the destruction of three enemy aircraft at night. He has also taken part in a number of Ranger sorties during which enemy airfields and other targets were successfully bombed. His courage, determination and navigational ability are an inspiration to the other navigators of the squadron.

RCAF Press Release No. 5811 dated 15 July 1944 from F/O Sam Cromie, transcribed by Huguette Oates, reads:

WITH A CANADIAN NIGHT-FIGHTER SQUADRON: -- Number 13 has no fears for F/O Kristjen Eyolfson, Leslie, Saskatchewan, in fact, he likes it. Four

times in his life, the 13th of the month has been a memorable day for the Cougar squadron navigator. "Olie", as he is called for short, enlisted in the RCAF on February 13th, 1942, entered bombing and gunnery school at Dafoe, Saskatchewan, months later on the 13th, was commissioned on a certain Friday the 13th, and was in on his first operational kill on June 13th, 1944. That day, he and S/L I.A. March, St. John's, Newfoundland, downed a Junkers 88 to start a scoring streak that now stands at three enemy planes destroyed and leads the squadron.

"Olie's" log book shows over 400 flying hours to his credit, and reveals how he, a former tail-gunner, re-mustered to become a navigator, partner in one of Canada's top-scoring night-fighter teams. Although he says he could "hit anything with a rifle, revolver or shotgun on the ground," F/O Eyolfson admits he was "pretty poor as an air-gunner. Notwithstanding his modesty, the log book records that in October, 1941, he shot the drogue (target) off the towing plane during gunnery practice.

Native of Iceland, the stocky young man went overseas in 1942 and jumped at a chance to re-muster to navigator, although it meant another long training period. In April 1943, he teamed with S/L March, and got his baptism of fire from a terrific flak barrage over a Danish coastal town.

First kill by "Olie" and March was easy. They chased a German plane foolish enough to be flying with lights on, and "blew it right out of the sky". Second kill was a Junkers 88, four nights later. March pelted it with cannon fire and it crashed. But the third victim was really tough to handle. "We chased a Messerschmitt 410 nearly all the way from Carentan to Paris --- about 160 miles -- before he finally went down," recalls "Olie". It was their third Nazi aircraft destroyed in three weeks.

S/L March said he thought one never was calm on night-fighting jobs. The night he got the Me.410, he said he pushed the camera button instead of the cannon in his excitement when he got the plane lined up, "and took a picture of a dark night before I realized my mistake !"