

FACEY, F/O Harold Richmond (J16440) - **Distinguished Flying Cross** - No.224 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 2 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Edmonton, 2 May 1917; home there. Educated at Queen's Avenue Public School and Victoria High School. Longshoreman, deck hand and salesman before the war. Private in the 49th Battalion, Edmonton Regiment, July 1940 to May 1941. Enlisted in Edmonton, 12 May 1941 and granted Leave Without Pay. To No.2 Manning Depot, 26 May 1941. To No.2 ITS, 14 July 1941; promoted LAC, 19 August 1941 and posted that date to No.6 EFTS; to No.4 SFTS, 9 October 1941; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 23 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.2 (Pilots) AFU, 13 April 1942. To No.7 PRC, 23 June 1942. Promoted Flight Sergeant, 2 July 1942. To No.1 (Coastal) OTU, 18 August 1942. To No.86 Squadron, 13 October 1942. Commissioned 18 December 1942. To No.224 Squadron, 21 April 1943. Promoted Flying Officer, 18 June 1943. Attached to Station Beaulieu, May and June 1943. Posted from No.224 Squadron to Repatriation Depot, 2 October 1944. Repatriated 22 October 1944. To No.5 OTU, Boundary Bay, 30 November 1944. Promoted Flight Lieutenant, 18 December 1944. To Release Centre, 7 September 1945. Released 18 September 1945. Died in Oakville, Ontario, 5 June 1991 as per **Airforce Magazine** of October-November-December 1991. RCAF photo PL-28004 (ex UK-7380) and PL-28005 (ex UK-7381), both dated 19 January 1944, show RCAF members of No.224 Squadron - F/O F.H. Hackmann (Rocanville, Saskatchewan), WO1 G.P., Angus (North Bay, Ontario), WO1 C.F. Holmes (North Bay, Ontario) and F/O H.R. Facey (Edmonton). Photo PL-28007 (ex UK-7383) shows Facey alone.

Flying Officer Facey as captain of aircraft has taken part in a large number of operational sorties during which he has made two attacks on enemy submarines, one of which was completed in the face of heavy anti-aircraft fire. The U-boat was seriously damaged. In December 1943 this officer attacked eleven destroyers and a blockade runner in the Bay of Biscay. Despite very heavy anti-aircraft fire and opposition from enemy fighters he pressed home his attack and scored a near miss. Throughout Flying Officer Facey has completed his allotted tasks with keenness and exactitude, setting a fine example of devotion to duty.

NOTE: Public Record Office Air 2/9627 has original recommendation drafted 28 February 1944 when he had flown 35 sorties (400 operational hours). Text was very detailed.

Flying Officer Facey joined No.224 Squadron in April 1943 as a captain with his crew, and has been continuously on operations ever since. He has completed approximately 400 operational hours, comprising some 35 sorties.

Flying Officer Facey has had three submarine sightings, two of which were attacked. In one attack he straddled the stern of the U-Boat and was awarded "seriously damaged". This attack was carried out in the face of heavy flak.

In December 1943 he attacked with bombs eleven Narvik destroyers and a blockade runner in the Bay of Biscay in the face of extremely heavy flak and

secured a near miss. As he was going into this attack he was attacked from astern by enemy fighters firing rocket missiles at him. This did not deter him and he pressed home his attack in the face of heavy opposition.

In February 1944 whilst investigating a radar contact by Leigh Light, one of our own destroyers opened a heavy barrage at point blank range at him, scoring several cannon shell hits which severely damaged his tail unit as well as severing many of the control wires. He flew his damaged aircraft safely back to base over a distance of over 200 miles where a safe landing was effected.

Flying Officer Facey is very keen on operations and has trained his crew to a very high standard. On two occasions he has met up with enemy aircraft but through good airmanship and an efficient crew has managed to evade combat and complete his patrol.

He is a very capable captain and has flown hard and continuously on operations, always carrying out the job allotted him [with] keenness and quiet exactitude, thereby setting an example to all in the squadron.

The Group Captain commanding Station St.Eval wrote on 12 April 1944:

Flying Officer Facey has well deserved the award for which he is now recommended. His leadership and aggressive attitude toward the enemy is an inspiration to other officers and Non Commissioned aircrew in the squadron.

This was further approved at the level of No.10 Group (26 April 1944) and Coastal Command Headquarters (10 May 1944).

Notes: As of 3 October 1944 he stated he had flown 75 hours 20 minutes on Oxfords as No.2 (Pilots) AFU plus ten hours on Oxfords while attending No.1517 Beam Approach Training Flight (May 1942). Attended General Reconnaissance School, Harrowgate, 29 June 1942 to August 1942 (times and types uncertain); posted to No.1 (Coastal) OTU, possibly as early as 9 August 1942 where he flew Hudsons (74 hours 15 minutes). Then to No.86 Squadron but flew only 14 hours 35 minutes on Liberators before being hospitalized with appendicitis (December 1942). On return to No.86 Squadron he flew a further 12 hours 30 minutes but then sent to No.1 (Coastal) OTU again for a further Liberator course. Once posted to No.224 Squadron, he flew 279 hours 15 minutes on operations, hospitalized again (tonsillitis), flew another 514 hours 15 minutes, hospitalized again in July 1944 (hernia) and finally returned to No.224 in September 1944, but flying only three more hours. He summed up his flying as 636 hours 15 minutes on operations and 372 hours 45 minutes on training (a total of 1,009 hours).

Application for Operational Wing dated 5 October 1944 stated he had flown 636 hours 15 minutes on operations, 13 May 1943 to 2 October 1944.

Training: Course at No.2 ITS was 15 July to 15 August 1941. Courses in Mathematics (92/100),

Armament (83/100), Signals (75/100), Hygiene and Sanitation (29/40), Drill (76/100), Law and Discipline (49/60). Graded 75 percent in Link. Placed 51st in a class of 224. "A hard working airman who is conscientious, can accept responsibility, has plenty of initiative, applies himself well and is recommended for a commission."

Course at No.6 EFTS was 20 August to 10 October 1941 (Tiger Moth aircraft, 24.45 dual, 40.30 solo, of which 7.20 was on instruments. Also logged 10.30 in Link. "Flying ability is average; very keen and willing to learn." (Sergeant L. Waite, 6 October 1941). Ground school courses in Airmanship (160/200), Airframes (72/100), Aero Engines (74/100), Signals, practical (100/100), Theory of Flight (74/100), Air Navigation (159/200), Armament, oral (154/200). Placed 21st in a class of 36. "This airman is very keen and willing to learn; possesses the correct attitude for flying in Service life; ground school standing above average; conduct very satisfactory."

Course at No.4 SFTS was 13 October 1941 to 2 January 1942; Crane aircraft (45.05 day dual, 54.30 day solo, 2.20 night dual, 9.40 night solo). Flew 20.20 on instruments and logged twenty hours in Link. "This pupil made good average progress in his flying training and has obtained a high average navigational report. He learns quickly and applies his knowledge along the proper lines in connection with his flying training. He appears to be slightly nervous, but as he gathers confidence with experience, this fault should disappear, and he will become an above average service pilot. Requires more formation and instrument flying practice." Ground courses in Airmanship and Maintenance (155/200), Armament, written (69/100), Armament, practical (71/100), Navigation (120/150), Meteorology (37/50), Signals, written (44/50), and Signals, practical (100/100). The final assessment of 2 January 1942 placed him 29th in a class of 53. "This pupil catches on quickly, and has made good average progress during the course here. Would probably learn a great deal more if he were not so hot-tempered and stand criticism. Presents a nice appearance, initiative and discipline satisfactory, and appears to be popular with the other students. Is inclined to be familiar with his instructor at times, and must be checked for this failing in the future."

Course at No.1517 Beam Approach Training Flight was 16-25 May 1942 - ten hours on Oxford aircraft (all beam flying) plus five hours in Link.

Course at No.1 (Coastal) OTU was 20 August to 15 October 1942. Flew 13.15 day dual, 6.50 day as second pilot, 44.40 day as captain, 31.50 on daylight crew training; 2.30 night dual, 2.00 night as second pilot, five hours night as captain (seven hours night in crew training); two hours on instruments; also logged 15.30 in Link. "Keen and enduring, with exceptional patience and determination in getting his tasks completed." (11 November 1942).

Assessments: Report from No.86 Squadron, covering period 18 December 1942 to 21 April 1943 was vague - "This officer should do well with further experience" (W/C R.D. Williams)

Report dated 2 July 1944 was more detailed. It stated he had joined No.224 Squadron on 14 April 1943. He had flown 1,124 hours (369 in previous six months). "A very fine operational record. The type of officer who is a very easy going disciplinarian but gets first class results on operations. A lot to learn on how to be an officer but a fine leader of his crew." (W/C T.N.T.

McComb). On 15 July 1944, G/C R.C. Mead added his comment - "A really good fighting captain of aircraft but unfortunately not yet developed to be anything beyond this."

Report from No.5 OTU, 21 April 1945 was glowing. Under "Self Confidence" he was described as "Appears so competent that others have confidence in him." Under "Leadership" he was "Able to provide good leadership." Under "Trade Proficiency" he was "Superior - knows his work and does it well." Under "Loyalty" he was described as "Always strengthens the hand of those under whom he serves."

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FAGUY, F/L Joseph Paul Andre (J15381) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 24 September 1919 in Ancienne Lorette. Attending Laval University when he enlisted 21 June 1940 in Quebec City. To No.1 ITS, 30 June 1940. Promoted LAC, 1 September 1940; to St.Catharines Flying Club, 14 September 1940; to No.9 EFTS, 13 October 1940. Ceased pilot training, 22 October 1940. To No.1 BGS, 24 November 1940. Graduated and promoted Sergeant, 21 December 1940. To Halifax, 22 December 1940. To Eastern Air Command, 5 February 1941. Date of posting overseas uncertain but appears to be about February 1941; served in No.75 (New Zealand) Squadron. Commissioned 1 May 1942. Attained rank of Squadron Leader, 25 September 1944 Repatriated 7 June 1945. Released 5 September 1945. Came to Ottawa with his bride from England, becoming a dedicated public servant, retiring in the position of Deputy Minister Corrections (Commissioner). Died 9 November 2011 in Ottawa. No citation in AFRO. Mentioned in **Forever Strong: The Story of 75 Squadron, RNZAF, 1916-2000** by Norman Franks (1991) for incident on 12/13 August 1941, Wellington X9764 (AA-V), operating against Hanover. Pilot P/O Hugh Alfred Roberts (RAAF) crash-landed after rest of crew had baled out over England. These included Sergeant Joseph Paul Andre Faguy, RCAF (Wireless Operator/Air Gunner, injured).

The following from website <https://75nzsquadron.wordpress.com/c-a-hone-crew-03-07-41>, dealing with H.A. Roberts:

3 July 1941 - Bombing Attacks Against Targets at Essen. Sixteen Wellington aircraft of this Unit were detailed to carry out the above attacks. One of these aircraft, W,5621, captained by SGT. Reid, failed to return to base. Bombs were dropped by the remaining aircraft and fires were started. Heavy and light A.A. fire was intense and accurate, as also were searchlights which were working in cones. A few enemy aircraft were seen, but no attacks were made. The weather was fine with cloud in some places. There was haze over the target. Navigation was by D/R, W/T, astro, loop, map reading:

Wellington Mk.Ic L.7848 AA-V

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.

Sgt. Talbot, RAFVR – 2nd Pilot.

P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.

Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.
Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.
Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 23:15 – Landed 04:50
Flight Time 05:35

5 July 1941 – Bombing Attacks Against Munster. Twelve Wellington aircraft were detailed to carry out the above attacks. All bombs were dropped and the operation proved to be successful. Several large fires were observed in and around the target area.. A.A> fire was slight, but searchlights were fairly numerous. One of our aircraft was attacked by a Me.109 which dived away after our rear gunner had fired two bursts. The weather was fine and clear.

Wellington Mk.Ic L.7848 AA-V

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.
Sgt. Talbot, RAFVR – 2nd Pilot.
P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.
Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.
Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.
Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 23:10 – Landed 03:55
Flight Time 04:45

7 July 1941

Wellington Mk.Ic L.7848 AA-V

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.
Sgt. Talbot, RAFVR – 2nd Pilot.
P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.
Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.
Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.
Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 23:10 – Landed 04:10
Flight Time 05:00

8 July 1941 – Bombing Attacks Against Targets at Munster. Seven Wellington aircraft were detailed to carry out the above attacks. A mixed bomb load was carried and consisted of 1000lbs; 500lbs; 250lbs; and incendiaries.
RJT.131 reports bombs were seen to burst in target area.
RJT.292 saw bombs burst along railway tracks.
RJT.356 reports S.B.C's started fire in town.

RJT.607 reports that target area was bombed.

RJT.812 bombed target area.

Target area was bombed by RJT.972.

P/O. Scott reports that fires were started in target area. Large fires were seen in target area. A number of dummy fires were observed.

Slight but inaccurate heavy A.A. fire was encountered. Few searchlights were in operation. A few enemy aircraft were seen but no attacks made. The weather was fine, but there was slight ground haze in target area. Navigation was by D/R, astro, W/T, map reading
Wellington Mk.Ic X.9628 AA-A

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.

Sgt. Talbot, RAFVR – 2nd Pilot.

P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.

Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.

Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.

Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 23:30 – Landed 04:00

Flight Time 04:30

21 July 1941 – Bombing Attacks Against Targets at Mannheim and Cherbourg. Eleven Wellington aircraft were detailed to carry out individual bombing attacks against the above targets. A mixed bomb load was carried and was made up of 1000lbs; 500lbs; 250lbs; and containers of incendiaries.

CKN.294 reports that bomb bursts were observed. Bursts were observed by CKN.326

Bombs were dropped in target area by CKN.342.

The target was attacked by CKN.380 and bombs were seen to burst. CKN.432 attacked the docks at Cherbourg and reports hits on North West corner. The target was bombed by CKN.446.

CKN.530 bombed target area but no results were observed.

CKN.591 reports that a large fire was started in target area.

CKN.627 started medium fire slightly south east of target and several explosions were observed.

CKN.664 saw H.E.'s and incendiaries burst in target area.

P/O. Scott reports that incendiaries were seen burning.

Dummy fires were observed. An aircraft was seen to be caught in searchlights over Ostend. It was hit by A.A. fire and seen to burst into flames.

A.A. fire was not very intense.

Searchlights were active in target area and at parts of route.

No enemy aircraft were encountered. The weather was fine. Navigation was by D/R, loop, astro, map reading, W/T.

Wellington Mk.Ic R.1237 AA-G

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.

P/O John Frederick Fisher, RAFVR 67067 – 2nd Pilot.
P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.
Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.
Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.
Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 22:40 – Landed 05:00
Flight Time 06:20

24 July 1941 – Daylight Attacks Against Battleship Gneisenau at Brest. Six Wellington aircraft of this unit were detailed to carry out daylight attacks against the above target. One of these aircraft, N.2854 captained by SGT. Streeter failed to return to base. The bomb load consisted of 24 500lbs. S.A.P.

Results were unobserved by DNS.772.

DNS.329 reports bombs overshot aiming point. Direct hits on sheds or warehouses about half mile S.E. of aiming point were observed.

DNS.411 reports that one and possibly two hits were observed on north end of No.1 graving dock.

Results were not observed by P/). Ashworth.

S/L. Lucas reports that bombs were dropped in target area.

Balloons were observed in the harbour.

A.A. fire was very intense and accurate.

Enemy aircraft were numerous and our aircraft were attacked.

The weather was excellent and visibility was good.

Navigation was by D/R, and map reading.

Wellington Mk.Ic X.3205 AA-L

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.
Sgt. Talbot, RAFVR – 2nd Pilot.
P/O Dennis Chadwick Barnett, RAFVR 581260/ 45584 – Navigator.
Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.
Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.
Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 10:55 – Landed 17:10
Flight Time 06:15

12 August 1942 – Bombing Attacks Against Targets at Hanover and Le Havre. Nine Wellington aircraft were detailed to carry out individual bombing attacks against the above targets. One of these aircraft, SXA.893 captained by P/O. Roberts was attacked over the Zuyder Zee by an enemy fighter. Our aircraft was damaged but a good hit was scored on the enemy which turned away in a steep dive. When nearing base our aircraft ran out of petrol and the captain succeeded in baling out 5 of his crew, but he himself had no time to jump. By the aid of his landing light he picked out a fire break in a forestry plantation and landed safely with little

additional damage. All bombs were dropped and fires were started. A.A. fire was heavy and co-operating with searchlights. Search lights were numerous but not troublesome. Thunderstorms were encountered on route and there was slight cloud and haze in target areas.

Wellington Mk.Ic X.9764 AA-V

P/O Hone Anderson Roberts, RAAF AUS.80885 – Pilot.

Sgt. K.M. Smith, RAFVR 930868 – 2nd Pilot.

P/O Geoffrey Arnold Bere, RAFVR 63084 – Navigator.

Sgt. Henry Charles Hill, RAFVR 912778, 117845 – Wireless Operator.

Sgt. Verdun Cecil 'Mick' Strickland, RAFVR 956811 – Front Gunner.

Sgt. Joseph Paul Andre Faguy, RCAF R.55329 – Rear Gunner.

Take Off 21:00 – Landed 04:15

Flight Time 07:15

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FAIR, Sergeant Alan Kirby (R63688) - **Mention in Despatches** - No.427 Squadron (AFRO gives unit as "Leeming") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 19 September 1920. Home in Guelph, Ontario; enlisted in London, Ontario, 28 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 9 November 1940. To No.5 SFTS, 13 November 1940. Promoted LAC, 1 April 1941. To No.6 Repair Depot, 26 July 1941. To No.8 Repair Depot, 23 August 1941. To "Y" Depot, 23 March 1942. To RAF overseas, 1 May 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 24 July 1943. Repatriated by air, 23 July 1945. Released 9 October 1945. Died in Guelph, Ontario, 5 August 2015. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 12 February 1945 when he was a Fitter in "B" Flight, No.427 Squadron. Had served two years in Canada, 33 months in UK.

Coupled with his devotion to duty and ability as a mechanic, Sergeant Fair's pleasing personality has done much to promote harmony among his subordinates and to gain the confidence of air crews. Result: excellent serviceability. This NCO is making an outstanding contribution to the war effort on this station.

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FAIRBAIRN, Corporal Donald Bradford (R170776) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 14 June 1945 (RCAF Routine Order 1127/45 dated 6th July 1945). Born in Beamsville, Ontario, 25 May 1913 (RCAF press release announcing award). Educated there and Ontario Agricultural College. Farm commentator for CBC, 1939-1942. Enlisted in Toronto, 12 June 1942. Trained at Queen's University and McGill. Further trained at No.31 RDF (radar) School, Clinton, Ontario, 18 February to 30 May 1943. Taken on strength of RCAF Overseas Headquarters, 5 February 1944. Corporal, 1 May 1944; Pilot Officer, 23 January

1945; released 4 August 1945.

A member of the field radio recording unit since its inception, Corporal Fairbairn accompanied Mitchell bombers into aerial action on D Day to broadcast over leading international networks Royal Canadian Air Force operations on the attack. Subsequently covering operations right through into Holland and Germany, he has taken ever greater responsibilities as sickness, accidents and enemy action took a toll of other members of the unit. He has done an extraordinarily productive job far beyond the line of ordinary duty. He has handled the most difficult assignments, combining with his air force duties those of a broadcasting system war correspondent. His daily reports to Canada have been concise, accurate and so authoritative that they are regularly used on other major networks, bringing to millions of listeners the feats of the Royal Canadian Air Force.

RCAF photo PL-41172 (ex UK-17866 dated 3 January 1945) captioned "Don Fairbairn, Corporal, RCAF announcer".

RCAF photo PL-41175 (ex UK-17869 dated 3 January 1945) shows Corporal Don Fairbairn (left) and Stanley Maxted (BBC) with RCAF recording truck. PL-41177 (ex UK-17871 dated 3 January 1945) shows Corporal Don Fairbairn (left) and R.L.S. Newman (BBC engineer).

RCAF photo PL-42606 (ex UK-19763) of 27 March 1945 is captioned as follows: "Pilot Officer Don Fairbairn, CBC's commentator with the RCAF in Europe describes a Luftwaffe airfield and American troops captured near Munchen Gladbach, Germany. He is standing under what is thought to have been a gallows used to discipline Russian Todt workers in the field. The sign, translated, reads, 'No entry; who wishes to enter dies'. In the radio van at rear is Larry Marshall, chief engineer of the CBC overseas."

RCAF Photo PL-42608 (27 March 1945) shows F/L Charles Hutchings (Toronto), "in charge of the RCAF's radio service on the continent." At the microphone is P/O Don Fairbairn. "former CBC commentator who is seen describing a Luftwaffe airfield which the Americans captured near Munchen-Gladbach, Germany." Donald is standing beneath what was believed to be a gallows used to "discipline" Russian slave labour on the aerodrome. At the recording machine in the radio van at the rear is Larry Mitchell, chief engineer for the CBC overseas. "Larry is a well known Canadian advertising copy and script writer."

RCAF Photo PL-42819 (5 April 1945) shows P/O Don Fairbairn (right) indicating point of interest on a field of a Canadian Spitfire wing in Belgium to E.L. Bushell (Toronto, director of CBC programmes) centre, and R.G. Cahoon (Montreal, chief engineer of CBC international service).

RCAF Photo PL-43775 (27 April 1945) shows P/O Don Fairbairn interviewing "a group of released Hollanders" taken near Weser River while awaiting interrogation by Americans and bus transport home.

RCAF photo PL-44473 (ex UK-21983 dated 7 June 1945) is interviewed as follows: "Flight Lieutenant Jack Radford, Toronto, being interviewed by P/O Don Fairbairn, RCAF Radio. F/L Radford's harness and parachute were torn off when the Lancaster bomber in which he was navigator blew up on a mission to Schweinfurt. He tells how he managed to clutch it in his hand as he fell and pull the ripcord. F/L Radford is the eldest son of J.R. Radford, Toronto, Station Relations Director at the Canadian Broadcasting Corporation."

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FAIRBANKS, F/L David Charles (J9069) - **Distinguished Flying Cross** - No.274 Squadron - Award effective 23 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. American citizen, born 12 August 1922. Enlisted in Hamilton, 18 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To Dartmouth, , 8 April 1941; to No.3 ITS, 27 May 1941; promoted LAC, 2 July 1941 and posted that date to No.21 EFTS; to No.9 SFTS, 1 September 1941. Graduated and commissioned 21 November 1941. To Central Flying School, Trenton, 22 November 1941; to No.13 SFTS, 14 March 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 28 February 1943; to RAF overseas, 27 March 1943; disembarked in Britain, 4 April 1943. To No.17 (Pilots) AFU, 18 May 1943. To No.58 OTU, 3 August 1943. Temporary Duty, Takoradi, September 1943. Promoted Flight Lieutenant, 21 November 1943. To No.2 Tactical Evaluation Unit, 31 December 1943. To No.501 Squadron, 12 January 1944. To No.274 Squadron, 11 August 1944. To No.3 Squadron, 8 January 1945. Promoted Squadron Leader, 10 February 1945. Missing 28 February 1945 (Tempest NV943). Safe in United Kingdom, 10 May 1945. Repatriated 6 July 1945. To No.1 Composite Training School, 20 July 1945. To Release Centre, 3 October 1945. Released 12 October 1945. Obtained a degree in Mechanical Engineering from Cornell University, June 1950. Served with No.401 (Auxiliary) Squadron, 1 September 1951 to 22 October 1952 (service number 105336) in rank of Squadron Leader. Employed by Sperry Gyroscope Company (Field Service Division), in May 1952 he was sent to No.1 Fighter Wing, North Luffenham to service the AICM radar gunsight. Accepted for service with RAF Auxiliary (No.504 Squadron) during his time in England. With No.401 Squadron again, 1 January 1954 to 31 January 1953. With No.411 (Auxiliary) Squadron, 1 February 1954 to 1 November 1956. No squadron leader position available and his work as test pilot and executive with De Havilland (Canada) compelled him to request release. Died in Toronto, 9 September 1975. Photo PL-42441 shows him being interviewed by a BBC correspondent, 26 February 1945, while with No.274 Squadron. RCAF photo PL-44219 (ex UK-21710 dated 26 May 1945) shows two former POWs at Bournemouth: S/L David C. Fairbanks, DFC (left) and F/L C.H. Bullock, DFM. For additional details see H.A. Halliday, **The Tumbling Sky** and Summer 1977 issue of **Journal of the Canadian Aviation Historical Society**. Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario. Credited with the following victories (aircraft serials via Chris Shores, **Aces High**, 2nd edition): **8 June 1944** one Bf.109 destroyed plus one Bf.109 damaged (No.501 Squadron, Spitfire X4272 coded SD-J); **29 August 1944**, one V-1 destroyed (No.274 Squadron Tempest); **17 December 1944**, two Bf.109s destroyed and one Bf.109 damaged (No.274 Squadron, Tempest EJ762); **4 January 1945**, one FW.190 destroyed (No.3 Squadron, Tempest EJ777); **14 January 1945**, one Bf.109 destroyed plus one FW.290 destroyed (No.3 Squadron, Tempest EJ690); **23 January 1945**, one Ju.52 destroyed (shared with another pilot) plus one Ju.88 probably destroyed plus one Ju.88

damaged (No.3 Squadron, Tempest EJ695; probably and damaged claims on aircraft on airfield); **11 February 1945**, one Me.262 destroyed (No.274 Squadron, Tempest NV645; victim was actually an Ar.234); **14 February 1945**, one Me.262 damaged (No.274 Squadron, NV645); **16 February 1945**, two Bf.109s destroyed (No.274 Squadron, NV645); **22 February 1945**, two FW.190Ds destroyed (No.274 Squadron, Tempest EJ648); **24 February 1945**, one FW.190 destroyed (No.274 Squadron, Tempest NV943); **28 February 1945**, one FW.190 destroyed (No.274 Squadron, NV943; he was shot down and taken prisoner in this engagement).

Flight Lieutenant Fairbanks has completed a large number of sorties and has set a fine example of determination and devotion to duty throughout. On one occasion in November 1944, whilst attacking an enemy locomotive, his aircraft was badly hit and turned completely over while at a low altitude. One of the petrol tanks was pierced and a fire commenced in one of the wings. Displaying admirable coolness and great skill, Flight Lieutenant Fairbanks succeeded in righting the aircraft and set course for home. The fire in the wing died down but not before it had done much damage. Nevertheless, Flight Lieutenant Fairbanks succeeded in reaching base. This officer has invariably displayed a high degree of courage.

FAIRBANKS, F/L David Charles (J9069) - **Bar to Distinguished Flying Cross** - No.274 Squadron - Award effective 6 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945.

This officer continues to display a high standard of skill and gallantry. Within recent weeks he has destroyed five enemy aircraft, bringing his victories to eight. Flight Lieutenant Fairbanks has also effectively attacked many enemy targets on the ground. His keenness and determination have set a high example to all.

NOTE: Public Record Office Air 2/9044 has recommendation drafted 17 January 1945 by the Commanding Officer, No.3 Squadron, when he had flown 130 sorties (145 hours) of which 15 sorties (20 hours) had been since his previous award.

Flight Lieutenant Fairbanks has carried out many offensive operations and shown himself to be an outstanding leader of great skill and determination. In the face of heavy enemy defences he has carried out many difficult sorties, pressing home his attacks to the utmost, destroying and damaging 14 trains as well as barges, rolling stock and road transport. Since being awarded the Distinguished Flying Cross, this officer has destroyed five and a half enemy aircraft in aerial combat, including two individually on each of two separate occasions. His energetic and courageous leadership has largely contributed to the success of the squadron and has been an inspiration to all the pilots.

Wing Commander Booker wrote (20 January 1945):

Since being posted to No.3 Squadron as Flight Commander a month ago, Flight

Lieutenant Fairbanks has very obviously inspired his Flight by his magnificent flying and leadership. I strongly support the Squadron Commander's recommendation.

Also on 20 January 1945 a Group Captain (signature illegible) wrote:

Since the award of the Distinguished Flying Cross on 9th December 1944, this officer has continued to lead his flight in a most outstandingly, successful and aggressive manner.

Apart from the numerous ground targets destroyed and damaged, he personally destroyed 2 ½ enemy aircraft on the 17th December, one on the 4th January and a further two on 14th, bringing his score in just over three weeks to 5 ½ destroyed, and his total victories to 8 ½ enemy aircraft destroyed. Strongly recommended for the immediate award of a Bar to the Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.83 Group (23 January 1945) and by Air Marshal Coningham on 27 January 1945.

FAIRBANKS, S/L David Charles (J9069) - **Second Bar to Distinguished Flying Cross** - No.274 Squadron - Award effected 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945.

Squadron Leader Fairbanks has destroyed fifteen enemy aircraft. On two separate occasions since his last award he has shot down two aircraft in one sortie and in less than a fortnight he has destroyed six, including a jet propelled aircraft. As a flight and then a squadron commander he has led many daring and highly successful attacks on enemy communications, principally locomotives and road transport. In three weeks seventy-two enemy locomotives and vehicles were successfully attacked. By the excellent example he has set, his initiative and fine leadership, this officer has inspired the other members of his squadron and all pilots with whom he has come in contact.

Note: His tombstone in Homer (Cortland County), New York reads, "Be it known that after many years in the air, Captain David C. Fairbanks, DSO, DFC and Bars was buried at sea on 9 Sept 75 so that he could explore the ocean depths as was his wish."

Report on the action of 28 February 1945 stated - "Squadron Leader Fairbanks was one of six pilots airborne at 0720 hours on the 28th of February on an armed recce of the Hamm-Munster-Osnabruck area. At 0800 hours when the squadron was flying North at 6,000 feet approximately nine miles North East of Osnabruck they sighted 40-plus FW.190s and ME.109s flying South at the same height. The squadron turned and engaged the enemy and whilst the dog fight was in progress, S/L Fairbanks called on his R/T asking for help stating that he had five enemy aircraft on his tail. No further information is as yet available."

On 8 March 1945, S/L Walter J. Hibbert (No.274 Squadron) wrote to his mother as follows:

Dear Mrs. Fairbanks,

By now you must have received the news that your son, S/L Fairbanks, DFC and Bar is missing from operations. He had been with the squadron for a year and in that time it is easy to get to know a chap with whom one spends all and every day. And because we knew him so well we miss him all the more. He was the most successful pilot of the Wing, having destroyed fourteen and a half enemy aircraft, most of them since Christmas. No wonder the other pilots were keen to fly with him, and no wonder they had so much confidence in his leading. For some reason that I have never understood he was known as "Foob", and if ever there was a dangerous job to be done or we had achieved some big success the other fellows were bound to ask "Where's old Foob? What did he do?"

He was missing after taking on six FW.190s by himself and I have never seen a party of men so sorry as when we heard the news. He was loved and admired by his men who have asked me to send their regrets and sympathy to you for his loss.

A summary of his flying to 31 December 1954 listed the following types: Finch (71.30), Harvard (1,050.55), Tiger Moth (4.50), Miles Master (56.20), Spitfire (236.15), Auster (1.15), Tempest (147.35), Typhoon (35 minutes), Martinet (30 minutes), Expeditor (5.30), Cessna (36.15), Lockheed 12 (2.30), Oxford (5.40), Vampire III (113.25), Vampire X (2.25), Meteor VII and VIII (166.05), Meteor NF.XI (2.30), Sabre (7.30), Anson (1.30), Bristol Freighter (5.15), Stearman, Cornell and Cub (3.00).

Training: Interviewed 17 February 1941 by F/O C.C. Conover - "A good type of American boy who should be satisfactory as a pilot with training." Noted that his hobbies had been building model aircraft and using diving equipment.

Attended No.3 ITS, 28 May to 3 July 1941. Courses in Mathematics (77/100), Armament, practical and oral (55/100), Signals (96/100), Hygiene and Sanitation (32/40), Drill (77/100) and Law and Discipline (45/60). Placed 62nd in a class of 238. "Good background. Serious. Quiet talker. Neat. Good appearance. Very keen and alert. Youthful. Dependable type."

Attended No.21 EFTS, 3 July to 1 September 1941. Fleet Finch aircraft - 28.45 dual, 29.40 solo. Was 5.25 on instruments. Logged eight hours in Link. "Good progress, Quick to learn". (A.M. Snowdon, Chief Flying Instructor). Ground courses in Airmanship (166/200), Airframes (59/100), Aero Engines (74.5/100), Signals, practical (100/100), Theory of Flight (92/100), Air Navigation (133/200) and Armament, oral (154/200). Rated 110/200 in Qualities as an Officer. "Quite young. Inclined to treat G.I.S. like high school. Conduct fair. Work very good. Ability above average." (Clyde J. Fitch, Chief Ground Instructor).

Attended No.9 SFTS, 1 September to 21 November 1941. Harvard II aircraft - 34.30 day dual, 42.30 day solo, 1.15 night dual, 11.15 night solo. Was 20 hours on instruments; logged 20.15 in Link. "Smooth and capable - excellent material." (S/L J.W. Gledhill). Courses in Airmanship and Maintenance (152/200), Armament, written (76/100), Armament, practical (76/100), Navigation (124/150), Meteorology (43/50), Signals, written (46/50) and Signals, practical (100/100). "Above average student. Quick and intelligent. Conduct and deportment good." (S/L D.C. Cairns, Chief Ground Instructor). Placed second in a class of 52. Recommended for fighters but also to be instructor. W/C E.M. Mitchell wrote, "Exceptional pilot all through his training. Reliable, amazing in quickness to learn, impressive, smart."

Attended Central Flying School, 24 December 1941 to 12 March 1942. Flew single-engine primary aircraft (6.00 day dual, 7.05 day solo), single-engine advanced aircraft (15.50 day dual, 19.30 day solo, 2.00 night dual, 1.00 night solo) and twin-engine advanced aircraft (6.45 day dual, 15.05 day solo, 1.10 night dual, one hour night solo). "A good average pilot. Patter is a little weak. Tends to become confused if he is interrupted. Acrobatics and instruments good. Voice clear, manner pleasant. Should become a good instructor with experience." (F/O D.J. MacLean). Ground subjects were Airframes (61/100), Engines (64/100), Airmanship (75/100) and Air Navigation (66/100). Tested 12 March 1942 in a Harvard II by F/L B.A. Casey who graded him as follows: Sequence (fair, needs practice), Voice (clear), Manner (interesting), Ability as Pilot (Average, needs practice in forced landings), and generally "An average pilot who should improve with experience and diligence." Rated Category "C".

Retested 21 March 1943, by which time he had flown 765 hours as instructor. Tested in a Harvard by F/L C.R. Mills (Visiting Flight). Graded as follows: Sequence (brief), Voice (clear), Manner (pleasant), Ability to Impart Knowledge (good average), Ability as Pilot (good average - general knowledge very weak) and generally "A capable instructor. Should study A.P. 129, chapter 3, to improve his general knowledge). Rated Category "B".

Assessments: "Does only what is required of him. Makes some mistakes; needs to be checked up occasionally. Improves his knowledge if not too much effort." (S/L L.L. Mangeau, No.13 SFTS, 16 August 1942).

"Average officer who is doing a good job as an instructor." (S/L L.L. Mangeau, No.13 SFTS, 3 February 1943).

"Is possessed of a very strong personality and as a result has considerable influence over his fellow men. He has always used this characteristic to the best advantage of the squadron. An extremely keen and enthusiastic pilot and officer. He has shown himself to be aware of his responsibilities in both capacities and has always carried out his duties with dash and vigour." (S/L A.H. Baird, No.274 Squadron, 8 January 1945, when he had flown 1,462 hours, 60 in previous six months). To this is added, "A fine type of officer who has proved himself to be a daring and skilful pilot. He possesses a quiet but strong personality and is liked and respected by all those with whom he serves." (G/C P.G. Jameson).

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FAIREY, F/L Walter McNutt (J14324) - **Distinguished Flying Cross** - No.624 Squadron - Award effective 17 August 1944 as per **London Gazette** dated 25 August 1944 and AFRO 2231/44 dated 13 October 1944. Born in Calgary, 6 August 1911; home in Lloydminster, Saskatchewan. Salesman in Winnipeg before the war. Had acquired a Private Pilots License before the war (ten hours dual, 49 hours solo). Enlisted in Winnipeg, 27 September 1940 and posted to No.2 Manning Depot. Attached Brandon Flying Club, 1 October to 23 December 1940 for instructor training. To No.14 EFTS, Portage la Prairie, 16 January 1941. Promoted Sergeant, 8 February 1941. Granted Leave Without Pay, 17 February 1941 and employed as a flying instructor. As of 19 June 1942 he was posted from No.14 EFTS to No.5 Manning Depot. Posted to No.6 SFTS, Dunnville, 18 July 1942. Graduated and commissioned as of 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 19 October 1942; disembarked in Britain, 2 November 1942. To No.15 (Pilots) AFU, 19 November 1942 (Oxfords, 66 hours 45 minutes plus 9.55 at No.1512 BAT Flight, 5-18 January 1943). To No.23 OTU, 9 February 1943 (Wellingtons, 89 hours 20 minutes). Promoted Flying Officer, 11 March 1943. To No.1659 Heavy Conversion Unit, 7 May 1943. (Halifax II and V, 50 hours 20 minutes) To No.1575 Flight, 4 June 1943 (he lists this as No.161 Squadron, Halifax V, special duties, 17.20)). To North Africa, 19 June 1943. To No.624 Squadron, 22 September 1943 (Halifax II, special duties, 570 hours ten minutes, plus 6.15 on Stirling and 25.20 on radar training in Hudsons) . Promoted Flight Lieutenant, 1 February 1944. Promoted Squadron Leader, 5 September 1944. To No.1 BPB (whatever that is), 4 September 1944. Embarked from North Africa, 14 October 1944; arrived in Britain, 23 October 1944. Repatriated 27 November 1944. To Northwest Air Command, 13 January 1945. To Fort Nelson, 28 January 1945. To Release Centre, 21 October 1945. Released 26 October 1945. Died in Calgary, 22 February 1991.

Now in his second tour of operational duty, this officer has always shown the greatest possible determination and has seldom failed to complete an operation. Flight Lieutenant Fairey's high standard of courage and ability have been an example to all in his squadron.

FAIREY, S/L Walter McNutt, DFC (J14324) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/8769 has recommended citation (but not unit).

This officer has completed numerous missions over territory occupied by the enemy. His courage and determination are outstanding and during more than 50 sorties he has achieved a large proportion of success.

Notes: On a form dated 21 November 1944 he stated he had flown 76 sorties and 587 hours ten minutes on operations (the last on 1 August 1944). Total flying overseas had been 923.25 which included 88.20 on assorted types (Fairchild Argus, Dakota, Ventura, Fortress, Mitchell, Baltimore). Also claimed 1,200 hours in Canada as instructor. This appears accurate.

Assessed 16 November 1944 when he had flown 2,300 hours (400 in previous six months). Flight Commander and captain. "Very good organizer. Thoroughly dependable, above average

pilot. A first class officer who would do well in any capacity." (W/C C.S.G. Stanbury, No.624 Squadron).

Assessed 22 May 1945 on recommendation for appointment to Temporary Squadron Leader - "Considered above average officer. Has administrative ability and has handled his station well." (G/C V.H. Patriarche, Northwest Air Command Headquarters, Edmonton).

Training: Interviewed 5 September 1940 by F/O F.W. Severin - "Graduated from High School with honours. Outstanding athlete. Good appearance. Excellent voice and manner. Highly recommended. Anxious to serve and has spent \$ 450 to qualify, He would like instructional work but quire prepared to serve in the Force if exigencies of service so require,"

Tested as an instructor at No.14 EFTS and one and one-half months work (about 2 April 1941) by F/L J.C. Wickett - "This instrctor shows a good knowlede of patter, but flying and demonsttarions are a little weak. It is recommended that he be not given a raise in categy at the present time."

Assessed as Instructor, 25 September 1941 at which time he had flown 510 hours instructing. Tested on a Tiger Moth by S/L A.J. Shelfoon (No.1 Visiting Flight, Central Flying School) who described him under the following headings - Sequence (very good), Voice (clear), Manner (interesting), Ability to Impart Knowledge (high average), and Ability as Pilot (above average). "A capable pilot with an interesting method of demonstrating,"

Course at No.6 SFTS was 20 July to 11 September 1942. Harvard aircraft - 26.50 day dual, 26.25 day solo, 5.00 night dual, 5.25 night solo. Was 11.40 on instriments and 15 hours in Link. Ground courses in Airmanship and Maintenance (174/200), Armament, written (89/100), Armament, practical (93/100), Navigation and Meteorology (129/200), Signals,, written (75/100) and Signals, practical (48/50). Placed 11th in a class of 31. "Good type of pilot. Above average ability."

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FAIRHURST, FS James Henry (R54953) - **Mention in Despatches** - No.5 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 24 April 1910. Home in Montreal; enlisted there 31 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 5 July 1940. Promoted AC1, 31 August 1940. To No.5 (BR) Squadron, 6 November 1940. Promoted LAC, 1 July 1941. Promoted Corporal, 1 February 1943. Remustered to Flight Engineer, 1 November 1943. Promoted Flight Sergeant, 1 January 1944. To No.11 (BR) Squadron, 17 October 1944. Commissioned 16 January 1945 (C52655). To "K", 23 May 1945. To Eastern Air Command, 1 November 1945. To Release Centre, 30 December 1945. Released 11 February 1946.

This NCO was first flight engineer in an attack against an enemy submarine during which he exchanged fire, cleared two stoppages, and continued firing at the submarine, thereby preventing its crew from taking full advantage of their heavier armament. His shooting on this occasion was very accurate. This NCO

has at all times shown competence and devotion to duty on operational sorties.

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FAIRLEY, P/O James Alan (J17088) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 15 December 1915. Graduate of Ridley College, St.Catharines, Ontario. Home in Toronto; enlisted there 26 February 1941. To No.1 Manning Depot, 18 April 1941. To No.31 BGS, 15 May 1941 (non-flying duty). To No.3 ITS, 20 June 1941; promoted LAC, 25 July 1941 and posted that date to No.17 EFTS; to No.8 SFTS, 13 September 1941. Ceased training, 3 October 1941 and posted away on 4 October 1941. To No.4 AOS, 22 November 1941. To Trenton, 24 February 1942; to No.7 BGS, 28 March 1942. Graduated and promoted Sergeant, 27 April 1942. To "Y" Depot that date. To RAF overseas, 15 May 1942. Commissioned 23 February 1943. Repatriated 13 June 1945. Released 13 September 1945. Died at Uxbridge, Ontario, 31 May 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. RCAF photo PL-28291 (ex UK-9192 dated 23 March 1944) is captioned as follows: "F/O J.A. Fairley, DFC of 25 Dunbar Road, Toronto (extreme right) recently went to Buckingham Palace to receive from the King the Distinguished Flying Cross. At the same investiture was the navigator of his crew, Flying Officer W.G. Apps, DFC, who trained in Canada. The picture shows F/O Apps, his wife on his right, his mother on his left and Flying Officer Fairley." Citation drafted when he had flown 34 sorties and 203 hours as an air gunner (Public Record Office Air 2/8955).

This officer has taken part in numerous sorties against such distant and strongly fortified targets as Essen, Hamburg, Cologne, Turin and Spezia. Throughout these attacks his cool courage under heavy anti-aircraft fire has been exemplary. His keen watchfulness has inspired confidence in his pilot and crew and thus has contributed much to the successes achieved. His courage and devotion to duty have invariably been highly commendable.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 34 sorties (29 successful) over 203 hours 30 hours. Sortie list and submission as follows:

| | |
|------------------|---|
| 18 November 1942 | Turin (8.10) |
| 8 December 1942 | Turin (8.15, bombed from 6,500 feet) |
| 9 December 1942 | Turin (8.00, bombed from 6,500 feet) |
| 14 December 1942 | GARDENING (2.25, group recall) |
| 20 December 1942 | Duisburg (9.10, bombed from 10,500 feet) |
| 21 December 1942 | Munich (3.14, unsuccessful, intercom and R/T failure) |
| 9 January 1943 | Essen (2.30, unsuccessful, navigational equipment unserviceable). |
| 11 January 1943 | Essen (3.10, unsuccessful. oxygen failure) |
| 16 January 1943 | Berlin (8.30) |
| 17 January 1943 | Berlin (9.05, photo 9 1.2 miles south of aiming point) |
| 30 January 1943 | Hamburg (6.45; jettisoned case of incendiaries to gain height) |
| 2 February 1943 | Cologne (5.00, saw bombs burst near marker) |
| 3 February 1943 | Hamburg (2.10, unsuccessful, oxygen failure) |

| | |
|------------------|---|
| 11 February 1943 | Wilhelmshaven (5.00, bombed from 13,000 feet) |
| 13 February 1943 | Lorient (5.25, bombed visually from 13,000 feet) |
| 14 February 1943 | Milan (9.00, photo one miles from aiming point) |
| 16 February 1943 | Lorient (6.10, photo one miles from aiming point) |
| 18 February 1943 | Wilhelmshaven (4.40, bombed from 12,000 feet, photo) |
| 25 February 1943 | Nuremberg (7.20, bombed from 14,500 feet, photo) |
| 26 February 1943 | Cologne (4.50, photo fires) |
| 28 February 1943 | St. Nazaire (6.45, photo, fires) |
| 1 March 1943 | Berlin (6.50, bombed from 15,000 feet; photo 5,000 yards, aiming point) |
| 3 March 1943 | Hamburg (5.45, photo fires) |
| 5 March 1943 | Essen (8.45, damaged by flak, photo fires) |
| 8 March 1943 | Nuremberg (7.35, photo aiming point) |
| 22 March 1943 | St. Nazaire (6.40, photo fires) |
| 26 March 1943 | Duisburg (5.05, hydraulics unserviceable) |
| 27 March 1943 | Berlin (6.55, bombed from 17,000 feet, fires) |
| 29 March 1943 | Berlin (7.10, photo fires, hit by flak) |
| 3 April 1943 | Essen (4.55, photo fire) |
| 4 April 1943 | Kiel (5.15) |
| 8 April 1943 | Duisburg (5.40) |
| 9 April 1943 | Duisburg (4.15, hit by flak) |
| 13 April 1943 | Spezia (9.15, photo aiming point "A") |

This officer has taken part in 29 successful sorties against such heavily defended and far distant targets as Berlin (on five occasions) and Nuremberg as well as targets in Essen, Hamburg, Cologne, Turin and Spezia. Throughout these attacks his conduct under heavy anti-aircraft fire has always been exemplary.

His keen watchfulness and the confidence he inspired have enabled his pilot to show the keenest offensive spirit, and have materially assisted in the success of the sorties. He is strongly recommended for the Distinguished Flying Cross.

Public Record Office Air 50/191 has a combat report for an action involving him as Mid-Upper Gunner and a F/L Ingham as Rear Gunner:

Herewith Air Gunners report in respect of Lancaster C, ED630 Mark III which was attacked by an enemy aircraft from underneath on its homeward track from Duisburg on the night of 9/10 April 1943.

Aircraft Lancaster C, ED630 whilst engaged on operations to Duisberg on the night of 9/10 April 1943, was attacked from underneath. After leaving the target at a position 52° 87' North 04° 50' East at a height of 16,000 feet at 2350

hours. The Lancaster was steering a course of 280 M and stepping down from 20,000 feet, the rear gunner reported that at the moment the enemy aircraft opened fire the bomber was at the top prior to making a diving turn to starboard flying at an I.A.S. of 150 m.p.h. The visibility was good being about 4,000 feet. There was no searchlight activity before diving or after the attack nor were there any star shells or flak or ground lights indicating the bomber track. The rear gunner states that just previous to the diving turn to starboard a search had been carried out from a standing position and had revealed no presence of enemy aircraft below and he suggests therefore that the enemy aircraft was flying underneath the bomber. Damage to the blade of the port inner airscrew and the underside of the port inner engine was sustained. The enemy aircraft was not seen by any member of the crew during its break away nor were any further attacks made.

The website "Lost Bombers" describes an incident later in his career. Halifax MZ867, No.427 Squadron (ZL-G), target Neuss, 27/28 November 1944. This was one of two No.427 Squadron Halifaxes lost on this operation (the other was LV945). Airborne at 1656 hours, 27 November 1944 from Leeming. Soon afterwards the starboard inner engine failed and the Halifax began to lose height. Bombs were jettisoned and the crew returned to base, landing on the grass parallel to the main runway. Due to damp conditions, the Halifax finished up near the range butts, damaged beyond repair. No crew injuries; crew were P/O R.R.McKenney, RCAF; Sergeant H.E.Prior; F/O R.E.Bronson, RCAF; F/O D.J.Fraser, RCAF; P/O S.W.Danks; F/O C.Kelway. RCAF; F/O J.A.Fairley, DFC, RCAF.

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FALCONER, F/L John Robert (J13488) - **Commended for Valuable Services** - No.7 Bombing and Gunnery School - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 9 November 1911. Enlisted in Montreal, 24 August 1940. To Eastern Air Command, 14 September 1940. To No.1 ITS, 12 October 1940. Promoted LAC, 4 November 1940 and posted that date to No.4 EFTS; to No.8 SFTS, 25 December 1940; promoted Sergeant, 7 April 1941, although he had already been posted to No.1 ANS as of 4 April 1941. To No.8 SFTS, apparently to instruct, 8 June 1941. Commissioned 15 August 1942. To No.7 BGS, 31 March 1944. To Release Centre, 6 February 1945. Released 9 February 1945. As of 1947 he was in Saint John, New Brunswick.

This officer has completed over three years as a navigator instructor and has displayed outstanding qualities of energy and ability and great devotion to duty.

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FALLIS, F/O Allan Harry (J16828) - **Distinguished Flying Cross** - No.524 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45

dated 29 March 1945. Born in Minnedosa, Manitoba, 4 February 1922; home in Portage la Prairie, Manitoba. Previously served with Manitoba Mounted Rifles, attending summer camps in 1937, 1938 and 1939. Enlisted in Winnipeg, 15 April 1941 and posted to No.2A Manning Depot. To No.10 Repair Depot, 7 June 1941. Posted to No.2 ITS, 3 July 1941. Promoted LAC, 3 August 1941) and posted that date to No.2 AOS; to No.2 BGS, 25 October 1941; promoted Sergeant and posted to No.1 ANS, 6 December 1941. To "Y" Depot, 6 January 1942. To RAF overseas, 23 January 1942. Disembarked in Britain, 9 February 1942. To No.2 (Observer) AFU, 4 May 1942 (Ansons). To No.23 OTU, 2 June 1942 (Wellingtons, 75 hours 15 minutes). To No.218 Conversion Flight, 19 August 1942. To No.1657 Conversion Unit, 14 October 1942 (Stirlings, 50 hours 25 minutes which much include earlier time at Conversion Flight). To No.218 Squadron, 16 October 1942 (Stirlings, 159 hours 40 minutes). Commissioned 3 January 1943. To No.29 OTU, 20 March 1943 (Wellingtons, 82.10), . Promoted Flying Officer, 3 July 1943. Leave in Canada, 10 May 1944 to 3 July 1944. To No.514 Squadron, 22 July 1944 (Lancasters, 135 hours 15 minutes). Repatriated 23 November 1944. Promoted Flight Lieutenant, 3 January 1945. To No.2 Air Command Headquarters, Winnipeg, 8 January 1945. To No.7 AOS, Portage la Prairie, 9 January 1945. To No.8 Repair Depot, 16 September 1945. To No.2 Air Command, 20 November 1945. Remained in postwar RCAF (19885), reverting to Flying Officer, 1 October 1946. To Station Winnipeg, 1 March 1947. To No.416 Squadron, Rivers, 10 May 1947. To Northwest Air Command Composite Flight, Edmonton, 17 August 1947. To No.10 Construction and Maintenance Unit, Edmonton, 5 April 1948. Transferred to Construction Engineer Branch, 3 March 1949. Promoted Flight Lieutenant, 1 June 1949. To Station Fort Nelson, 2 August 1949. To Rivers, 1 August 1951. Promoted Squadron Leader, 1 June 1952. Awarded Queen's Coronation Medal, 23 October 1953, while a Squadron Leader on staff of Canadian Joint Air Training Centre. To No.1 Air Division, Europe, 20 November 1953. To SHAPE Headquarters, 31 December 1955. To AFHQ, Ottawa, 25 June 1957. Promoted to Wing Commander, 1 April 1959. To Toronto (Staff College), 4 September 1962. To AFHQ, 27 June 1963. Retired 1 February 1967. Died in Ottawa, 4 May 1989 as per **Airforce Magazine** of October-November-September 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 4 November 1944 when he had flown 47 sorties (247 hours 35 minutes), 28 July 1942 to 26 October 1944.

28 July 1942 - Hamburg (8.15)
31 July 1942 - Dusseldorf (5.50)
6 October 1942 - Bordeaux (7.30)
21 October 1942 - West Frisians (3.00)
26 October 1942 - Bordeaux (7.20)
7 November 1942 - Genoa (8.35)
10 November 1942 - West Frisians (4.10)
28 November 1942 - Turin (DNCO, (6.15)
29 November 1942 - Turin (8.20)
2 December 1942 - Frankfurt (6.10)

7 December 1942 - West Frisians (3.20)
8 December 1942 - Kattegat (6.45)
13 December 1942 - ASR, Dutch Coast (5.05)
17 December 1942 - Fallersluben (5.50)
20 December 1942 - Duisberg (3.50)
8 January 1943 - Baltic (7.30)
14 January 1943 - Lorient (DNCO, 3.50)
15 January 1943 - Lorient (3.10)
23 January 1943 - Lorient (5.20)
3 September 1944 - Lindhoven (3.50)
5 September 1944 - Le Havre (3.20)
8 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (3.25)
11 September 1944 - Kamen (4.20)
12 September 1944 - Frankfurt (6.40)
23 September 1944 - Dusseldorf (4.00)
28 September 1944 - Calais (2.35)
5 October 1944 - Saarbrucken (5.00)
6 October 1944 - Dortmund (5.30)
7 October 1944 - Emmerich (3.45)
14 October 1944 - Duisberg (4.05)
14 October 1944 - Duisberg (4.25)
19 October 1944 - Stuttgart (5.00)
21 October 1944 - Flushing (4.25)
22 October 1944 - Nuess (4.30)
23 October 1944 - Essen (5.25)
25 October 1944 - Essen (4.10)
26 October 1944 - Leverkusen (4.15)

Flying Officer Fallis has taken part in forty-seven operational sorties as navigator of heavy bomber aircraft. These sorties include attacks on all the most heavily defended German targets.

He is an excellent navigator and has set a most praiseworthy example by the cool and efficient manner in which he has carried out his work and by his genuine keenness to take part in operations.

His second tour, which has included attacks against fifteen German targets and attacks on important targets in enemy occupied territory, has been completed by flying as spare navigator with no less than five different crews.

Flying Officer Fallis is strongly recommended for the award of the Distinguished

Flying Cross in recognition of his high standard of skill, courage and devotion to duty.

Note: His postwar work in Construction Engineering was marked by many excellent reports. The following remarks were written 24 June 1957 by Colonel Leroy Bartlett, USAF, Chief of Air Installations Section, Supreme Headquarters Allied Powers Europe (SHAPE) for services rendered 16 January to 24 June 1957:

During the above period, he performed the following duties under my immediate supervision: established airfield construction criteria, prepared necessary staff studies to support such criteria, monitored airfield construction in the Central area, attended conferences with nations to obtain agreement on criteria and implementation of airfield construction and visited Commands and nations to assure that criteria were properly followed in airfield construction. In addition, he assisted the Section Chief in administrative and security functions and in special staff studies on varied topics.

His manner of performance of duty was superior.

Remarks: Squadron Leader Fallis' knowledge of NATO airfield infrastructure, his general engineering construction knowledge and his ability to accomplish his mission effectively have been of the utmost value to the Airfield Installations Section. Based on daily personal observation and intimate knowledge of the work done by Squadron Leader Fallis, I consider him fully qualified for promotion to higher rank. Superior attitude, interest and ability have been demonstrated both on work which is normal for an officer of his rank, and on work which would normally be accomplished by an officer of higher rank.

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FALLON, F/O Frank Charles (J29669) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 8 November 1923. Enlisted in London, Ontario, 4 August 1942 and granted Leave Without Pay. To No.1 Manning Depot, 14 September 1942. To No.6 ITS, 9 January 1943. Promoted LAC, 19 March 1943; to No.1 BGS, 17 April 1943; to No.4 AOS, 10 July 1943. Graduated and commissioned on 20 August 1943. To "Y" Depot, 3 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Repatriated 19 May 1945. Released 29 June 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 45 sorties (194 hours 35 minutes), 27 May 1944 to 14 February 1945.

27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.50)
6 June 1944 - Conde (5.45)
12 June 1944 - Arras (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sterkrade (4.40)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.15)
9 July 1944 - Mont Candon (3.45)
7 August 1944 - Caen (2.30)
13 August 1944 - La Pallice (5.30)
14 August 1944 - TRACTABLE 22 (2.35)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelsheim (6.45)
26 August 1944 - Kiel (5.10))
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Nordstern (3.20)
20 September 1944 - Calais (2.05)
25 September 1944 - Calais (2.10)
30 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.05)
14 October 1944 - Duisburg (3.20)
28 October 1944 - Cologne (4.05)
29 October 1944 - Walcheren (2.05)
31 October 1944 - Cologne (4.05)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.40)
11 November 1944 - Dortmund (4.10)
16 November 1944 - Julich (3.15)
18 November 1944 - Wanne Eickel (4.25)
12 December 1944 - Essen (4.20)
21 December 1944 - Cologne (4.05)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Hannover (4.20)
5 January 1945 - Rayan (5.00)
22 January 1945 - Duisburg (3.50)
28 January 1945 - Stuttgart (5.50)
7 February 1945 - Cleve (3.50)

8 February 1945 - Politz (7.45)
13 February 1945 - Dresden (8.00)
14 February 1945 - Chemnitz (7.00)

Flying Officer Fallon has shown great keenness for operations. He has participated in many sorties as Bomb Aimer, and his outstanding example has helped to maintain a high standard of efficiency amongst the Bomb Aimers on the squadron. Flying Officer Fallon has, at all times, displayed the greatest keenness and determination and his example is most commendable. Flying Officer Fallon has always been eager to engage the enemy and his results are most gratifying.

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FALLON, P/O Henry Richards (J86801) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. American in the RCAF; born in Bryn Mawr, USA, 31 August 1924; home there. To No.6 SFTS, 17 December 1942. To No.3 PAE, 7 March 1943. To No.2 Air Gunner Ground Training School, 3 April 1943. Promoted LAC, 15 May 1943 and posted that date to No.3 BGS. Promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 22 May 1944. Repatriated 23 November 1944. Released 6 February 1945. 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.5524 (RG.24 Vol.20667) has recommendation for a DFM dated 2 June 1944 when he had flown 29 sorties (188 hours 20 minutes), 15 September 1943 to 24 May 1944. Sergeant at that date.

This NCO has been engaged on twenty-nine attacks on enemy targets, many of them the most heavily defended targets in Germany. Throughout his tour as an operational gunner he has shown a splendid offensive spirit and by his cheerfulness has helped to encourage the rest of the crew, often under most trying conditions. By his skill and unflinching watchfulness as a Mid-Upper Gunner he has on several occasions been able to warn his captain of the approach of enemy aircraft and to direct evasive action and save the crew from attack. He has spent long periods in the mid-under lookout position and in spite of fatigue and discomfort from cold, has carried out his duties cheerfully.

It is considered that this fine example of continual devotion to duty and aggressive spirit fully merits the award of the Distinguished Flying Medal.

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FALLOON, Sergeant George Hugh (R62201, later C18262) - **Distinguished Flying Medal** - No.75 Squadron (somehow erroneously reported as No.158 Squadron)- Award effective 12 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Strasbourg, Saskatchewan, 28 October 1916. Educated in Saskatchewan. Machine and tractor operator. Enlisted in Saskatoon, 24 June 1940 as Aero Engine Mechanic. To Technical Training School, St.Thomas, 14 August 1940. Promoted AC1, 21 December 1940. To No.4 SFTS, 27 December 1940. Promoted LAC, 21 March 1941. Promoted Corporal, 1 December 1941; to "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942. To No.407 Squadron, 31 January 1942. To No.4 School of Technical Training, 11 August 1942. Remustered for Flight Engineer duty, 30 September 1942 (promoted Sergeant that date). To No.1651 Conversion Unit, 1 October 1942. To No.75 Squadron, 13 January 1943. Detached to No.1657 Conversion Unit, 10 May 1943. Commissioned 5 August 1943 (C18862). To No.7 Squadron, 14 November 1943; attached that date to Night Training Unit. Attached to Loughborough, 27 February 1944. Embarked for Canada, 27 June 1944, arriving 4 July 1944. To No.1 Flight Engineer School, 25 September 1944. Posted to Station Aylmer, 31 March 1945. To Release Centre, 20 June 1945. Released 28 June 1945. Photo PL-21859 shows him. Died in Smeaton, Saskatchewan, 28 July 1992 as per **Legion Magazine** of May 1993.

One night in June 1943, this airman was the flight engineer of an aircraft detailed to attack a target at Le Creusot. During the operation the aircraft was hit by anti-aircraft fire and fragments of shrapnel severed the petrol cock control, cables and an oil pipe line, which caused a considerable quantity of oil to flow in the fuselage. Sergeant Falloon was unable to operate the petrol cocks or ascertain the source of the oil leak without entering the wing. By means of an axe he made an aperture in the side of the fuselage and thus was able to crawl into the wing and fulfil his task. By his initiative and determination this airman contributed materially to the safe return of the aircraft.

NOTE: Public Record Office Air 2/4974 has recommendation drafted about 22 June 1943 when he had flown seven sorties (33 hours 55 minutes). The submission originated with No.75 (New Zealand) Squadron.

Sergeant Falloon has to date taken part in seven successful operational sorties as flight engineer.

On the night of 19th June 1943, during an attack on the armament factory at Le Creusot, his aircraft received a direct hit by a light flak shell which burst inside the port main plane. The shrapnel severed the petrol cock control cables and an oil pipe line, which caused a large volume of oil to flow into the fuselage.

Sergeant Falloon was unable to turn on the petrol cocks as required, and was unable to ascertain the source of the oil leak without entering the wing. In spite

of the fact that the aircraft was still in the target area, he decided to cut a hole in the side of the fuselage in order that he could crawl into the wing.

Having made a hole in the metal about two feet square with an axe, he crawled inside the wing and turned on the petrol cocks, and investigated the oil leak which proved to be a punctured gun turret pipe line. He also examined the landing gear for damage including the whole of the tyre for shrapnel cuts.

The safe return of the aircraft to base was undoubtedly due to Sergeant Falloon's resourcefulness and complete disregard for personal safety, for which it is recommended that he be immediately awarded the Distinguished Flying Medal.

The Group Captain in command of Station Newmarket wrote, on 23 June 1943:

The safe return of this aircraft and crew was undoubtedly due to the resourcefulness and courageous conduct of Sergeant Falloon. After being hit, the aircraft remained in the target area for 25 minutes endeavouring to pinpoint the aiming point from a height of only 4,000 feet. This was only possible through the ability of Sergeant Falloon in reaching the essential petrol cocks in the port main plane. The immediate award of the Distinguished Flying Medal is strongly recommended.

Notes: Described 10 December 1941 as follows: "This airman's work is outstanding in every department. He is definitely NCO material and strongly recommended for promotion to Temporary Corporal."

Seriously injured, shock and lacerations, 24 December 1943. Lancaster III, serial JB735, letter "L" of No.7 Squadron, taking off on an operational sortie, had attained 200 feet but was sluggish and pilot (P/O H.C. Williams, RNZAF, 29 sorties) opted to crash land. Blame on pilot (faulty cockpit drill). No fatalities but all injured. He reported:

I was thrown forward into the nose of the aircraft and knocked unconscious when the aircraft struck the ground and was awakened by the noise from the ammunition blowing up to find myself almost surrounded by flames. I pulled myself up through a hole in the roof of the machine and walked approximately twenty yards where I fell down in the soft field and a few seconds afterwards was half-covered again by parts of aircraft and earth which was thrown about when a bomb blew up. I was able to move a short distance farther where I lay down again and remember very little more until December 26th.

Hospitalized four weeks before going to Rehabilitation Centre, Loughborough. At the time he

had flown about 355 hours (138 hours 45 minutes on operations).

Following repatriation, at Flight Engineer School, Aylmer, described as follows, 8 February 1945: "A steady, reliable and hard working officer who has settled down and is doing a good job of work at this unit."

RCAF Press Release No. 2454 dated 20 July 1943 reads:

A glare of blue-white light suddenly flooded through a jagged hole in the wing of a four-engined bomber. It lighted for an instant the tense face of a young Canadian airman crouched, half-kneeling, half-lying amid a maze of pipe-lines and tangled, severed cable.

Then the big bomber lurched and the huge wing was lifted high at a steep angle.

Sergeant George Falloon, of Smeaton, Saskatchewan, rose with it, then as suddenly, bracing his back against the hard rubber cover of a big petrol tank, he felt himself and the huge wing falling as the pilot flung the bomber hard to the other side.

Severely times the giant wing soared and fell, and the deadly searchlight glare flicked on and off. Then the pilot got clear and, weaving only gently, the aircraft still bomb-laden, sped for home.

Behind it were left the flak batteries and searchlights surrounding the great armament works of Schneider at Le Creusot, defences which had worked so furiously against the bombers' low level attack.

But in the wing of the bomber, crouched behind one of the four roaring engines, the Canadian flight engineer still worked steadily by the light of his pocket torch.

Completely cut off from his comrades, only the blue glare from below and the violent gyrations of the aircraft had told him of the struggle to weave out of the target area.

Now he knew that the bomber was on its course for home, but he also knew that it was on his efforts out there in the wing that its chances of reaching home depended. Flak had graced his forehead, but thinking nothing of it, he worked steadily on.

And when finally oil-drenched and gasping from petrol and monoxide fumes, he crawled back into the fuselage he knew that everything was okay. There would

be no bale-out over France or Holland, nor a “ditching” near the enemy coast for his comrades or himself.

It was for his hour of patient work far out in the bomber’s wing and for the initiative and the determination that inspired it that he has been awarded the Distinguished Flying Medal.

It was an “immediate award”, and it is the first Distinguished Flying Medal to be won by a Canadian flight engineer.

The aircraft was over the target area, the bomb aimer vainly trying to locate the huge buildings of the munitions works through the haze, when the burst of flak hit it in the port wing.

Oil began to seep into the fuselage and the cables that control the supply to several petrol tanks sagged and hung uselessly down. An oil pipe-line had been cut and the cables to the tanks had been severed by the flak.

While the bomb-aimer still peered through the haze, the flight engineer’s mind raced with the facts and figures of the fuel supply, but above all, stood out several vital facts.

Unless the cable-ends connecting with the tanks were reached, the bombers would not get home. And by now, all hope of finding the target having necessarily been given up, the bombs would have to be carried back as they could not be jettisoned at random over France.

At the low altitude at which they were flying, they would have little chance of getting back with an uncertain petrol supply and one engine in danger of failing through damage to the oil supply. With the added weight of the bombs, it would be impossible.

The fuel supply of a big bomber is a complicated system. At regular intervals and often at other times, petrol must be transferred from one tank to another, and even from one wing to another as necessity arises.

If the control-cocks cannot be reached, the situation is serious, particularly if there is a danger of the “loss” of one or more engines when petrol must be moved to adjust the loading.

Back on the Saskatchewan farm, he worked with his father and his brothers.

George Falloon learned to take stock of a situation quickly and to act upon it immediately.

As a flight engineer, he acts quickly too.

“There’s only one thing to do,” he told the New Zealander, a squadron leader, who is his skipper, “I’ll have to get at those cables”.

Then he grabbed a short-handled crash-axe and went to work.

While the pilot weaved the bomb-laden aircraft out of the target area, Falloon, working quickly and carefully, removed several sections of a pipe from the side of the fuselage then cut through dozens of brackets supporting the carrier for the insulated electrical wires.

It was a tedious beginning of the job he had to do, and it took him some time. “Luckily,” he said afterwards, “I knew I had plenty of time, unless one engine packed up quickly.”

Then, while the wireless operator held the cables safely out of the way, he swung the crash-axe and cut through the metal alloy skin of the fuselage.

Three sides were cut when he decided to save time by folding back the flap like a door, so lying on his back, shoulders braced against the floor of the kite, he shoved in the metal with his feet.

It was not a large hole – about 12 inches by 18, and the Canadian flight engineer is a tall broad-shouldered chap, well set-up by the strenuous life of the farm and winters spent in lumber camps. But with a deal of squeezing, he managed to get through.

When he came out an hour later, filthy with oil, he was gasping from the petrol and monoxide fumes, but several times later during the trip, he went back into the wing to make the necessary periodic changes of the tanks. He later confessed that for two day afterwards he was unable to eat, but on the second night, he went out with his crew on ops.

During the hour he spent inside the wing, Falloon crawled twelve or more feet until he found the source of the oil leak. To his relief, it turned out to be from an auxiliary tank line and not from an engine. Then, he carefully sorted out the cables to the petrol-cocks and, with the contents of each tank clear in his mind – a tough job even for a flight engineer to memorize accurately all those tanks – he

manipulated them to make the necessary changes.

"I thought I'd better have a look at the landing-gear then," he related afterwards. "It might have been hit by some of the flak."

So, rising and falling there amid the searchlight beams and flak, he shone his torch on the oleo leg and joints and the huge landing wheel tucked up in its recess beneath the wing, turning it slowly round and scanning the tire for damage. Luckily it had not been hit.

The gallant young Canadian flight engineer is of Irish descent, his grandfather coming from Armagh to settle in the Eastern Townships of Quebec. His father moved to Saskatchewan, and Falloon was born on the family farm at Strasbourg in 1904.

He was married two years ago, before leaving for overseas, and has a little girl whom he has never seen. His wife is now living in Brandon, Manitoba.

Coming overseas as a fitter, Falloon was attached for a long time to the famous R.C.A.F. Demon Squadron of Coastal Command. He remustered as a flight engineer a year ago, and has now done eleven operations.

He has had a busy time since his first trip with bombs aboard on the night of May 23, when Dortmund, in the Ruhr, was the target. With the exception of Le Creusot, Cologne and Hamburg, all his trips have been to the Ruhr, and during one busy spell he and his crew were out four nights out of six.

He doesn't think he did anything "special" in hacking his way into the wing of his bomber on the night of Le Creusot, though he admits it was a bit out of the ordinary.

"I didn't like the idea of baling out or ditching, and the kite had only done three trips," he grins, almost apologetically.

But his crewmates are more vocal.

"It's seldom that flight engineers are in the limelight," said his captain, the New Zealand squadron leader, who himself wears the ribbon of the D.F.M., "but it means everything to a crew to have confidence in the engineer. We would not have gotten home unless George had gone into the wing, and it was his own determination that made him do it. It was a damned fine effort."

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FALLS, P/O Franklin Meredith (J15734) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Montreal, 9 October 1920; home in Outremont. Student. Enlisted in Montreal, 10 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.13 EFTS; may have graduated 17 March 1941 but not posted to No.8 SFTS until 7 April 1941; graduated and promoted Sergeant, 3 July 1941; posted next day to Embarkation Depot. To RAF overseas, 20 July 1941. Commissioned 5 July 1942. Promoted Flying Officer, 5 January 1943. Repatriated 1 June 1945. Retired 30 July 1945. Died in Montreal, early November 2012. Photo PL-36380 is a portrait. RCAF photo PL-44477 (ex UK-21941 dated 4 June 1945) taken at Repatriation Depot in Britain during Federal election overseas; F/O Stan Jennison (Windsor) checks his constituency on a master chart; seated are returning officers F/O G.R. Treggett (Quebec City) and F/O D.L. Hutchinson (Pine Falls, Manitoba); in background are F/O D.H. McLennan (Charlottetown, left) and S/L Franklin Falls, DFC (Westmount).

As captain of aircraft this officer has taken part in many attacks on the Ruhr and other targets in Germany, including a low level attack on Danzig. Recently he participated in the daylight attacks on Le Creusot and Milan and one of the night attacks on Genoa. On each occasion he pressed home the attack with great determination.

FALLS, S/L Franklin Meredith, DFC (J15734) - **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, this officer has led his crew with skill and determination, pressing home his attacks with the utmost vigour, however fierce the opposition. Since the award of the Distinguished Flying Cross, Squadron Leader Falls has also done excellent work as a deputy flight commander, setting a fine example of courage and ability in the performance of all his duties. In January 1945 he took part in a particularly hazardous mission against an oil refinery at Politz, when the success of the whole mission was materially assisted by Squadron Leader Falls' accuracy as a target marker.

NOTE: On 11 May 1945, on repatriated to Canada via Warrington, he filled out a form stating that he had flown 350 operations hours and 700 non-operational hours. He had flown 56 sorties (last one on 8 April 1945). Non-operational flying had been at a Flying Instructor School and an HCU. Flying times on types approximately as follows: Wellington (80 hours), Manchester (125), Lancaster (665), Halifax (60), Stirling (65), Oxford (55)

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FANNING, Sergeant Gerald Glenwood (R88226) - **Mention in Despatches** - No.44 Squadron (AFRO says only "Overseas" - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 September 1914. Home in Hazel Hill, Guysborough County, Nova Scotia; enlisted in Halifax, 14 March 1941 and posted to No.1 Manning Depot. To No.4 WS, 5 July 1941; promoted LAC, 1 August 1941; graduated 13 February 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1943. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 30 September 1942. Promoted WO2, 30 March 1943. Promoted WO1, 30 September 1943. Repatriated 26 September 1944. Retired 15 February 1945. Worked for 27 years for Canada Post; also a plumber, fisherman and farmer. Died in Halifax, 1 May 2004 as per Rootsweb. No citation in AFRO.

RCAF Press Release No. 5549 dated 29 June 1944, rewrite by F/O A.F. Tinsley, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: --- Any ideas W/O Jerry Fanning, wireless air gunner from Canso, N.S., had at the start of his operational career that Lancaster bombers were sedate, dignified and not given to jitterbugging, were rather rudely dispelled on his very first operation.

Droning with a full cargo, including Jerry, over Duisburg, a huge Lancaster was the centre of bursting flak on all sides. But W/O Fanning felt reasonably safe. Nothing, it seemed to him, could arrest the plane's irresistible flight. But along came a heavy flak shell. It exploded beneath the Lanc's nose with an effect that quickly altered Jerry's ideas on a Lancaster's invincibility. The giant craft lifted majestically upwards, stood on its tail, flopped over on its back, nose backward into a dive and then described a second reverse somersault. All this time, it was falling toward the inferno below which was Duisburg.

"I didn't know what was happening. I couldn't move. We were pinned to our seats by terrific centrifugal force. The RAF pilot only realized we were upside down when the artificial horizon completely disappeared in the instrument of that name," related Jerry afterwards. The starboard wing, under terrific pressure, started to crack and buckle, and rivets burst from it. The Britain pilot shouted over the intercom, "If I get you out of this, I'll buy you all double whiskies". And he did, too, Fanning testified.

When the aircraft had dropped from 19,000 to 5,500 feet and the skipper and flight engineer managed to pull the bomber out of its fall and, "in the confusion we dropped our bombs close to the target area," Jerry continued. Soon one outer engine cut, but the Lanc thundered along well on three. All machine guns

were out of order, everything movable in the cockpit was overturned, and the navigational instruments were almost useless. Navigator F/O Keith "Pop" Benner, DFC, 35-year-old Cobalt, Ontario resident, worked out the homeward course with only maps and a string and pencil compass to help him.

Jerry has now completed his operational tour and is a signals instructor at a heavy conversion unit of the Group. Benner is at the same station.

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FARB, F/O Herbert Reuben (J14222) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 16 February 1944 as per **London Gazette** dated 29 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Pontypool, Ontario, 21 March 1914; educated at Jarvis Collegiate, 1927-1930. Home in Kapuskasing, Ontario (manager, men's clothing store). Enlisted in North Bay, Ontario, 30 September 1941 and posted to No.1 Manning Depot. To No.1 ITS, 14 March 1942 (unclear as to why the delay). Promoted LAC, 8 May 1942. To No.1 AOS, 23 May 1942; graduated and commissioned, 11 September 1941. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942, disembarking 9 November 1942. Promoted Flying Officer, 11 March 1943. To No.1 (Observer) AFU, 20 April 1943. To No.22 OTU, 18 May 1943. To No.1659 Heavy Conversion Unit, 9 September 1943. To No.1664 Conversion Unit, 21 September 1943. To No.428 Squadron, 24 October 1943. To No.61 Base, 10 December 1943. To No.405 Squadron, 9 January 1944. Attached to Night Training Unit, 9-19 January 1944. Wounded 30/31 January 1944 (small shrapnel wound in left arm, multiple shrapnel wounds in both buttocks). To Gransden Lodge, 6 February 1944. To No.428 Squadron, 11 March 1944. To No.22 OTU, 8 July 1944. Promoted Flight Lieutenant, 11 September 1944. Repatriated 23 July 1945; released 14 September 1945. Died in Toronto, 9 May 1986 as per **Legion Magazine** of September 1986.

This officer was the navigator of an aircraft which attacked Berlin one night in January 1944. On the return flight the aircraft was hit by anti-aircraft fire, and a little later was attacked by a fighter. In the action Flying Officer Farb was wounded in the arm and the back. Although suffering from the loss of blood and in much pain, this gallant navigator continued his duties until the mission was ended. He displayed great fortitude, determination and devotion to duty in trying circumstances.

Public Record Office Air 50/248 has the Combat Report for his DFC action, 30/31 January 1944. Some names and numbers that follow are indistinct on document and should be checked. Crew consisted of J24434 F/O D.E. Biden (pilot and captain), J14222 F/O H.R. Farb (navigator), J23590 F/O F.S. Carr (bomb aimer), R112893 Warrant Officer L.L. Weaver (WOP), R194854 Sergeant S. Hiskesen (mid-upper gunner, trained at No.2 Air Gunner School, Trenton and No.22 OTU),

R194089 Sergeant G. Lansey (rear gunner, trained at No.1 Air Gunner School, Quebec City and No.22 OTU) and 1677287 Flight Sergeant E. Wilkieson (RAF flight engineer).

Whilst on operation the night of 30/31st January 1944 on Berlin, Lancaster "D" JB410 of No.405 (RCAF) Squadron was attacked three times by Me.110 on the way back from the target at a position 52:45 N 06:45 E heading 270 degrees, 150 knots I.A.S at height of 18,500 feet, visibility fair, clear.

The enemy aircraft was first sighted at 400 yards, heading astern below, immediately after direct hit by flak, causing fire in aircraft, thus so evasive action was taken. Enemy aircraft closed in to a range of 150 yards before breaking to port quarter down. The rear gunner fired 100 rounds. The port outer engine was hit causing the rear turret to be unserviceable.

The second attack came from the port quarter up. Evasive action taken was a corkscrew to port. The mid-upper gunner fired at 150 yards approximately 150 rounds. The enemy aircraft fired a three second burst causing the hydraulic system in mid-upper to be unserviceable.

The third attack came from the starboard quarter up. Evasive action taken was a corkscrew to starboard. Enemy aircraft fired a three second burst. Gunners unable to fire due to hydraulic system shot away.

Both air gunners saw tracers enter the enemy aircraft. Extensive damage done to own aircraft. Navigator and Wireless Operator were slightly injured.

Training: Interviewed in North Bay, 22 August 1941 - "Quiet, well mannered, quietly dressed, young Hebrew of Polish ancestry." (F/O G.E. L'Aventure).

Course at No.1 ITS was 16 March to 8 May 1942. Courses in General Studies (78/100), Mathematics (129/150), Armament, practical and oral (72/100), Signals (120/150), Navigation (162/200), Aircraft Recognition (100/100), Drill (81/100), Law and Discipline (94/100). Placed tenth in an observers class of 19. "Very dependable, aggressive type. Conscientious in his efforts and fine deportment, manner and service spirit."

Course at No.1 AOS was 25 May to 11 September 1942. Anson aircraft, 29 hours 55 minutes as First Navigator by day, 34,25 as Second Navigator by day, 17.05 as First Navigator by night, 18,25 as Second Navigator by night. Marked in Navigation, air work (600/700), Photography, air work (77/100), Elements of Navigation (314/500), Magnetism and Compasses (84/100), Instruments (38/50), Signals, practical (100/100), Signals, written (44/50), Maps and Charts (31/50), Meteorology (77/100), Photography (39/50), Reconnaissance (75/100) and Aircraft Recognition (99/100). Placed seventh in a class of 29. "One of the best in the class. Not a fast

worker, he has made up for that in accuracy and consistency, particularly in the air, where he always could be relied upon to do an excellent job.”

Course at No.22 OTU was 29 May to 9 September 1943. Flew 58.46 as First Navigator by day, 30.40 as First Navigator by night. “A good navigator, inclined to be a little careless at times, but is getting over this fault. GEE 29.30. Uses GEE intelligently.”

Notes: On repatriation form dated 4 July 1945 stated he has flown 40 sorties (245 hours) and 216 non-operational hours. Last sortie was 24 June 1944. Types experience overseas were Anson (34.45), Wellington (127.10), Halifax II (255.05) and Lancaster (52.00).

Application for Operational Wing submitted 11 July 1944 stated he had flown 40 sorties (244.40), 18 November 1943 to 24 June 1944. Broken down as four sorties (24.45) with No.405 Squadron (8 January to 14 February 1944) and 36 sorties (218.55) with No.428 Squadron (15 February to 24 June 1944).

Assessments: “Has completed a very satisfactory tour of operations. Was a good crew member with well above average ability. Is a good leader.” (W/C W.A.G. McLeish, No.428 Squadron, 19 July 1944)

“A very capable section commander and an above average instructor.” (W/C J.K.M. Cooke, No.22 OTU, 30 June 1945, when he had flown 560 hours of which 18 were in previous six months).

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FARLEY, Sergeant Thomas Ernest Hiliary (R96410) - **Air Force Medal** - No.6 SFTS - Awarded 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 14 January 1917. Home in Ottawa. Enlisted there 10 June 1941 and posted to No.1 Manning Depot. To Trenton, 15 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941; posted that date to No.10 EFTS; to No.6 SFTS, 6 December 1941. Graduated and promoted Sergeant, 27 March 1942. To Trenton, 25 April 1942; commissioned 15 May 1942 (J10748). To No.1 SFTS, 19 June 1942. Promoted Flying Officer, 15 November 1942. To No.20 EFTS, 31 January 1942. To Central Navigation School, 29 April 1942. To No.8 SFTS, 25 May 1942. Dismissed the service, 29 October 1942 (see below for details; the record was later changed to “Retired 19 October 1943”). Permitted to re-enlist in Ottawa on 4 November 1943 as Sergeant Pilot. To No.13 SFTS, 14 November 1943. To No.6 SFTS, 7 January 1944. Promoted Flight Sergeant, 4 August 1944. To “Y” Depot, 23 August 1944. Taken on strength of Np.3 PRC, 28 August 1944. Commissioned 30 March 1945. Repatriated 8 July 1945. Retired 31 August 1945. Served at University of Ottawa and in federal government. Died in Ottawa, 1 February 2008. Medals and memorabilia with RCAF Memorial Museum, Trenton. When recommended for AFM it was reported he had flown 1,314 hours to date, 1,017 as

instructor, 429 in past six months.

This NCO is an excellent instructor of long experience. He has shown skill and determination in his duties and has at all times shown the greatest willingness to co-operate for the good of his unit both during and off duty hours.

NOTE: Air Force Routine Orders dated 12 November 1943 carried the following item under the heading "Sentence of a General Court-Martial":

1. Flying Officer Thomas Ernest Farley (J10748), an officer of the Royal Canadian Air Force serving at No.8 SFTS, Moncton, New Brunswick, was tried by a general court-martial on the 7th day of September 1943, and was found guilty on the following charges:

(a) Flying a Harvard aircraft in such a negligent manner as to permit it to strike a tree, thereby causing danger of loss of life to his passenger.

(b) Negligently damaging a Harvard aircraft by flying in such a negligent manner as to permit it to strike a tree, thereby causing damage to the value of \$ 48.75.

2. He was sentenced to be dismissed from His Majesty's Service. The finding and sentence, having been confirmed by the Governor General in Council, were promulgated to the accused.

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FARMER, WO Alfred Clayton (R134906) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Sault Ste. Marie, Ontario, 13 July 1921. Home in Prue Falls, Manitoba. Papermaker. Enlisted in Winnipeg, 3 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 15 November 1941. Classified as Guard, 5 November 1941. To No.3 BGS, 6 December 1941. Promoted AC1, 3 February 1942. Promoted LAC, 3 May 1942. To "H", 12 May 1942. To No.3 BGS, 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 21 October 1942. Promoted Flight Sergeant, 28 February 1943. Promoted WO2, 28 August 1943. Commissioned 12 March 1944. Promoted Flying Officer, 12 September 1944. Repatriated 11 November 1944. Retired 23 March 1945. Also reported to have flown with No.100 Squadron. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 9 December 1943 when he had flown 26 sorties (184 hours), as follows:

11 June 1943 - Dusseldorf

12 June 1943 - Bochum
21 June 1943 - Krefeld
22 June 1943 - Mulheim
28 June 1943 - Cologne
6 July 1943 - GARDENING
24 July 1943 - Hamburg
29 July 1943 - Hamburg
2 August 1943 - Hamburg
9 August 1943 - Mannheim
17 August 1943 - Peenemunde
22 August 1943 - Leverskusen
22 September 1943 - Hanover
3 September 1943 - Berlin
5 September 1943 - Mannheim
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
1 October 1943 - Hagen
22 October 1943 - Kassel
3 November 1943 - Dusseldorf
10 November 1943 - Modane
18 November 1943 - Berlin
16 December 1943 - Berlin
20 December 1943 - Mannheim
23 December 1943 - Berlin

Flight Sergeant Farmer is a Canadian mid-upper gunner and has now participated in twenty-seven operations against targets in Germany and northern Italy, outstanding amongst which are Cologne, Milan, Nuremburg, Hanover and Berlin. Flight Sergeant Farmer has frequently faced heavy odds in the form of enemy fighters, but the same coolness and courage which he has instilled into the members of his squadron has been instrumental in extricating his aircraft from many perilous situations. This cheerful confidence has moreover inspired a high standard of moral in his crew. This NCO's fine example fully merits the award of the Distinguished Flying Medal.

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FARMER, W/C Alfred Wells (C14763) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. See **Canadian Who's Who**, 1968. Born in Lake Mary, Florida, 3 October 1903. Educated at University of Toronto (Medical School) graduating 1927, then taking five years post-graduate training. Subsequently on staff of Sick Childrens' Hospital. Maintained private practice in plastic

surgery and taught at University of Toronto. Enlisted 5 October 1942 with rank of Squadron Leader. Served in No.1 Training Command, 8 November 1942 until 1 June 1943, after which he was appointed surgical consultant at AFHQ. Promoted Wing Commander, 1 October 1943. Left the RCAF, 30 August 1945 but was appointed a member of advisory medical committee to the RCAF and consultant in surgery (1946), remaining on RCAF Reserve. Awarded Queen's Coronation Medal, 23 October 1953 (Group Captain). Surgeon-in-Chief, Hospital for Sick Children, 1956 to 1966; Surgeon-in-Chief and Consultant to Sunnybrook Hospital, 1966 to 1976. Died 31 July 2002.

This officer came to the Royal Canadian Air Force as an outstanding general surgeon and a recognized authority in plastic surgery. Shortly after commissioning he was appointed Consultant in Surgery to the Royal Canadian Air Force. He has been responsible for an organization of surgical arrangements which has not only ensured the best possible treatment in the shortest possible time, but also has reduced the numbers and degree of disabled and pensionable cases. He has been a leading factor in the development of the Medical Reconditioning Programme for the physical rehabilitation of all surgical cases. In 1943 he visited the United Kingdom and co-ordinated arrangements with Canada. He has been willing to personally treat cases requiring the services of his great skill. His energy and devotion to duty have been exemplary.

Note: Appointed Member, Order of Canada, 23 December 1985 (invested 9 April 1986) with the following citation:

Struck by the sight of horribly maimed victims of fires and explosions during W.W. II, he developed methods of burn treatment and related reconstructive surgery which are in universal use today. During his career as a renowned surgeon, administrator and teacher, largely at the Hospital for Sick Children and the University of Toronto, he has made varied contributions to the field of plastic surgery and is considered to be the father of reconstructive hand surgery in Canada.

The following is from a website,

http://journals.lww.com/plasreconsurg/Fulltext/2003/09010/Alfred_Wells_Farmer,_C_M,_M_B_E,_M_B_,.34.aspx:

Dr. Alfred Wells Farmer's academic professional life could be divided into three eras. First, from 1942 to 1945, he was Chief Surgical Consultant to the Royal Canadian Air Force. Next, he was Surgeon-in-Chief to The Hospital for Sick Children, from 1956 to 1966. Last, he was Surgeon-in-Chief and Consultant to Sunnybrook Hospital, from 1966 to 1976. When he died on July 31, 2002, he was 98 years old. Dr. Farmer was affectionately known as "Farm" or, occasionally,

“Alfie” or “Al” by his many friends and senior associates.

Farm was born in Florida, one of seven children, of British parents. His father graduated from Cambridge University as a lawyer but never practiced law. According to Dr. Farmer and his wife, he was an unusual man. Rarely home, he spent a great deal of time researching citrus farms in Africa, South America, Cuba, and Florida; during later trips, he taught fruit farming. He was a stern man who had wanderlust. Dr. Farmer’s mother was from a well-to-do family. She was a schoolteacher in Britain, spoke both French and German, and was an artist. Apparently, one or two family letters have been found that show concern about the marriage. Nevertheless, there were seven children, born quite close together, including Dr. Farmer, in Florida, where his father had acquired a fruit farm of mostly orange trees. Dr. Farmer had wonderful memories of life in Florida, including watching alligators in the farm pond catch chickens by the mouthful. He never forgot the smell of oranges in the sand. “Having an orange grove in Florida in those days was a measure of success,” he said. “The well-to-do from Boston took the train to Florida to spend their holidays in their orange groves.”

His father, ever conscious of social status and education, decided to move the family to a farm on the outskirts of Boston. They made the very difficult trip by horse and wagon with six children. At that time, Dr. Farmer was the youngest and a twin. His twin brother died shortly after birth. This move was not successful, as his father did not want his children to have a Boston accent. The family moved to England next, by which time all the children were in school. After a few years, his father decided he wanted a peach farm, saw a place on the map known as the Niagara Peninsula, and moved his family to a peach farm on the outskirts of St. Catharines, Ontario.

Dr. Farmer had three brothers. Arthur went into the British military and was badly wounded at Gallipoli. Richard joined the U.S. Marines, became fatally ill with a parasite, and later died in the United States. Robert developed tuberculosis at about 15 years of age and died. Farm had three sisters, all of whom were very good to him. Aileen was a secretary for a major law firm; Molly looked after her mother, the house, and family and became a champion golfer; and Freda worked for the Bank of Commerce.

Farm was very successful in high school. He was a medalist and passed all possible subjects in grade 13, eighteen in all, excelling in math and sciences. A choirboy, he maintained his fine tenor voice throughout his lifetime. One of his daughters said that he liked to sing with the family when driving to the farm on the weekends. He frequently sang hymns, and later recalled singing the songs of today as a choirboy. He rowed in the 8’s and 4’s for his school on the Henley

course at nearby Port Dalhousie. He was a quarterback on his school's football team, a position he continued to play on into medical school at the intramural and varsity levels. For his successes, he earned his university's block T. One could say that he quarterbacked all the way through his academic professional life.

Dr. Farmer had successful summer jobs in medium to heavy industry. One summer he served as a tallyman during the excavation of the Welland Canal, recording the number of wagonloads removed daily. When he was too young for university, he took a job as an office boy with Alcan. He is said to have reorganized the whole office during those 2 years. Once he recalled an incident that happened when he was sent to pick strawberries at the Laura Secord Family farm. After he ate so many strawberries that he became sick, he moved over to the asparagus patch, emptied his stomach, and returned to the berry patch to pick and eat more. He had a strong desire to enter the business world, but his mother very much wanted a doctor in the family; to her wishes he succumbed, keeping his business interests as one of his successful hobbies throughout his life.

In talking about business, he told of a somewhat related experience. He had cared for a Newfoundland politician's son who had been severely burned. After discharging the boy from a long hospital stay, Dr. Farmer made out the bill for \$2000 and had his secretary mail it to the family. In due course, a representative from the medical insurance company responsible for government employees' health care appeared at Dr. Farmer's office and thanked him for keeping the bill so reasonable. He then handed over an envelope, shook hands, and left. When Dr. Farmer's secretary opened the envelope, she found a check for \$20,000! Of course, it was returned post haste.

Farm was elected to the Alpha Omega Alpha fraternity before graduating with a bachelor's degree in medicine from the University of Toronto in 1927 and completing his doctorate in medicine in 1928. There followed 5 years of graduate training starting at Toronto General Hospital and The Hospital for Sick Children. The last year of training was arranged by Dr. W. E. Gallie, then Surgeon-in-Chief of Toronto General Hospital and later the Dean of the Faculty of Medicine of the University of Toronto. Dr. Gallie saw the need for surgeons trained in reconstructive surgery and made arrangements for two young general surgeons, Dr. Farmer and Dr. Stuart Gordon, to train in England under Dr. Harold Gillies (later Sir Harold Gillies). Dr. Farmer did not always agree with Dr. Gillies's teachings and left to study at several centers on the continent. In 1932, he was appointed to the active staff at The Hospital for Sick Children and the teaching staff of the University of Toronto. In 1939, the Royal College of Physicians and Surgeons of Canada certified him in three specialties, plastic surgery, orthopedic

surgery, and general surgery.

From 1942 to 1945, Dr. Farmer served in the Royal Canadian Air Force as Chief Surgical Consultant responsible for the organization and direction of surgical services. He was awarded the rank of Group Captain. He was also responsible for the creation of specialty services within the Army, Navy, Air Force (Royal Canadian Air Force), and Department of Veterans Affairs. This led to the concept of the joint service use of specialists within the Canadian military. In 1943, in preparation for the event of large-scale casualties, with the Department of Veterans Affairs and the Royal Canadian Air Force he formed a Plastic Surgery Unit at Christie Street Hospital in Toronto. For his work he became, in 1945, a Member of the British Empire, received the Coronation Medal, and was appointed Queen's Honorary Surgeon for a period of 2 years (QHS).

Dr. Farmer was postwar Chairman of the Medical Advisory Committee to the Royal Canadian Air Force until the three services were combined. After that, he was their orthopedic and plastic surgery consultant. He organized the panel on burns and wounds for the Defense Research Board of Canada. For part of this time, he was a member of the advisory board on burns for the Shriners of America, which was responsible for the centralization and focusing of burn treatment in major burn centers in North America.

In 1956, he was appointed Surgeon-in-Chief at The Hospital for Sick Children and remained in that position until 1966. His first contribution in that position was to reorganize the Department of Surgery into seven divisions: general surgery, orthopedic surgery, neurology, urology, cardiac surgery, plastic surgery, and research. Next he formed an outpatient surgery facility, the first in Canada, greatly decreasing the length of patients' hospital stays. During this time and before, he served as Chairman of the Medical Advisory Committee of the Ontario Society for Crippled Children, which later became the Easter Seal Society.

Dr. Farmer was a visionary. He could see what needed to be done and how to go about doing it. He was a rapid decision maker. If a treatment or procedure was not working quite right, he was quick to recognize the defect and correct it. He had an inquiring mind, which led to surgical innovation. He was a stimulator and a facilitator, always with kindness, which was sometimes submerged by his outgoing manner and tough exterior.

In 1966, Dr. Farmer was invited by the University of Toronto to set up the Department of Surgery and its divisions in its new acquisition, Sunnybrook Hospital (now the Sunnybrook and Women's College Health Sciences Center).

In 1978, the Canadian Society of Plastic Surgeons established the A. W. Farmer Lectureship. Since then, 24 lectures have been given, each by a leading-edge plastic and reconstructive surgeon.

Dr. Farmer was a dexterous and imaginative clinical plastic and reconstructive surgeon and made a number of original contributions. In the case of patients with avulsion injuries, he pioneered transferring bone from one leg to the other in such a way that the bone being transferred never lost its blood supply, and he added greatly to our concept of the treatment of children's birth deformities. As Chief Surgeon, he had the ability to supply the ideal conditions for superlative work, to stimulate those working under him, and then to hope they would produce. His teaching ability developed many capable plastic surgeons who became teachers of the generation that followed.

Dr. Farmer was a founder of both American and Canadian plastic surgery. He was a founding member of the American Board of Plastic Surgery, Inc., the certifying body for American plastic surgeons, and of the American Society for Surgery of the Hand. He was a very early member of the American Association of Plastic Surgery, the oldest organized body of plastic surgeons in the world. He was also a founding member of the Canadian Society of Plastic Surgeons. Many consider him to be the father of Canadian hand surgery, now a sophisticated subspecialty. His experiments with cellophane as an interposition substance led to improvements in tendon surgery, and his concepts of pedicle flaps and free skin grafts greatly improved the reconstruction of the burned and severely traumatized hand. His research findings and clinical improvements have been reported in 64 peer-reviewed publications and resulted in his award of the Order of Canada (C.M.).

Dr. Farmer was predeceased by his wife. Together they developed their beautifully landscaped farm and Ontario Heritage home at Blue Mountain in the Collingwood region of Ontario. They were very proud of their two daughters, four grandchildren, and seven great-grandchildren. Dr. Farmer retired around 1981, a kind and thoughtful father and doctor, and a great surgeon, teacher, and administrator.

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FARMER, P/O Henry Horatio (J17773) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Stratford, Ontario, 4 May 1915; home there. Upholsterer and feltman. Enlisted in North Bay, 28 October 1940 for General Duties. To No.5 BGS, 23 December 1940. Promoted Corporal, 8 January 1941. Remustered to aircrew, 4 June 1941 when he reverted to AC2; posted to No.1

WS, 19 July 1941. Promoted LAC, 22 August 1941. To No.1 BGS, 31 January 1942. Graduated and promoted Sergeant, 2 March 1942. To "Y" Depot, 3 March 1942. To RAF overseas, 19 March 1942. Commissioned 15 May 1943. Repatriated 8 June 1945. Retired 5 September 1945. No citation in AFRO.

FARMER, F/O Henry Horatio (J17773) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had flown two tours. The first was 34 sorties (218 hours 40 minutes), 26 October 1942 to 24 July 1943 (including six anti-submarine patrols from 26 October 1942 to 11 November 1942 plus an Air/Sea Rescue trip on 13 November 1942; gap in operations from then to 16 February 1943); second tour was 18 sorties (121 hours 45 minutes), 6 December 1944 to 10 April 1945.

This officer, who has already completed one operational tour, has participated in eighteen sorties on his second. He has at all times displayed an exceptionally high standard of courage, leadership, skill and determination in performing his duties as wireless operator air gunner. His cheerfulness and devotion to duty have been most praiseworthy.

It is considered that Flying Officer Farmer's ability and fine example, combined with an aggressive fighting spirit, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

First Tour:

26 October 1942 - anti-submarine patrol (8.15)
29 October 1942 - anti-submarine patrol (11.00)
2 November 1942 - anti-submarine patrol (9.00)
5 November 1942 - anti-submarine patrol (7.15)
8 November 1942 - anti-submarine patrol (10.55)
11 November 1942 - anti-submarine patrol (8.40)
13 November 1942 - Air/Sea Rescue (3,30)
16 February 1943 - Lorient (6.15)
21 February 1943 - Bremen (5.45)
25 February 1943 - Nuremberg (8.35)
26 February 1943 - Cologne (4.50)
28 February 1943 - St. Nazaire (6.00)
8 March 1943 - Nuremberg (7.30)

9 March 1943 - Munich (7.25)
11 March 1943 - Stuttgart (6.35)
12 March 1943 - Essen (4.50)
29 March 1943 - Berlin (4.30 - duty not carried out)
3 April 1943 - Essen (5.35)
4 April 1943 - Kiel (5.10)
26 April 1943 - Duisburg (5.00)
27 April 1943 - Gardening (3.35)
30 April 1943 - Essen (4.50)
4 May 1943 - Dortmund (4.50)
23 May 1943 - Dortmund (5.05)
25 May 1943 - Dusseldorf (4.30)
27 May 1943 - Essen (5.20)
29 May 1943 - Wuppertal (5.10)
11 June 1943 - Dusseldorf (4.45)
12 June 1943 - Bochum (5.40)
3 July 1943 - Cologne (5.30)
8 July 1943 - Cologne (5.45)
12 July 1943 - Turin (10.00)
15 July 1943 - Bologne (9.30)
24 July 1943 - Leghorn (7.35)

Second Tour

6 December 1944 - Osnabruck (6.15)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (5.40)
30 December 1944 - Cologne (5.55)
2 January 1945 - Ludwigshaven (6.50)
6 January 1945 - Hanau (7.10)
1 February 1945 - Mainz (7.20)
4 February 1945 - Osterfeld (6.00)
19 February 1945 - Bohlen (8.00)
8 March 1945 - Hamburg (6.00)
9 March 1945 - Gardening, Oslo (7.40)
11 March 1945 - Essen (6.20)
13 March 1945 - Wuppertal (5.45)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Castrop Rauxel (6.05)
31 March 1945 - Hamburg (5.55)
4 April 1945 - Merseburg (9.20)
10 April 1945 - Leipzig (8.10)

Application for Operational Wing dated 23 April 1945 states that on second tour he had flown 19 sorties (127 hours), 6 December 1944 to 22 April 1945.

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FARQUHARSON, Section Officer (N/S) Elizabeth Rebecca (C5410) - **Associate, Royal Red Cross** - No.3 Manning Depot - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Enlisted in Edmonton, 28 May 1941 as Nursing Sister. On staff of No.3 Manning Depot from 9 September 1941 onwards; granted rank of Section Officer, 1 September 1942; promoted Flight Officer, 28 November 1942; to Technical Training School, 7 May 1943. Appointed Matron, 1 July 1943. To Rockcliffe, 8 August 1944. To "Y" Depot, 16 February 1945 but does not appear to have gone overseas and may have been posted there to meet returning draughts. Retired 4 October 1945.

This Nursing Sister has rendered most efficient and valuable service and has shown extreme devotion to duty in the capacity of senior nurse. She has unselfishly devoted many extra hours to instructing and preparing hospital assistants, for examinations and tests, thus increasing their usefulness to the service. She has been most useful in the selection of prospective nurses and has been responsible for training a number of these new nurses sufficiently to permit them to be employed readily and effectively in hospital work. Frequently, during periods of shortage of hospital help, she has voluntarily performed many duties not usually required of a nursing sister.

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FARQUHARSON, F/O Gordon Henry Taylor (J15976) - **Distinguished Flying Cross** - No.416 Squadron - Award effective 21 August 1944 as per **London Gazette** dated 29 August 1944 and AFRO 2373/44 dated 3 November 1944. Born in Toronto, 10 May 1921. Home in Corbeyville, Ontario. In Cadet Movement for five years. Enlisted in Toronto, 28 October 1940. To No.7 Equipment Depot, 28 November 1940. To No.2 ITS, 15 January 1941; graduated and promoted LAC, 20 February 1941 and posted next day to No.2 EFTS; may have graduated 22 April 1941 but not posted to No.32 SFTS until 3 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 14 August 1941. Promoted Flight Sergeant on 1 February 1942. Further trained at No.54 OTU. Posted to Malta, 3 May 1942, arriving via aircraft carrier fly-off on 9 May 1942; assigned to No.126 Squadron. Promoted Warrant Officer on 1 August 1942; subsequently commissioned with effect from 1 July 1942. Returning to Britain, he was injured in a Liberator crash at Gibraltar, 31 October 1942. Assigned to No.61 OTU, 2 December 1942. Promoted Flying Officer, 1 January 1943; promoted Flight Lieutenant, 10 April 1944. To No.416 Squadron, 10 September 1943. Repatriated to Canada, 29 September 1944, arriving 7 October 1944. To No.1 Composite Training School, 15 November

1944; staff posting to No.6 Repair Depot, 5 January to 17 May 1945; to AFHQ, 18 May 1945. Released on 14 September 1945. Practiced law for 55 years after the war (QC, LSM). Also with RCAF Auxiliary, 11 August 1947. Died in Peterborough, Ontario, 13 June 2004. The following list of victories is gleaned from Chris Shores, **Malta: The Spitfire Year** and from Directorate of History and Heritage fighter claims cards: **15 June 1942**, one BR.20 damaged (actually a Ju.88); **6 July 1942**, one Z.1007 damaged; **11 July 1942**, one Re.2001 destroyed (claimed as an MC.202); **13 July 1942**, one Ju.88 damaged; **28 July 1942**, one Ju.88 destroyed (shared with four others); **27 August 1942**, one Bf.109 damaged (flying Spitfire BP992); **13 October 1942**, one Bf.109 probably destroyed plus one Ju.88 probably destroyed (separate sorties); **14 October 1942**, one Bf.109 destroyed; **28 June 1944**, one Bf.109 destroyed.

Flying Officer Farquharson is a keen and enthusiastic fighter pilot. He has led his flight on numerous occasions and has proved himself a good and capable leader. He has destroyed at least four enemy aircraft.

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FARQUHARSON, WO John Ernest (R144254 and J90794) - **Distinguished Flying Cross** - No.622 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 7 April 1917 in Charlottetown, Prince Edward Island. Photographer; home in Toronto; enlisted there 21 November 1941. To No.1 Manning Depot, 29 January 1943. To No.1 Training Command, 28 February 1942. To No.1 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.4 AOS until 15 August 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, Halifax, 27 December 1942; taken on strength overseas on 4 January 1943. Promoted to Flight Sergeant on 4 June 1943; commissioned 24 October 1944. Repatriated to Canada 29 November 1944. To No.1 Composite Training School, 14 March 1945. To No.1 Equipment Depot, 22 April 1945. Promoted Flying Officer, 24 April 1945. To No.6 OTU, 18 December 1945. Re-engaged for Interim Force and posted to Greenwood, 27 February 1946. To Eastern Air Command Communication Flight, 10 March 1946. To No.1 Composite Training School, 10 April 1946. To Release Centre, 11 August 1946. Retired 21 September 1946. Died 11 October 1968 as per DVA letter dated 21 October 1968. Cited with FS A.C. Cole, RAF (awarded CGM).

In August 1944, Warrant Officer Farquharson and Flight Sergeant Cole were navigator and wireless operator respectively of an aircraft detailed to attack Stettin. On the return flight the aircraft was intercepted and severely damaged by an enemy fighter. Although seriously wounded and in great pain, Warrant Officer Farquharson continued his navigational duties but was finally persuaded to be removed to a rest bed where he was given an injection of morphia. Meantime, Flight Sergeant Cole, although injured in the thigh by a piece of shrapnel, concealed the seriousness of his wound and took over the task of navigating the aircraft back to base. The English coast was eventually crossed

and a landing was made at the first available airfield. Weak from loss of blood, Flight Sergeant Cole was on the verge of collapse and was removed to a hospital. These airmen have completed many sorties and their gallantry and devotion to duty have been of a very high order.

Public Record Office Air 2/9160 has recommendation drafted by W/C P.Ck. Swales, 3 September 1944 when he had flown 27 sorties (125 hours 50 minutes):

Warrant Officer Farquharson has now completed 27 operational sorties as Navigator, many against long range targets in Germany and his navigation has always been of a very high standard.

On one occasion when returning from Germany the two outer engines failed and the reduced speed of the aircraft left it far behind the main bomber stream. By skilful navigation Warrant Officer Farquharson cut short the route and avoiding all defended areas he was primarily responsible for the safe landing of the aircraft in this country.

On the 29th August 1944, his aircraft was attacked by an enemy night fighter and badly damaged. Warrant Officer Farquharson was hit by over 60 pieces of shrapnel and collapsed over the navigation table. Although seriously wounded and in great pain he was quite conscious and loathe to leave his navigational duties. He was finally persuaded to leave the navigation to the Wireless Operator and was removed to the rest bed where his wounds were treated and he was given an injection of morphia.

Throughout his operational tour he has always shown determination and gallantry in action of outstanding merit for which I recommend the award of the Distinguished Flying Cross.

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FARQUHARSON, W/C Ray Fletcher (C35055) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Claude, Ontario, 4 August 1897; attended University of Toronto where he subsequently taught. Conscripted into the Canadian Army on 15 May 1918, serving in the Canadian Field Artillery (67th Battery) as a gunner. He did not serve overseas, and was recalled from the military to complete his medical schooling, graduating in 1922. Home in Toronto; enlisted in RCAF there 25 August 1943 in Medical Branch and granted rank of Wing Commander. With No.1 Training Command from then until posted to Britain, 4 July 1944; returned to No.1 Air Command as of 15 January 1945; released 22 November 1945. During the war, he chaired the Penicillin Committee of Canada, which regulated the distribution

of penicillin to the armed forces, and was a consultant to the RCAF's Director of Medical Services. He was also consulted on medical matters by both the other branches of the Canadian armed forces and by various Allied medical groups. He supervised medical experiments involving penicillin therapy conducted in Ontario hospitals in 1943–44, and was temporarily appointed Director of Medicine at Christie St. Veteran's Hospital in Toronto. After V-E Day, he travelled to Belgium to supervise the administration of penicillin therapy, and later became involved in the care and treatment of war veterans. After the war served with Banting Institute and Defence Research Board; awarded Queen's Coronation Medal in October 1953. Director of medicine for Toronto veterans' hospitals from 1945 to 1947, and at the same time served as president of the Royal College of Physicians and Surgeons of Canada. He became a member of the National Research Council of Canada in 1951, and in 1957 was named the director of the Division of Medical Research. In 1958, he chaired a Privy Council Committee tasked with producing a report on the state of medical research in Canada; this charge was in response to a 1957 report by the Association of Canadian Medical Colleges to the Prime Minister, which suggested that medical research in Canada was underfunded. While researching his report, he visited the Soviet Union in 1959 as part of a contingent representing the Research Council; he remarked on the country's apparent emphasis on scientific research, and invited Soviet scientists to visit Canada. Farquharson concluded that existing government support for research in Canada failed to specifically address medical research as an independent discipline and was financially insufficient. His "Farquharson Report" led to the formation of the Medical Research Council of Canada in 1960, over which he presided until his death. Died in Ottawa, 1 June 1965, while attending a conference. Posthumously inducted into the Canadian Medical Hall of Fame in 1998. See Wikipedia entry about him.

An outstanding figure in the field of medicine, this officer has given service well beyond the ordinary requirements of his position. Chief among his achievements have been his chairmanship of the Penicillin Committee of Canada and his correlation of consultant services, not only in the Royal Canadian Air Force but also of other branches of the Armed Forces and from an international point of view. He arrived in Belgium after VE-Day to observe the practical application of penicillin therapy which he has done so much to develop. For his outstanding services to suffering humanity he is deserving of the highest praise.

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FARQUHARSON, S/L William (C3139) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Toronto; enlisted there 25 April 1941 with rank of Flight Lieutenant (Works and Buildings trade); at No.4 EFTS until posted overseas, 31 March 1942; promoted to Squadron Leader, 8 March 1943; repatriated to Canada in April 1945; to Station Edmonton, 13 April 1945. Released 24 May 1945.

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FARRELL, S/L Desmond William (C1462) - **Mention in Despatches** - No.407 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Montreal, 21 September 1915. Initially educated in Montreal but then attended Ampleforth College, England for nine years. Attended McGill University for three years (arts, switching to engineering). Employed by Canadian Industries Limited (CIL), 1938-1939 as a Technical Officer. Enlisted in Montreal, 2 January 1940 (commissioned effective from that date). Wife in Montreal. To Air Training Command Headquarters, 2 January 1940. Attached to Border Cities Aero Club, 2 January 1940. To Station Trenton, 25 March 1940. To No.1 ITS, Toronto, 23 April 1940; At Camp Borden for uncertain period; to Station Trenton, 13 August 1940. To No.12 EFTS, Goderich, 21 September 1940; to Camp Borden again, 11 October 1940; to No.2 EFTS, Fort William, 11 February 1941. Promoted Flight Lieutenant, 15 September 1941. Instructed at Fort William to 15 March 1942 when posted to No.10 SFTS, 16 March 1942 and served there to 30 December 1942. Attended No.1 General Reconnaissance School, Summerside, 31 December 1942 to 19 March 1943. Posted overseas 25 March 1943; disembarked in Britain on 11 April 1943. To RAF Station Luivavady (?), 4 May 1943. To No.3 (Coastal) OTU, 22 May 1943. To No.407 Squadron, 30 June 1943. As of 31 August 1943 his Commanding Officer wrote of him, "This officer will make a good flight commander." Promoted Squadron Leader, 19 December 1943. Killed in action 6/7 June 1944 (Wellington HQ149). DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for a DFC dated 27 June 1944; this was turned down at Station Chivenor, 1 July 1944 because it had been submitted after Farrell went missing. He had made attacks on U-boats on 22 December 1943 and 11 March 1944. RCAF photo PL-28137 (ex UK-8740 dated 17 March 1944) shows Flight Sergeant H.W. Ridge (Hamilton) and S/L D.W. Farrell (Montreal). Photo PL-28148 (ex UK-8751 dated 17 March 1944) shows two pilots of No.407 Squadron - S/L D.W. Farrell (Montreal, left) and F/L Hugh Laidlaw (Ottawa, right).

This officer served in this unit for a period of just under thirteen months. He had to his credit two attacks on submarines and one sighting. In his capacity as Flight Commander he was an inspiration and help to all junior officers under him, a decided asset to the squadron. Squadron Leader Farrell failed to return from a Ranger Patrol on the night of June 6th, 1944.

NOTE: Assessments demonstrate his progress and keenness. On 4 December 1940, F/L H.A. Johnson, No.2 EFTS, described him thus:

A willing instructor but as yet he lacks the experience to properly organize and control the training of his pupils. Professional and all other, relatively below average.

By 11 June 1941, F/L Johnson had improved his opinion of Farrell:

A thoroughly reliable officer doing a good job and keen on his work; is careful in his administrative work. Is inclined to be shy giving an erroneous impression of lacking responsibility.

As of 15 December 1941, S/L (as he now was) Johnson wrote:

Has sound knowledge of flying and training matters. Extremely loyal. Conscientious and reliable. Executes his duty with thorough method. Inclined to make hasty decisions on seemingly unimportant matters. Takes his work seriously.

Farrell was restless, however, and on 26 January 1942, as Assistant Supervisory Officer, No.2 EFTS, he wrote to the Chief Supervisory Officer:

I respectfully request that I be posted. It is, in my opinion, in the best interests of the Service that I be moved to another Station. My reasons for this request and my preferences are as follows:

I would prefer to be posted Overseas or to an Operational area as I have been engaged in training since July 1940. If this is impossible and my posting is to be to another Training Unit, I would wish to be posted to a Service Flying Training School.

I have been at Fort William testing elementary pupils in Tiger Moths since February 1941. During this time, except for a few flights in Airspeed Oxfords and Cessna Crane aircraft, I have not had the opportunity to fly Service type aircraft. The types of advanced aircraft which I have flown are Airspeed Oxford, Avro Anson, Harvard Mark I and II, Yale, Lockheed 10 and 12, and Cessna Crane. On account of the character of the surrounding country, I have not been able to perform cross country or navigational practice flights.

Since coming to Fort William I have had much valuable experience in administrative work and in the general running of a Station and the handling of men, but under the new system which is about to come into effect in which Thunder Bay Air Training School intends to run their own School, I feel that the knowledge and experience gained will no longer be of service.

RCAF Press Release No. 17 dated 19 January 1944 from S/L Tilley described the U-boat attack made by F/L D.W. Farrell crew on December 2, 1943, in Wellington N/407.

A Canadian crew from the R.C.A.F. Demon Squadron of Coastal Command recently sighted and attacked a fully surfaced U-boat in the Bay of Biscay and

later celebrated the event by feasting on a roast chicken as their Wellington bomber carried them back to base in England.

F/L Desmond William Farrell, 28-year-old pilot of 3449 Ontario Avenue, Montreal, was Skipper of the attacking aircraft which intercepted the enemy sub as it was trying to reach the Allied shipping lanes undetected. It was his first U-boat attack although he'd made a sighting during a previous patrol.

Flying "N for Nan" on a routine operational flight over the Bay of Biscay, the Demon crew took off at dusk and picked up the enemy sub when they were on patrol. Intense enemy flak, coming from four anti-aircraft guns on the sub's deck, was encountered during the attack which followed. But a rough sea, experienced at the time, interfered with the aim of the Nazi gunners and the Wimpy escaped undamaged.

Farrell, who has been flying with the Demon Squadron since last summer, had four other Canadians with him when the attack was made. They were W.O.I G.A. Biddle, 2204 Parent Avenue, Windsor, Ontario, 2nd pilot; F/O A.J. Hoddinott, Birds Hill, Manitoba, navigator; F/S C.J. Hall, R.R.3, Kelowna, B.C., WOP-AG; and F/L W.H. Brown, 40 Winston Avenue, Amherst, N.S., a WOP-AG who is on his second tour of ops, having finished a tour with the Demons in the days when they were flying Hudsons on shipping strikes off the Dutch coast. The third air-gunner, Sergeant T.A. Webb, London, England, was the only non-Canadian in the crew.

When the Wellington got back to base, Hoddinott, the navigator, told how his skipper had been the first to spot the enemy sub.

Des Farrell saw what looked to be a white line of phosphorescence straight ahead of us," he said. "It was a fully surfaced U-boat all right, and we could all see it perfectly when we got within three quarters of a mile range."

The Nazi gunners lost no time in opening fire at the Wimpy, and Hoddinott, aiming straight at the conning tower, replied from the aircraft's front gun. Farrell immediately took the bomber down for the attack and Webb, who was operating the rear gun, reported that the depth charges straddled the sub half way between the conning tower and its stern. It was impossible, however, for the crew to observe the exact damage.

The force of the explosions shook the aircraft and all of the Nazi guns were silenced a few seconds after the depth charges were released. The U-boat remained on the surface for eight minutes and then disappeared. No trace of it

was seen again. But "N for Nan" kept circling the area for about an hour before dropping markers and heading back to base.

W.O.I Biddle, the second pilot, almost electrified his teammates during the return flight when he suddenly produced a roast chicken which in wartime England is now becoming almost as scarce as a U-boat in the Bay of Biscay.

"It was certainly a grand way to celebrate," Hoddinott exclaimed. "I sat and chewed away on a drumstick all the way home."

Almost all aircrew who fly with Coastal Command have their pet superstitions although many of them won't admit it. And Art Hoddinott is no exception. He always takes a piece of string and ties a white donkey good-luck charm to his tie clip before going out on a sub hunting expedition. Two days before this trip, while flying with a different crew, he'd been in on a sighting but his first actual U-boat attack occurred during his 13th patrol.

The successful performance of "N for Nan" during this attack was largely due to the R.C.A.F. ground crew entrusted with its maintenance. LAC C.A. Huntley, of Baildon, Sask., was the fitter, and LAC C.T. Bootle, 42 Lawrence Street, Brantford, Ontario, was the rigger who made certain that the Wellington was in perfect condition before it took off on this particular patrol.

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FARRELL, F/O James Francis (J44106) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 14 May 1918. American in the RCAF; born 14 May 1918; home in Jersey City, New Jersey. Enlisted in Montreal, 20 February 1941 and posted to No.1 Manning Depot. To No.1 BGS (guard), 23 March 1941; to No.1 ITS, 11 May 1941; graduated and promoted LAC, 21 June 1940 when posted to No.12 EFTS; graduated 8 August 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 24 October 1941). To "Y" Depot, Halifax, 25 October 1941; taken on strength overseas, 11 November 1941; promoted to Flight Sergeant at uncertain date and to Warrant Office 2nd Class, 1 April 1943; repatriated to Canada in June 1943 and posted to No.1 OTU; commissioned 24 November 1943; to "Y" Depot, 22 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944; promoted to Flying Officer 24 May 1944; repatriated 2 August 1945; to United Kingdom, 22 November 1945; repatriated again, 31 March 1946; released 12 April 1946.

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FARRELL, P/O Leonard (J90896) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19

October 1945. Born 22 November 1923 in Bay du Hord, Newfoundland; home there. Lumberman. Enlisted in Halifax, 16 February 1943 as Airdrome Defence and posted to No.5 Manning Depot. To "Y" Depot, 9 April 1943. To No.1 Manning Depot, 26 June 1943 on remuster to aircrew. To Air Gunner Ground Training School, 7 August 1943; promoted LAC, 18 September 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, Halifax, 12 November 1943; taken on strength overseas on 25 November 1943; commissioned 16 October 1944; repatriated 6 February 1945; promoted to Flying Officer, 16 April 1945; released 25 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 23 March 1945 when he had flown 34 sorties (162 hours ten minutes) between 24 June and 6 December 1944.

This officer has completed thirty-four successful sorties over enemy territory. His tenacity of purpose, endurance and fine offensive spirit have contributed largely to the success of the crew.

His splendid record and high degree of courage warrant a strong recommendation for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

24 June 1944 - Bernieres (3.55)
27 June 1944 - Foret d'Eary (3.25, day)
3 July 1944 - Biennais (3.50, day)
5 July 1944 - Biennais (3.40, day)
7 July 1944 - Caen (4.10, day)
12 July 1944 - Thiverny (4.15, day)
15 July 1944 - Nucourt (4.10, day)
17 July 1944 - Caen (4.00)
1 August 1944 - Ferme de Forrestel (4.00, day)
3 August 1944 - Foret de Nieppe (3.50, day)
4 August 1944 Bois de Cassan (4.35, day)
5 August 1944 St.Leu d'Esserent (4.25, day)
7 August 1944 - La Hogue (4.40, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.20)
14 August 1944 - Bons Tassily (4.15, day)
15 August 1944 - Brussels (3.45, day)
16 August 1944 - Kiel (5.30)
28 August 1944 - Brest (3.30)

31 August 1944 - Ile de Cezembre (4.45, day)
6 September 1944 - Emden (3.50, day)
9 September 1944 - Le Havre (4.45, day)
15 October 1944 - Wilhelmshaven (4.35, day)
23 October 1944 - Essen (5.40)
25 October 1944 - Hamburg (5.15)
6 November 1944 - Gelsenkirchen (4.45, day)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Neuss (5.10)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.25)
5 December 1944 - Soest (6.20)
6 December 1944 - Osnabruck (5.35, day)

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FARRELL, P/O Norman Bushell (C26200) - **Commended for Valuable Services** - No.4 EFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Montreal, 14 July 1910. Driving instructor (1928-1930), Aircraft Apprentice Flying and LaSalle Services, 1930-31, company failed), salesman with Shell Oil (1934-1936) and circulation department, Montreal **Gazette** (May 1936 to enlistment). Learned to fly at Montreal Light Aeroplane Club in 1939 on Aeronca, Fairchild 22 and Rambler Mark I (54 hours solo and eleven hours dual). Interviewed 15 June 1940 at which time it was noted that he was "Bilingual enough to instruct in French." Enlisted in Montreal, 24 July 1940 and posted to Trenton. Graded as a Temporary Sergeant on 17 August 1940 and posted to No.4 EFTS, Windsor Mills on the same day as instructor, having been granted Indefinite Leave Without Pay to serve as a civilian. Recalled to service, 1 December 1942 and granted rank of Warrant Officer Second Class with effect from 17 February 1942; to No.5 Manning Depot, 8 January 1943; to No.6 SFTS, Dunnville, 6 February 1943 for training; commissioned 30 April 1943. Posted to No.3 Flying Instructor School, Arnprior, 14 May 1943; to No.4 EFTS, Windsor Mills, 28 April 1943; promoted to Flying Officer, 30 October 1943; to No.13 EFTS, St. Eugene, 29 May 1944; promoted to Flight Lieutenant, 1 August 1944; released 30 January 1945. As of award had flown 2,836:25 hours, 2,718:10 as instructor, 417:30 in past six months. Returned to **Gazette** after war. Died in Sherbrooke, Quebec, 5 December 1976.

This officer has been employed on flying instruction at Elementary Schools since 1940 and his exceptional ability and conscientious devotion to duty, together with his systematic handling of pupils, has reflected his sincerity and whole-hearted effort in his work.

This began with a recommendation for an AFC from No.4 EFTS, 6 January 1944, by F/L G.O.

Palmer. Flying hours as noted above. Submission read as follows:

This officer enlisted on June 17, 1940. Since that time he has attended several courses and has won his wings. He started instructing in 1940 as a Cilian, being on indefinite leave without pay from the RCAF. He has done exceptionally good and conscientious work. He has handled his pupils very systematically. He has trained over 100 pupils and only five of these were ceased training. He has never had a flying accident. During the period January 1, 1942 to December 31, 1942, he flew 1,000:15 hours. He has a sincere and earnest desire to do his duty for the war effort to the greatest possible extent.

This was supported on 25 January 1944 by A/V/M Adelard Raymond (Air Officer Commanding, No.3 Training Command. However, at an uncertain date, this was reduced to a Commendation by Air Commodore H.L. Campbell.

FARRELL, F/L Norman Bushell (C26200) - **Air Force Cross** - No.4 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 2,836 hours (as of January 1944), 2,718 as instructor, 417 in previous six months.

This officer began instructing in 1940 as a civilian. He has done exceptionally good and conscientious work without a flying accident. He has handled his pupils very systematically and has trained over 100 pupils and only five of these were ceased training. He has a sincere and earnest desire to do his duty and has done so with skill and praiseworthy devotion to duty.

Notes: Instructor course had been taken 25 July to 15 August 1940. Given a Categorization Test by S/L William M. Foster, Visiting Flight, Central Flying School, whose report was dated 19 September 1941. At that time he had flown 1,000 hours solo and 64 hours 50 minutes dual. Tested on Finch 4682 and graded in following categories - Sequence ("Good"), Voice ("Clear"), Manner ("Convincing"), Ability to Impart Knowledge ("Average"), Ability as Pilot ("Average, instrument flying needs practice") plus general remarks ("This pilot is a capable instructor and presents his demonstrations in a convincing manner. Instrument flying needs practice"). Graded as Class II Instructor.

Accident at No.4 EFTS, Windsor Mills, 10 December 1941; Finch 1004, night flying practice. Aircraft struck deep snow bank while taxiing, nosed over, breaking propellor.

Report on course at No.3 Flying Instructor School dated 8 June 1943 stated his course had been examined that day on a Cornell. Course had involved 26 hours solo (day), 1.30 solo (night), 11.40 dual (day) and 1.30 dual (night). "A particularly fine instructor in character, manner and

ability.”

Tested by CFS Visiting Flight, 26 September 1944, at which time he had 3,181 hours total of which 2,920 hours were on elementary instructional aircraft. He had flown Fleet, Tiger Moth, Cornell, Harvard and Yale aircraft.

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FARRELL, P/O William Henry (J16461) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Toronto, 14 December 1920 (obituary notice); home in Toronto; educated at Riverside Collegiate where he was an outstanding participant in football, basketball and track. Enlisted in Toronto 8 January 1941. Trained at No.3 ITS (graduated 9 June 1941), No.13 EFTS, No.2 BGS (graduated 15 February 1942), No.3 AOS (graduated 31 December 1942), and No.1 CNS (graduated 18 March 1943). Dave Wallace reports that he was posted to the squadron, 30 September 1942 from No.22 OTU, so his sortie of 12 September 1942 (listed below) was presumably with the OTU. Following tour with No.101 Squadron he had a second tour with No.428 Squadron; total record was 46 sorties. Invested with DFC at Buckingham Palace. Postwar he attended University of Toronto (BA, Victoria College), 1948, Bachelor of Education, Ontario College of Education, 1949). Subsequently earned a Masters Degree in Education (1958). Rejoined RCAF on 17 May 1950 in the Training and Development Field, holding senior positions in Air Training Command including Chief of Training Standards. Retired in rank of Squadron Leader, 30 September 1969. Joined Department of Manpower and Immigration (Chief of Staff Training and Development Division) until retiring again in 1984. Died in Ottawa, 10 September 2009.

This officer has proved to be an outstanding navigator who has displayed exceptional keenness and skill. One night in December 1942, during an attack on Munich, his aircraft was severely damaged by anti-aircraft fire. The fine navigational skill displayed by Pilot Officer Farrell, considerably assisted his captain in flying the aircraft safely back to this country, despite heavy rain and low cloud. On another occasion while on a flight to Berlin his co-operation and support again enabled his pilot to return safely though heavy damage had been sustained during a combat with an enemy fighter. By his coolness, courage and devotion to duty, this officer has contributed to the successful completion of many operational sorties.

NOTE: Public Record Office Air 2/8950 has recommendation drafted 23 March 1943 when he had flown 30 sorties (202 hours minutes), including a very detailed sortie sheet:

13 September 1942 - Bremen (8.05) - Duty carried out
20 November 1942 - Turin (8.00) - Target identified and bombed

22 November 1942 - Stuttgart (8.10) - Bombed from 5,000 feet; bursts seen
28 November 1942 - Turin (8.30) - Fires started; bursts seen southeast of aiming point.
2 December 1942 - Frankfurt (7.45) - Duty carried out; landed on beam in 300 yards
visibility.
6 December 1942 - Mannheim (7.20) - Target bombed; heavy flak encountered
8 December 1942 - Mining (6.00) - Successful trip
9 December 1942 - Turin (8.00) - Bursts observed in target area.
11 December 1942 - Turin (7.10) - Target not attacked; appalling weather conditions,
unable to maintain sufficient height to cross Alps.
20 December 1942 - Duisburg (4.15) - Successful attack
21 December 1942 - Munich (8.15) - Flak damage; elevator, trimming tab control
severed.
3 January 1943 - Mining (7.20) - Successfully carried out.
16 January 1943 - Berlin (8.15) - Target bombed
17 January 1943 - Berlin (8.50) - Combat with Me.110 which was destroyed, but
Lancaster suffered severe damage.
23 January 1943 - Dusseldorf (4.40) - Duty carried out in 10/10 cloud.
27 January 1943 - Dusseldorf (5.05) - Successful trip.
30 January 1943 - Hamburg (5.55) - Target bombed in 10/10 cloud.
2 February 1943 - Cologne (5.25) - Fires started; good trip
4 February 1943 - Turin (8.15) - Successfully carried out.
18 February 1943 - Wilhelmshaven (4.45) - Bombed target area
21 February 1943 - Bremen (5.00) - Objective attacked
25 February 1943 - Nuremburg (8.00) - Target bombed
28 February 1943 - St.Nazaire (6.25) - Very successful trip
1 March 1943 - Berlin (7.20) - Duty carried out
3 March 1943 - Hamburg (5.15) - Good show under excellent conditions
5 March 1943 - Essen (4.30) - Duty completed; heavy flak experienced
8 March 1943 - Nuremburg (8.15) - Well concentrated effort
9 March 1943 - Munich (8.05) - Successful sortie
11 March 1943 - Stuttgart (8.50) - Target bombed

During his tour of operations on Lancaster aircraft with this squadron, Pilot
Officer W.H. Farrell, a Canadian, has shown outstanding determination to
achieve the very best results by his keenness and skill as a navigator.

On the occasion of the attack on Munich on the night of 21 December 1942,
when his aircraft was severely damaged by flak, the superb navigation by this
officer aided his captain to bring the aircraft safely back to this country despite
heavy rain and low cloud.

His splendid team spirit and cooperation with his captain was again displayed

on the night of the 17th January 1943, when their aircraft successfully returned to base following heavy damage sustained as a result of a combat with a Messerschmitt 110 over enemy territory.

By his coolness, courage and devotion to duty, this officer has largely contributed to the successful completion of many operational flights and his fine record of service, and the example he has set fully merits his recommendation for the award of the Distinguished Flying Cross.

This document was minuted by the Officer Commanding, RAF Station Holme-on-Spalding Moor, Yorkshire on 24 March 1943:

Pilot Officer Farrell has shown outstanding ability combined with a strong sense of duty and determination throughout his operational tour. He has set his mind at all times on the task in hand and displayed high qualities of courage and initiative. His cheerful confidence has set a magnificent example and has inspired a high morale throughout his squadron. I regard his devotion to duty and fine record of achievement as fully deserving of recognition by the award of the Distinguished Flying Cross.

This was duly approved by the Air Officer Commanding, No.1 Group, on 30 March 1943 as a recommended for a non-immediate Distinguished Flying Cross.

Dave Wallace provides the following details from the Operational Record Book respecting the sorties mentioned in the recommendation to his award:

He went to Munich with F/L Misselbrook in Lancaster W4309 "B" on Dec.21/22. Form 541 - Up: 17:15, Down:1:30 " Bombed at 21:20, height of 13,000 ft.. heading 315; after the Wurnsee had been pinpointed and an island in the river, although a thin layer of cloud obscured the target. Many incendiaries were seen to burst in the target area and a built up area was seen west of the aiming point. The aircraft was damaged by 'Flak' but returned to base and landed successfully in spite of bad weather, the captain reporting a successful trip." Form 540 just reports all aircraft returning safely, one landing away from base.

Jan.17/43 Target was Berlin and Misselbrook was again the pilot, aircraft was Lancaster I ED321 "K", up: 16:30; down: 1:30. Form 541: "Bombs were not dropped and Captain decided to find Baltic port rather than bomb haphazardly. Unfortunately attacked by M.E. 110 which set fire to the starboard outer, holed one tank and hit the rear part of the fuselage, putting both turrets out of action. three attacks were made by M.E. 110 before gunners shot it down in flames. Bombs were jettisoned."

Form 540: "The aircraft captained by F/L TD Misselbrook was attacked by an M.E. 110, three attacks were made and the starboard outer engine was damaged in addition to damage to the fuselage. the gunners and Captain however fought off the attacks and were able to shoot down the enemy aircraft in flames, for which an immediate award of the DFC to F/L Misselbrook and the DFM to the rear gunner, Sgt. Harrison, A. were made.

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FARREN, F/L Joseph Norman (J23013) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 31 May 1914 in Saint John, New Brunswick; home there; service station attendant. Enlisted in Moncton, 22 November 1940. To No.33 SFTS (guard duty), 6 January 1941. To No.2 ITS, 9 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.8 EFTS; may have graduated 16 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. To No.13 Operational Training Squadron, 21 August 1941; to Western Air Command, 24 November 1941; to No.4 (BR) Squadron, 4 December 1941. Promoted Flight Sergeant, 20 February 1942. Promoted WO2, 20 August 1942. Commissioned 31 August 1942, Promoted Flying Officer, 28 February 1943. To No.160 (BR) Squadron, 5 May 1943. Date of posting overseas uncertain; possibly May 1944. Promoted Flight Lieutenant, 28 August 1944. Repatriated no later than 6 September 1945. Retired 9 November 1945. RCAF photo PL-33686 (ex UK-15417 dated 29 September 1944) is captioned as follows: "The crew of a Sunderland flying boat squadron in Ireland always fly with a white mouse and a dog, and the dog, Leading Air Dog 'Elmer', has 60 operational hours in. Sitting on the bows in a launch with the white mouse are the navigator, captain and second pilot, F/O P.A. Simpson of Ottawa, F/O J.N. Farren of Saint John, New Brunswick, and F/O S.B. Hawthorne of Renfrew, Ontario. And the mouse is usually crawling around the insides of a battle dress tunic to keep warm."

Flight Lieutenant Farren has completed two tours of operational duty during which he has taken part in numerous sorties and has participated in two attacks on enemy submarines. These attacks were made in September and December 1944 and were completed with skill and precision and with good results in both cases. At all times this officer has displayed a fine fighting spirit and great devotion to duty.

RCAF Press Release No. 4515 dated 7 November, 1944, transcribed by Huguette Oates, reads:

WITH RCAF IN COASTAL COMMAND: -- The safety of an important Allied convoy was threatened when a Nazi submarine recently succeeded in reaching the North Atlantic shipping lanes undetected. But the U-boat, before it got a

chance to do any damage, was hunted down and attacked by an RCAF Sunderland flying boat crew led by F/O J.N. Farren, 248 Guilford Street, Saint John, N.B. The convoy was unmolested.

The enemy sub was only a few miles away from the convoy when it was first sighted by the 30-year-old Maritime skipper. The subsequent attack was carried out in daylight with the Canadian crew able to depth-charge their target unopposed by Nazi anti-aircraft fire.

It was the first time F/O Farren had ever attacked a U-Boat and eight other members of the RCAF were in his crew in the engagement. Helping to score this latest success for Coastal Command were F/O Charles Strobl, Winnipeg (480 Mathison Avenue), 1st pilot; F/O R.A.W. Simpson, Ottawa (221 Queen Street), navigator; F/O S.R. Hawthorne, Renfrew, Ontario (220 Arnprior Street), WOP-AG; P/O R.W. Markley, Milton, Ontario (Main Street), WOP-AG; WO2 S. Semenchuk, Cudworth, Saskatchewan, WOP-AG; F/S G.F. Tait, Dilke, Saskatchewan, 1st fitter; Sergeant C.E. Goobel, Spruce Grove, Alberta, and Sergeant J.W. MacDonald, Wallaceburg, Ontario (340 Wellington Street), both air-gunners.

A few hours after taking off in Sunderland "D" for Donald" from a base in Northern Ireland, the RCAF crew headed out over the North Atlantic on a routine anti-sub patrol. F/O Farren spotted the U-Boat. Although an immediate attack was carried out by the Canadians, the U-Boat submerged completely exactly one minute before the Sunderland's depth charges were releases. Three warships, part of the escort protecting the convoy, soon arrived to join in the hunt. No further trace of the sub was seen although F/O Farren circled the area for some time.

Farren and his Canadian crew fly for Coastal Command as members of an RCAF flying boat squadron commanded by W/C P.J. Grant, of Assiniboia, Saskatchewan.

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FARREN, F/L Joseph Norman (J23013) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 31 May 1914 in Saint John, New Brunswick; home there; service station attendant. Enlisted in Moncton, 22 November 1940. To No.33 SFTS (guard duty), 6 January 1941. To No.2 ITS, 9 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.8 EFTS; may have graduated 16 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. To No.13 Operational Training Squadron,

21 August 1941; to Western Air Command, 24 November 1941; to No.4 (BR) Squadron, 4 December 1941. Promoted Flight Sergeant, 20 February 1942. Promoted WO2, 20 August 1942. Commissioned 31 August 1942, Promoted Flying Officer, 28 February 1943. To No.160 (BR) Squadron, 5 May 1943. Date of posting overseas uncertain; possibly May 1944. Promoted Flight Lieutenant, 28 August 1944. Repatriated no later than 6 September 1945. Retired 9 November 1945. RCAF photo PL-33686 (ex UK-15417 dated 29 September 1944) is captioned as follows: "The crew of a Sunderland flying boat squadron in Ireland always fly with a white mouse and a dog, and the dog, Leading Air Dog 'Elmer', has 60 operational hours in. Sitting on the bows in a launch with the white mouse are the navigator, captain and second pilot, F/O P.A. Simpson of Ottawa, F/O J.N. Farren of Saint John, New Brunswick, and F/O S.B. Hawthorne of Renfrew, Ontario. And the mouse is usually crawling around the insides of a battle dress tunic to keep warm."

Flight Lieutenant Farren has completed two tours of operational duty during which he has taken part in numerous sorties and has participated in two attacks on enemy submarines. These attacks were made in September and December 1944 and were completed with skill and precision and with good results in both cases. At all times this officer has displayed a fine fighting spirit and great devotion to duty.

RCAF Press Release No. 4515 dated 7 November, 1944, transcribed by Huguette Oates, reads:

WITH RCAF IN COASTAL COMMAND: -- The safety of an important Allied convoy was threatened when a Nazi submarine recently succeeded in reaching the North Atlantic shipping lanes undetected. But the U-boat, before it got a chance to do any damage, was hunted down and attacked by an RCAF Sunderland flying boat crew led by F/O J.N. Farren, 248 Guilford Street, Saint John, N.B. The convoy was unmolested.

The enemy sub was only a few miles away from the convoy when it was first sighted by the 30-year-old Maritime skipper. The subsequent attack was carried out in daylight with the Canadian crew able to depth-charge their target unopposed by Nazi anti-aircraft fire.

It was the first time F/O Farren had ever attacked a U-Boat and eight other members of the RCAF were in his crew in the engagement. Helping to score this latest success for Coastal Command were F/O Charles Strobl, Winnipeg (480 Mathison Avenue), 1st pilot; F/O R.A.W. Simpson, Ottawa (221 Queen Street), navigator; F/O S.R. Hawthorne, Renfrew, Ontario (220 Arnprior Street), WOP-AG; P/O R.W. Markley, Milton, Ontario (Main Street), WOP-AG; WO2 S. Semenchuk, Cudworth, Saskatchewan, WOP-AG; F/S G.F. Tait, Dilke, Saskatchewan, 1st fitter; Sergeant C.E. Goobel, Spruce Grove, Alberta, and

Sergeant J.W. MacDonald, Wallaceburg, Ontario (340 Wellington Street), both air-gunners.

A few hours after taking off in Sunderland "D" for Donald" from a base in Northern Ireland, the RCAF crew headed out over the North Atlantic on a routine anti-sub patrol. F/O Farren spotted the U-Boat. Although an immediate attack was carried out by the Canadians, the U-Boat submerged completely exactly one minute before the Sunderland's depth charges were releases. Three warships, part of the escort protecting the convoy, soon arrived to join in the hunt. No further trace of the sub was seen although F/O Farren circled the area for some time.

Farren and his Canadian crew fly for Coastal Command as members of an RCAF flying boat squadron commanded by W/C P.J. Grant, of Assiniboia, Saskatchewan.

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FARRIS, F/L Loran Wendell (J29517) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Chipman, New Brunswick, 3 March 1918; home in Sydney, Nova Scotia. Enlisted in Truro, Nova Scotia, 18 June 1942. To No.5 Manning Depot, 12 July 1942. To No.9 SFTS (guard duty), 19 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.5 AOS until 11 February 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 9 February 1945. Retired 11 April 1945. Died in Barbados, 19 January 2002, No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 17 November 1944 when he had flown 42 sorties (154 hours 35 minutes).

9 April 1944 - Lille
10 April 1944 - Laon
11 April 1944 - Aachen
20 April 1944 - Cologne
22 April 1944 - Laon
5 May 1944 - Montdidier
11 May 1944 - Hasselt
22 May 1944 - Orleans
27 May 1944 - Aachen
31 May 1944 - Tergnier

6 June 1944 - Houlgate
8 June 1944 - Fougères
9 June 1944 - Le Mans
23 June 1944 - Coubronnes
2 July 1944 - Oisemont
7 July 1944 - Vaires
10 July 1944 - Nucourt
11 July 1944 - Gapennes
15 July 1944 - Nucourt
19 July 1944 - Rollez
23 July 1944 - Donges
24 July 1944 - Stuttgart
7 August 1944 - Caen battle area
8 August 1944 - Forêt d'Engloss
11 August 1944 - Somain
14 August 1944 - Falaise
16 August 1944 - Kiel
26 August 1944 - Kiel
31 August 1944 - Lumbres
5 September 1944 - Le Havre
9 September 1944 - Le Havre
10 September 1944 - Le Havre
11 September 1944 - Gelsenkirchen
12 September 1944 - Scholven
13 September 1944 - Gelsenkirchen
6 October 1944 - Sterkrade
7 October 1944 - Cleve
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne

Flight Lieutenant Farris has now completed 42 operational sorties with the Pathfinder Force, 35 of which have been Marker sorties. Many German targets are included in this total.

This officer is a navigator of outstanding ability. He has flown many sorties on Master Bomber duties, during one of which the aircraft was hit and damaged by predicted flak. Flight Lieutenant Farris has, however, always carried on with his duties coolly and undeterred by the hazard around him. His efficiency and courage have made him a valuable member of his crew.

He has always shown a devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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FAST, FS Alvin Peter (R101037 and J18383) - **Distinguished Flying Medal** - No.156 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Laird, Saskatchewan, 26 January 1917; home in Langley Prairie, British Columbia. Labourer. Enlisted in Saskatoon, 15 May 1941 and posted that date to No.1 Manning Depot. To No.1 SFTS, 9 June 1941 (guard duty); to No.4 WS, 3 August 1941; promoted LAC, 4 September 1941; to No.4 BGS, 20 December 1941; graduated and promoted Sergeant, 19 January 1942. To No.31 OTU, 8 February 1942; to "Y" Depot, date unclear; to RAF overseas, 27 February 1942. Commissioned 15 July 1943. Promoted Flying Officer, 15 January 1944. Repatriated 1 May 1944. To No.2 WS, 12 June 1944. To Release Centre, 30 November 1945; released 29 January 1946. Died at Aldergrove, British Columbia, 9 December 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. Photo PL-21640 refers.

Flight Sergeant Fast is a wireless operator of outstanding ability and it has been due, in no small measure, to his skill that many of his missions have been successful. He has taken part in operational sorties, many of them of long duration and over very heavily defended enemy territory. Amongst the targets attacked have been Cologne, Wuppertal, Dortmund, Duisburg and Spezia.

Public Record Office Air 50/221 has Combat Report for 11/12 June 1943. Crew were F/L G.L. Mandeno (captain, awarded DFC), FS Atkin (navigator), FS Fast (WOP), Sergeant Chapman (FE), P/O Saunders (BA), Sergeant Foybec (MUG) and FS Knight (rear gunner). Lancaster X/156 (ED829), target Munster.

On the night of 11/12 June 1943, aircraft Z/156, Captain F/L Mandeno, was detailed to attack Munster, marking and illuminating the target by means of Special Equipment. The aircraft was airborne at 2326 hours and it was found that the ASI was unserviceable in the pilot's cockpit, but it was decided to proceed with the sortie, the navigator calling out the reading of his ASI at regular intervals. Evasive action was consequently not as effective as it might have been, and at position 51.37 N 06.40 E, 0148 hours, 19,500 feet, Course 095 Magnetic, speed 140 knots, an Me.110 was encountered.

The Me.110 was first sighted, identified and reported by the tail gunner on the starboard quarter, 15 degrees below, and making a climbing attack at an estimated range of 400 yards. The tail gunner gave directions to turn starboard

and the captain complied, turning with 45 degree bank, rate two turns. Fire was opened simultaneously by both aircraft, the tail gunner of the Lancaster giving two two-second bursts, the enemy aircraft giving a four second burst of amber coloured tracers from four positions in the nose, judged to be cannon fire. This fire from slightly less than 400 yards was accurately placed, coming up under the starboard tail plane and into the fuselage of the Lancaster, injuring the mid-upper gunner, one shell entering his turret on the starboard side and taking his earphones and microphone attachment and damaging his left-hand master grip.

The enemy aircraft broke his first attack at what was judged to be 100 yards, and breaking away and above to starboard, making a complete circuit and positioning himself for a second engagement, again under 15 degrees, this time slight to port off stern, range 400 yards. The same evasive manoeuvre was attempted by our aircraft, this time to port. Fire was first opened by the Lancaster tail gunner in a four-second burst. Return fire in one short two-second burst delivered at an estimated range of 200 yards. This burst also made contact with our aircraft, hitting the underdar blister and entering the port bomb doors.

The Me.110 again broke the attack at the same range as before, this time upward and to port of our aircraft and was last observed disappearing on the port quarter.

The tail gunner is certain that the enemy aircraft was hit in both attacks. A gray smoke coming away from the port engine on tge breakaway after the first attack and was noted again in the second, this time in greater volume. The fighter's closing speed has been commented on in both attacks as being extremely fast.

All the tail guns were in operation throughout the attacks and it is estimated that 200 rounds were expended.

Air 50/221 also has the following Combat Report for 16/17 June 1943. Crew were F/L G.L. Mandeno (captain, awarded DFC), FS Atkin (navigator), FS Fast (WOP), Sergeant Chapman (FE), P/O Saunders (BA), S/L Everson (MUG) and FS Knight (rear gunner). Lancaster X/156 (ED829), target Cologne.

On the night of the 16/17th June 1943, Lancaster III Z/156 was detailed as a Marker on the raid against Cologne. On the homeward journey, at position 51.00 N 04.20 E, 0243 hours, 18,000 feet, course 295 M, an enemy aircraft, subsequently identified as an Me.110, was sighted by the tail gunner 15

degrees below, dead astern, making a climbing attack. The enemy aircraft opened fire and approximately 400 yards range. Firing bright yellow trace from cannon from cannons and machine gun in a four second burst. Fire was accurate in damaging port elevator and starboard tail plane, puncturing starboard engine inner petrol tank and port inner engine. Tail gunner attempted to open fire at 400 yards but found guns inoperative due to their being frozen up. Mid-upper gunner gave direction to the captain for emergency starboard. The captain, having seen trace passing above, had already commenced diving turn in that direction. Enemy aircraft closed to a range of approximately 250 yards and at this distance became visible to Mid-upper gunner who opened fire with a two second burst before the enemy aircraft broke away to port. Extreme brightness of the enemy aircraft's trace prevented any strikes being observed. Enemy aircraft turned away to port in a steep turn 20 degrees upwards and was last observed flying away from the Lancaster, crossing from port to starboard astern, range 200 yards. Lancaster, having completed an orbit to starboard, continued on course having lost approximately 1,000 feet in height. Enemy aircraft was not seen again. Its closing speed is commented on as being extremely fast.

Accident Report, 23 March 1944, No.22 OTU, Wellesbourne, Wellington LN481 (XN-J), 1245 hours, circuits and landings. Crew was J6390 F/L B.M. Adilman (later killed), C175 W/C E.M. Mitchell (RCAF pupil), J18383 P/O A.P. Fast (WOP/AG, screened Canadian) and J1848 F/O J.L. Fontaine (AG, screened Canadian). They had done a few circuits ("a few landings") and four or five overshoots. Adilman was instructing in single engine flying and feathering. Feathered starboard propellor and then it would not unfeather. Adilman made a single-engine landing. Minor damage and no injuries.

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FAULDER, F/L John Murray (J22749) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 July 1920 in Cockermouth, Cumberland, England (letter from Douglas G. Faulder dated 22 June 1997). Home in Moose Jaw, Saskatchewan. Former militia service (King's Own Rifles, Bandsman, 2 May 1938 to 17 October 1939). Enlisted in Regina, 29 October 1940 as Airframe Mechanic. To No.1 Manning Depot, 30 November 1940. To Technical Training School, St. Thomas, 6 December 1940. To No.5 BGS, 14 May 1941. Promoted LAC, 1 October 1941. Remustered to aircrew and posted on 4 January 1942 to No.7 ITS; to No.6 EFTS, 14 March 1942; to No.4 SFTS, 23 May 1942; graduated and commissioned 11 September 1942. To No.31 GRS, 25 September 1942; to Western Air Command, 4 December 1942; to No.32 OTU, 5 December 1942 (Hampden aircraft). Promoted Flying Officer, 11 March 1943. To "Y" Depot, 17 April 1943. Embarked from Canada, 27 May 1943; disembarked in Britain, 4 June 1943 and posted to No.3 PRC. Detached to ACOS (whatever that is), 5-31 July 1943; detached to No.4

EFTS, 6-22 October 1943 (five hours on Tiger Moths). To No.23 OTU, 26 October 1943 (90.15 on Wellingtons). To No.61 Base, 18 February 1944 where he attended Battle School and converted at No.1666 Conversion Unit to Lancasters (37.50). To No.408 Squadron, 28 March 1944 (228.25 on Lancasters and Halifaxes). Promoted Flight Lieutenant, 11 September 1944. To No.86 OTU, 30 September 1944. To No.82 OTU, 15 October 1944. Repatriated 15 January 1945. To No.2 Air Command, 26 January 1945. To No.6 Release Centre, Regina, 21 March 1945. Retired 23 March 1945. Member, 20 Saskatchewan Armoured Regiment, 24 June 1949 to 9 May 1951. Rejoined RCAF as a pilot on short service commission, 10 May 1951 (38906). To FIS Trenton, 17 September 1951. Deemed unsuitable as an instructor owing to nervousness over spinning. To No.2 ANS, Winnipeg, 12 January 1952 as staff pilot. To Recruiting Unit, Regina, 5 July 1954. To AFHQ (Air Member for Personnel Division), 18 August 1955. Promoted Flight Lieutenant, 1 July 1956. To No.129 Aircraft Acceptance and Ferry Flight, Calgary, 29 August 1959. Retired 9 November 1964. Died at Qualicum Beach, British Columbia, 15 November 1993 as per **Legion Magazine** of February 1994. RCAF photo PL-35036 taken on his repatriation with Jean Dickenson (Canadian soprano) and his war bride wife; he had tripped on railway platform running to meet her and ended up in hospital with a twisted ankle, although he had gone through 35 sorties without a scratch. 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.1633 (RG.24 Vol.20603) has recommendation dated 4 September 1944 when he had flown 30 sorties (137 hours five minutes), 9 April to 30 August 1944.

Flying Officer Faulder has completed a very large number of operations against the enemy. On many of these sorties he penetrated deep into Germany to bomb such heavily defended targets as Friedrichshafen and Karlsruhe. Throughout his tour, this officer has displayed a fine offensive spirit and great keenness to participate in all operations against the enemy. On all occasions he pressed home his attack with great determination and seldom returned without an excellent picture of the aiming point attacked.

Flying Officer Faulder by his cheerful determination and operational ability has set a splendid example to this whole squadron. Therefore, I recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.12, second pilot)
24 April 1944 - Karlsruhe (6.36, second pilot)
27 April 1944 - Friedrichshafen (8.38)
1 May 1944 - St. Ghislain (4.09)
9 May 1944 - Calais (3.13)
19 May 1944 - Franceville (4.20)
27 May 1944 - Bourg Leopold (4.52)

31 May 1944 - Au Fevre (3.55)
12 June 1944 - Cambrai (4.18)
14 June 1944 - St. Pol (3.34)
15 June 1944 - Cologne (3.55)
16 June 1944 - Sterkrade (4.15)
23 June 1944 - Bientques (3.45)
24 June 1944 - Bamieres (4.20)
26 June 1944 - Foret d'Eawy (4.05)
4 July 1944 - Villeneuve St. George (5.05)
5 July 1944 - Siracourt (3.50)
7 July 1944 - Caen (4.15)
17 July 1944 - Caen (5.00)
20 July 1944 - L'Hey (3.30)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - Caen (3.25)
8 August 1944 - Foret de Chantilly (4.55)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (6.00)
12 August 1944 - Montrichard (5.25)
15 August 1944 - Brussels (4.00)
25 August 1944 - Brest (5.05)
28 August 1944 - Ile de Cezembre (4.15)
30 August 1944 - Ile de Cezembre (4.30)

This appears to be incomplete. On repatriation he stated he had flown 35 sorties (164.50) and last sortie was 12 September 1944; also recorded 196.40 non-operational hours overseas. His application for Operational Wing (19 September 1944) claimed 34 sorties (158.45), 9 April 1944 to 12 September 1944.

Notes: Incident on 10 January 1944, No.23 OTU, Wellington NE701. Apparent engine failure through disintegration of parts. No injuries. Crew included Warrant Officer R.C. Harvey (navigator) who was later commissioned and awarded DFC.

In stating his flying times (27 September 1950) he listed the following: Tiger Moth (94.30), Crane (167.40), Oxford (8.10), Anson (43.30), Hampden (72.20), Wellington (90.15), Lancaster (218.45) and Halifax (47.35). On 14 October 1950 his application to join the postwar RCAF was rejected because of age. This was reversed in May 1951.

RCAF Press Release No. 8074 dated 4 January, 1945 from: F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- A bomber operation, on which he safely crossed the enemy coast on the return leg to base without having experienced any danger,

turned out to be the worst flight of his tour for Flight Lieutenant J.M. Faulder, DFC, Moose Jaw, Saskatchewan (614 Ominica Street East).

Now passing through an RCAF repatriation depot on his way home, F/L Faulder said he had been bombing a target at Bourg Leopold in Belgium and had just left the enemy coast behind him when a Ju88 dived to attack him. Faulder threw his aircraft into a violent corkscrew and evaded the German, but in a few minutes the Junkers again came in to attack. For the entire journey across the North Sea, the determined German dogged the bomber, making ten attacks before giving up when the English coast was reached.

Still a keen flyer after hundreds of hours with the RCAF, F/L Faulder would like to join a civil airline upon leaving the service.

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FAULKNER, FS Albert Rice (R53088) - **British Empire Medal** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 July 1906. Home in Aurora, Ontario. Enlisted in Toronto, 6 November 1939 as a Cook (reclassified Chef, 1 June 1943). To Technical Training School, St. Thomas, 5 January 1940; promoted AC1, 29 February 1940; promoted LAC, 29 May 1940; promoted Corporal, 15 August 1940; to No.4 BGS, 11 November 1940; promoted Sergeant, 5 February 1941; promoted Flight Sergeant, 1 August 1942; to Shellburne, 24 November 1943; to No.1 Naval Air Gunnery School, 1 December 1943; to Eastern Air Command Headquarters, 3 February 1944; to Release Centre, 25 March 1946; released 5 April 1946.

The high standard of morale at the barracks for this command may be attributed in large measure to the efforts of Flight Sergeant Faulkner. This non-commissioned officer has been in charge of Messing for the Officers, Sergeants and Other Ranks Messes on this unit for over a year. He instructs and supervises his own staff and works many hours beyond the normal call of duty. In five years service in Eastern Air Command he has gained a record of outstanding meritorious service.

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FAULKNER, WO Victor Herbert (R127997) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 20 December 1922 in Toronto. Home there. Enlisted Toronto, 26 August 1941. Posted to No.2 Manning Depot. To No.3 PHU, 15 December 1941; to No.3 WS, 14 March 1942; promoted LAC, 15 April 1942; to No.3 BGS, 24 October 1942; promoted Sergeant, 22 January 1943; to "Y" Depot, 5 February 1943; to RAF overseas, 8 March

1943. Further trained at No.10 OTU and No.1658 Conversion Unit; commissioned 12 October 1944 (J90401); repatriated 22 October 1944; to No.4 BGS, 24 November 1944; to Mountain View, 2 February 1945; to Release Centre, 22 March 1945; released 27 March 1945. Died in Winnipeg, 8 February 2007. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 15 June 1944 when he had flown 29 sorties (177 hours 58 minutes operational flying time).

25 July 1943 - Essen (4.40)
27 July 1943 - Hamburg (5.04)
29 July 1943 - Hamburg (5.54, attacked by Ju.88s on three occasions; no damage)
2 August 1943 - Hamburg (5.41)
9 August 1943 - Mannheim (7.10)
10 August 1943 - Nuremburg (7.03)
17 August 1943 - Peenemunde (7.30)
22 August 1943 - Leverkusen (6.07)
23 August 1943 - Berlin (7.47)
27 August 1943 - Nuremburg (4.32)
15 September 1943 - Montlucon (7.04)
16 September 1943 - Modane (7.36)
22 September 1943 - Hanover (5.49)
23 September 1943 - Mannheim (6.55)
27 September 1943 - Hanover (5.36)
4 October 1943 - Frankfurt (8.21)
11 November 1943 - Cannes (9.31)
18 November 1943 - Mannheim (8.04)
15 March 1944 - Stuttgart (8.17)
30 March 1944 - Nuremburg (4.06, early return, navigator sick)
9 April 1944 - Villeneuve St.Georges (5.23)
20 April 1944 - Ottignes (4.07)
22 April 1944 - Dusseldorf (5.06)
24 April 1944 - Karlsruhe (6.47)
27 April 1944 - Aulnoye (4.20)
27 May 1944 - Bourg Leopold (4.38)
2 June 1944 - Trappes (5.10)
6 June 1944 - Chateaudun (5.37)
7 June 1944 - Versailles (4.03)

On the night of 29/30 July 1943, this Non-Commissioned Officer was rear gunner in an aircraft detailed to attack Hamburg. It was a night of intense fighter activity and Ju.88s made no fewer than three separate attacks on his aircraft. From his position in the rear turret this Non-Commissioned Officer

coordinated perfectly with his colleague in the mid-upper turret and combat manoeuvre was given so effectively to his captain that the night fighters failed to effect even one strike on the aircraft. Then on his third operational sortie, Warrant Officer Faulkner revealed high qualities of coolness and courage in the face of the enemy's fire, and throughout the remainder of his tour, which totals 29 trips, he has confirmed the high opinion then formed of his qualities.

Keen, efficient and courageous, he has been an excellent influence in his section, and has always been willing to give of his best in the training of new men. His example and conduct at all times have been magnificent. For his outstanding record on operations and his unfailing devotion to duty at all times, it is recommended that he be awarded the Distinguished Flying Cross.

Public Record Office Air 50/222 has the following Combat Reports:

29/30 July 1943: Halifax II Series IA, D/158 (HR780); target Hamburg; 0047 hours; position 54 13" North 08 50" East; height 18,000 feet; I.A.S. 155 m.p.h.; heading 113. Weather, no cloud or moon; ground haze. Searchlight activity prior to attack. Monica indicated aircraft in the vicinity; IFF off; flak during attack. The Mid-Upper Gunner was Sergeant D.R. Courage (RAAF)

1st Attack: Mid-Upper Gunner sighted Ju.88 on starboard quarter up range 100 yards carrying no lights. Mid-Upper Gunner ordered a diving turn to starboard and opened fire with a three-second burst from 400 yards to 250 yards as Ju.88 passed over own aircraft from starboard quarter up to Poet Beam up where it broke away and was not seen again. There was no searchlight activity during combat. No damage to bomber or casualties to crew. No damaged claimed to enemy aircraft, Mid-Upper Gunner fired 150 rounds.

2nd Attack: Time 0115 hours; position 53 33" North, 10 00" East; height 18,000 feet, I.A.S. 155 m.p.h.; Heading 171 T. Weather, no cloud, no moon. Ground haze. Searchlights active prior to attack.

No warning was given by Monica; I.F.F. off. There was flak - close proximity during combat.

Mid-Upper Gunner sighted one Ju.88 at 800 yards on starboard beam level our course, not carrying lights. As enemy aircraft commenced to turn in at 700 yards, Mid-Upper Gunner gave pilot order to make a diving turn to starboard. Enemy aircraft passed over our aircraft and broke away on the port quarter up at 600 yards. Enemy aircraft then turned and made another attack from fire [?] port quarter up. Mid-Upper Gunner gave pilot order to corkscrew with initial turn to port. Enemy aircraft followed through and both gunners fired a short burst simultaneously at 300 yards and closed at about 200 yards. Enemy

aircraft broke away on starboard beam downward and was not seen again. No searchlight activity during attack. Enemy aircraft did not open fire. No damage claimed to fighter. Mid-Upper Gunner fired 200 rounds; Rear Gunner fired 100 rounds.

3rd Attack: Time 01365 hours; position 53 48" North, 08 32" East; height 13,000 feet, I.A.S. 175 m.p.h.; Heading 304 T. Weather, no cloud, no moon. Ground haze. No searchlights activity prior to attack but Monica indicated aircraft in the vicinity. IFF off. Very little flak at time of attack.

Mid-Upper Gunner first sighted Ju.88 on starboard bow up at 500 yards passing across track of own aircraft to port bow up. Enemy aircraft came in to attack from port bow up 700 yards and was immediately joined by another Ju.88 which appeared to turn into attack with first enemy aircraft from port beam at same range. Mid-Upper Gunner gave pilot order to make a diving turn to port. As first enemy aircraft passed over our aircraft Mid-Upper Gunner opened fire at about 500 yards and closed at 350 yards. This enemy aircraft broke away on starboard beam and was not seen again. During attack Mid-Upper Gunner lost sight of second enemy aircraft which was also not seen again. Enemy aircraft did not open fire. No searchlight activity during attack. No damage to bomber or injuries to crew. No damage to fighter claimed. Mid-Upper Gunner fired 100 rounds.

27/28 September 1943: Halifax II Series IA, (LW244); target Hanover. Position, target area; Time 2213; height 18,500 feet. Speed 206; heading 112 T. Weather clear. Searchlights very active. No previous warning of attack and Monica was unserviceable. IFF was off. Flak moderate. The Mid-Upper Gunner was Sergeant H. Barrett.

Mid-Upper Gunner reported sighting of aircraft, identified as Ju,88 without lights on starboard beam at a range of 800 yards and firing at own aircraft. Rear gunner at the same time sighted two more aircraft, identified as Ju,88s without lights, one dead astern at a range of 600 yards and the other one on the port quarter up at a range of 400 yards. All three aircraft were firing at the same time and the Mid-Upper Gunner reported that his turret was hit and unserviceable after firing a short burst. Rear Gunner gave pilot combat manoeuver to corkscrew at the same time firing at the aircraft which was dead astern. The guns in the rear turret then ceased firing due to stoppages, two of which were later cleared by the Rear Gunner. Combat manoeuver to corkscrew was continued and all enemy aircraft were lost to sight. Own aircraft was not coned during attack but searchlights were active. Mid-Upper Gunner was hit by machine gun fire in right arm and Rear Gunner was hit in the right leg and suffered graze. Damage to own aircraft consisted of port and starboard

elevators, starboard mainplane and fuselage riddled. Hits were claimed by Rear Gunner on one enemy aircraft.

Own aircraft landed away at Marham and number of rounds fired not known.

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FAUQUIER, W/C John Emilius (C1399) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born 19 March 1909 in Ottawa. Attended Ashbury College, Ottawa, 1919-1928. Home in Toronto. Served in Royal Highlanders of Canada, 1929 to 1931. He was owner and operator, Commercial Airways, 1933-1937; owner and manager of Pro Products of Canada, 1937-1939. Enlisted in Toronto, 1 November 1939 as Pilot Officer and Temporary Flying Officer. To Station Camp Borden, 6 November 1939. Attended Intermediate Flying Training course, 14 November 1939 to 10 February 1940. Took Flying Instructor Course, 3 January to 6 February 1940 and graded Category "B". To Station Trenton, 20 January 1940. To Camp Borden again, 12 February 1940. Authorized to wear RCAF Wing, 19 February 1940. Took Advanced Flying Training course, 14 February to 2 March 1940. To No.1 SFTS, Camp Borden, 16 June 1940. To Trenton, Took another Flying Instructor course at Trenton, October 1940 and rated "A2". Promoted Flight Lieutenant on 1 November 1940. To Station Trenton again, 22 November 1940. Flying Instructor course at Trenton, March 1941 and reclassified "A-1." To AFHQ, 19 April 1941. To Embarkation Depot, Halifax, 16 June 1941. To Overseas, 18 June 1941. To Central Landing Establishment, 7 July 1941. To No.22 OTU, 16 August 1941. To No.405 Squadron, 20 September 1941. Promoted Squadron Leader, 13 December 1941. Promoted Wing Commander, 23 March 1942. To RCAF Overseas Headquarters, 8 August 1942, serving there to 24 October 1942. To No.6 Group Headquarters, 24 October 1942, serving there to 18 April 1943. To No.405 Squadron, 18 April 1943, serving there to 21 January 1944; promoted Group Captain, 1 August 1943. To RCAF Overseas Headquarters, 26 January 1944. To Station East Moor, 8 February 1944. To No.6 Group Headquarters, 22 March 1944. To No.62 Base and promoted Air Commodore, 28 June 1944. To No.6 Group Headquarters again, 15 September 1944. Reverted to Group Captain and posted to No.617 Squadron, 28 December 1944. To RCAF Overseas Headquarters, 14 May 1945. To No.8 Aircrew Holding Unit, 4 June 1945. Repatriated 6 October 1945. To No.1 Air Command, Trenton, 17 October 1945. Retired 4 December 1945. RCAF photo PL-31688 (ex UK-13566 dated 14 August 1944) shows him being invested by the King. RCAF photo PL-32515 (ex UK-13798 dated 23 August 1944) shows him talking to the King; PL-32637 (ex UK-13759 dated 26 August 1944) is another view with the King. PL-37203 with mother on repatriation, October 1945; also in PL-31382 and 31383; PL-31384 is Fauquier and Slemon; PL-31385, Fauquier and G/C D.D. Millar. RCAF photo PL-40162 (ex UK-16731 dated 21 November 1944) shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.L Hurley (present commander, No.62 Base), Air Commodore A.D. Ross (former commander of base), and Air Commodore J.E. Fauquier (former commander, No.62 Base, holding official crest of base newly presented). RCAF photo PL-40163 (ex UK16732 dated 21 November 1944 shows

(left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.E. Fauquier (former commander, No.62 Base), Air Commodore J.L. Hurley (present commander, No.62 Base, holding official crest of base newly presented) and Air Commodore A.D. Ross (former commander of base). See Tom Coughlin, **The Dangerous Sky: Canadian Airmen in World War II**, Miles Constable website <http://www.constable.ca/caah/fauquier.htm> and lengthy obituary notice in Toronto **Globe and Mail** of 4 April 1981. Died in Toronto, 3 April 1981 as per **Airforce Magazine**, Summer 1981. Medals held in Canadian War Museum (AN 1985-0003-001).

Throughout the many sorties in which he had participated this officer has displayed the highest quality of courage and leadership. His ability and grim determination to inflict the maximum damage on the enemy have won the admiration of the squadron he commands. Wing Commander Fauquier took part in the two raids on Essen when a thousand of our aircraft operated each time. He is an exceptional leader.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 5 June 1942 when he had flown 19 sorties (114 hours 31 minutes) by a Group Captain whose signature is illegible:

Wing Commander Fauquier has now completed 19 sorties against the enemy and has shown the highest qualities of courage, leadership and determination. His ability, selflessness and grim determination to destroy the targets he sets out to attack have excited the admiration of the squadron he commands and this has stiffened the determination of all the aircrews to find and attack their targets, whatever the scale of opposition.

Wing Commander Fauquier personally led his squadron on the two raids of the "Thousand Plan" and then because his crews were called upon to operate the following night, he again went out although physically and mentally tired after organising and leading the two previous operations. For his courage, selflessness and high qualities of leadership, I recommend that he be given an immediate award of the Distinguished Flying Cross.

Air Vice-Marshal Tarr (Air Officer Commanding, No.4 Group) added his remarks on 7 June 1944:

A born leader. Wing Commander Fauquier has shown the greatest courage during his entire operational tour and by his skill, energy and fine example has brought his squadron up to a high operational standard. I very strongly recommend him for the award of the Distinguished Flying Cross.

FAUQUIER, W/C John Emilius, DFC (C1399) - **Distinguished Service Order** - No.405 Squadron - Award effective 31 August 1943 as per **London Gazette** dated 17 September 1943 and AFRO 2198/43 dated 29 October 1943.

This officer is a first-class leader whose skilful and courageous example has proved most inspiring. His sterling qualities were well illustrated during an operation against Peenemunde one night in August 1943, and again a few nights later in an attack against Berlin. Wing Commander Fauquier has displayed boundless energy and great drive and has contributed, in a large measure, to the high standard of operational efficiency of the squadron he commands.

FAUQUIER, G/C John Emilius (C1399) - **Bar to Distinguished Service Order** - No.405 Squadron - Award effective 19 March 1944 as per **London Gazette** dated 31 March 1944 and AFRO 921/44 dated 28 April 1944.

This officer has commanded the squadron with notable success during the past nine months. He has frequently taken part in sorties against distant and well defended targets including several attacks on the German capital. He is a forceful and gallant leader whose outstanding ability and unswerving devotion to duty have been reflected in the fine operational work performed by the whole squadron. Group Captain Fauquier has set an example of the highest order.

FAUQUIER, A/C John Emilius, DSO, DFC (C1399) - **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.

FAUQUIER, G/C John Emilius, DSO, DFC (C1399) - **Second Bar to Distinguished Service Order** - No.617 Squadron - Award effective 1 June 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945.

Since assuming command of the squadron in December 1944, this officer has taken part in almost all the sorties to which the formation has been committed. Early in February 1945, Group Captain Fauquier led the squadron in an attack on the U-Boat pens at Poortershaven. Photographs obtained showed that the bombing was accurate and concentrated. Since then, this officer has participated in a number of sorties during which the railway viaduct at Bielefeld, a railway bridge over the river Weser and a viaduct over a flooded meadow near to Ardbergen bridge were all rendered unusable by the enemy. By his brilliant leadership, undoubted skill and iron determination, this officer played a good part in the successes obtained. He has rendered much loyal and valuable service.

FAUQUIER, A/C J.E., DSO, DFC (C1399) - **Chevalier of the Legion of Honour (France)** - AFRO

485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947

FAUQUIER, A/C J.E., DSO, DFC (C1399) - **Croix de Guerre avec Palm (France)** - AFRO 485/47 dated 12 September 1947 and **Canada Gazette** dated 20 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation which is peculiar in that the text bears little relation to his actual operations:

Air Commodore Fauquier was Commanding Officer of operational units of the Royal Canadian Air Force which aided Free French Forces by supplying them with weapons, clothes and medical supplies. His efforts were responsible for the evasion of capture and escape of Allied airmen from Occupied Territories.

Note: The following is extracted from No.405 Squadron's Operational Record Book. It is incomplete as of transcription on 22 December 2010.:

Posted in 20 September 1941.

10 October 1941 - Wellington "W" - Sergeant Williams, F/L Fauquier, Sergeant Donkin, Sergeant James, Sergeant Tatro, Sergeant Bourgeau. One of five aircraft bombing Essen. "Pockington Operation Order No.39. Five crews detailed. Bombload: 1 x 1,000, 4 x 500, 2 x 250 (.025), two S.B.C. All aircraft to carry Nickels. 'W' and 'Q' to carry cameras. Weather bad: 8/10 to 10/10 cloud over the target areas with some breaks. Between 0229 and 0305 from heights of 12,000 to 15,500 feet all our aircraft attacked the target area and bursts were observed. Some bombs hung up because of sever icing. 'Q' (Sergeant Sutherland) spent half an hour trying to locate the actual target and eventually unloaded west of Essen. 'G' (Sergeant Suggitt) was struck while returning by an electrical discharge which burned the trailing aerial but caused no other damage."

12 October 1941 - Wellington "H" - S/L Bisset, F/L Fauquier, Sergeants Roy, Francis, Forbes, Pickard - target Nuremburg (1942-0341) "Pockington Operation Order No.41. Seven crews detailed. Bombload: 1 x 1,000, 4 x 500, 1 x 250 (.025), two S.B.C.. N-G-Q-R to carry cameras; W-X-A Nickels. Weather good on the trip with some haze on the target area. Between 23330 and 2359 hours, from heights 6,000 to 14,000 feet; only two aircraft attacked the target - 'H' (S/L Nisset) and 'A' (P/O Frizzle), and huge blazes were observed in the area of the railway station and marshalling yards; lights from the first were reflected onto the railway tracks to the north and two pillars of smoke reaching up to about 5,000 feet were seen and fires were visible 100 miles away from the target. Owing to engine trouble aircraft 'Q' jettisoned bombs on an unidentified town near Aschaffenburg, the port engine cut out and there was no power on the return journey. The river bend S.E. Altdorf and a locality believed to be Augsburg Machine Works was attacked; large fires were seen in this area, and also gutted factory buildings. A photograph was taken by S/L Bisset and forwarded to Group Headquarters. Of the remaining aircraft detailed, three could not take off, and one returned early owing to engine trouble."

20 October 1941 - Wellington "B" - Target Emden. F/L Fauquier, Sergeant Vautour, P/O Gibson, Sergeant Curtis, Sergeant Shaw, Sergeant Pickard. "Pocklington Operations Order No.45. Two crews detailed. Bombload 1 x 1,000, 4r x 500, 2 x 250 (.025), two S.B.C. (No M.L.D.). Weather 7/10 cloud and haze made pinpointing difficult at 2045 hours, from 12,500 feet. Only aircraft "B" (F/L Fauquier) made the attack and was not unduly inconvenienced by flak, which was not with searchlights but on the barrage system. IFF was used at one second intervals and aircraft was not caught by searchlights. Bombs were believed to have fallen south of the river Ems, incendiaries were seen burning white."

31 October 1941 - Wellington "B" - Target Hamburg (1735-2307) - F/L Fauquier, Sergeant Scott, P/O Gibson, Sergeant Tatro, Sergeant Shaw, Sergeant Andrew. "Pocklington Operation Order No.49. Nine aircraft detailed. Bombload: 3 x 500, 1 x 250 M.L.D., 6 S.B.C. (360 lbs). Aircraft G-D-L-Q-P-U to carry cameras. Weather 10/10 cloud for most of the trip, haze over target. Between 2036 and 2148 hours from heights 10,000 to 15,000 feet. Seven aircraft attacked the target area. 'E' piloted by P/O Frizzle, 'G' piloted by Sergeant Suggitt, 'L' by F/L McCormack and 'B' (F/L Fauquier) identified dock features at Hamburg and their bombs probably fell in that area. Incendiaries from 'G' were seen to take note of aiming point but in most cases results were not observed. 'W' Sergeant Williams, 'Q' Sergeant Sutherland and 'D' Sergeant Hassan attacked the area but cannot be said to have bombed the actual target, though saw a red glow through clouds which might have been a big fire. 'Q' Sergeant Sutherland was held by blue searchlight and several times evasive action had to be taken. 'P' Sergeant McLennon returned early owing to intercom trouble. Cameras have no results. There were no casualties."

7 November 1941 - Wellington "B" - Target Berlin (2307-0803) - F/L Fauquier, Sergeant Scott, P/O Gibson, Sergeant Tatro, Sergeant M.R. Robson, Sergeant Andrew. Ten aircraft detailed but only seven "known to have bombed the target area" given bad weather, 10/10 cloud with few breaks. Bombload: 1 x 1,000, 4 x 500, 1 x 250 (.025), two S.B.C. Fauquier, unable to find primary target, "bombed Kiel in clear weather observing explosions on west side of harbour. Incendiaries were seen turning from white to red. The aircraft was heavily damaged by flak when caught by searchlights, but escaped, and port wing and tailplane were damaged by steel obstruction poles on Hutton Cranswick when landing was made." One aircraft missing.

22 December 1941 - detailed for operations but two crews (including Fauquier) cancelled (not explained in ORB).

28 December 1941 - Wellington "F" - Target Emden (1645-2120) - F/L Fauquier, Sergeant Scott, P/O Gibson, Sergeant Tatro, Sergeant M.R. Robson, Sergeant Andrew. - "Pocklington Operation Order Mo.66 - Five aircraft detailed. Bombload: 1 x 1,000, 4 x 500, 2 x 250, 25 B.C. Weather - Perfect over the target and snow showed up every visible feature in the moonlight. A most successful attack on the target which was clearly identified. Between 1854 and 1905 hours, from heights 12,000 to 16,000 feet, four aircraft bombed the docks. Searchlights and flak

seemed to lack strength and purpose. Two large fires were seen by one aircraft; sticks were dropped on the docks west of them and on railway bridges. Nickels were dropped as briefed and are estimated to have fallen in Oldenburg area. 'F' (F/L Fauquier) had one clear photograph of country north of Jarrsum and 'U' (F/L McCormack) had two excellent photos of Emden and Ternmingten immediately over dock area." One aircraft missing.

7/8 January 1942 - Wellington "B" - Target St. Nazaire (1706-2236) - F/L Fauquier, Sergeant Scott, P/O Gibson, Sergeant Tatro, Sergeant Beare, Sergeant Montgomer. "Pockington Operational Order No.68. Five aircraft detailed. Bombload: four aircraft to carry cameras; 'B', 'V', 'Q', 'N'; aircraft 'X' and 'N' to carry Nickels. 1 x 1,000, 4 x 500, 2 x 250 T.D. .025, 2 x S.B.C. Weather - 3/10 cloud and ground haze over France. Only in one case were dock features discernable. Four aircraft from heights of 5,000 to 15,000 feet bombed the target area. Bomb bursts were observed and incendiaries added to four or five small fires already burning on believed west side of dock area. 'X' (Sergeant Allison) observed individual dock features and attacked in a glide from 5,000 feet. Bomb burst in the dock area were followed by a blue explosion from a dock building. The rear gunner (Sergeant Spencer-Mathews) machine-gunned dock buildings. 'V' (Sergeant Taylor) brought bombs back owing to wireless generator and anometer failures. 'B'. 'Q' and 'H' photographed target area with moderate results. Nickels were dropped as briefed in the triangle Ploermel-Vannes-St. Nazaire. No casualties.

17/18 January 1942 - Wellington "J" - Target Bremen (1712-2306) - S/L Fauquier, Sergeant Scott, P/O Gibson, Sergeant Tatro, Sergeant M.R. Robson, Sergeant Andrew. No.405 detailed eight aircraft, one of which was reported missing. There was thick cloud over the North Sea and only "J" (Fauquier) experienced clear weather. Results were uncertain except for him, as he reported dropping his 4,000-pounder "in dock area".

21/22 January 1942 - Wellington "J" - Target Bremen (1722-2325) - S/L Fauquier, Sergeant Zimmerman, Sergeant Gardner, Sergeant Tatro, Sergeant Beare, Sergeant Brough. Nine aircraft detailed nbut only four bombed primary, including Fauquier with a 4,000-lb bomb which he dropped "with devastating results. Observed a terrific flash and long lane of blast."

26/27 January 1942 - Wellington "J" - Target Hanover (1718-2346) - S/L Fauquier, Sergeant Fast (?), Sergeant Gardner, Sergeant Allen, Sergeant Beare, Sergeant Montgomery. He had a 4,000-lb bomb. Unable to find primary, he recognized Bremen and dropped his bomb in built-up area N.W of city. "Flash and explosion observed. Engaged by friendly destroyer and despite identification signals Captain had to resort to evasive action to avoid persistent fire."

31 January-1 February 1942 - Wellington "J" - Target Brest (1716-2350) - S/L Fauquier, W/C McMaster, Sergeants Gardner, Tatro, Beare, Spencer-Mathews. Five aircraft detailed; his was the only one with a 4,000-lb bomb. Unable to pinpoint Brest and brought his bomb home.

14/15 February 1942 - Wellington "B" - Target Mannheim - his sortie was cancelled.

17 February 1942 - Fauquier assumed command of No.405 Squadron. This was significant, coming as the squadron became largely RCAF. Strength as follows:

1 February 1942 - 9 RCAF officer aircrew, two RCAF officer ground crew, 65 RCAF NCO aircrew, 217 RCAF ground crew, 11 RAF officer aircrew, one RAF officer ground crew, 69 RAF NCO aircrew, 265 RAF NCO ground crew (total 293 RCAF, 340 RAF).

29 February 1942 - 16 RCAF officer aircrew, two RCAF officer ground crew, 69 RCAF NCO aircrew, 202 RCAF NCO ground crew, 12 RAF officer aircrew, one RAF officer ground crew, 39 RAF NCO aircrew, 229 RAF NCO ground crew (total 289 RCAF, 281 RAF).

18 February 1942 - Wellington "B" - Target battleships at sea (1356-1726) - S/L Fauquier, Sergeants Hill, Gardner, Tatro, Beare, P/O Andrews. Enemy ships not found

3 March 1942 - Wellington "J" - Target Renault Works, Paris - ten aircraft detailed and nine took part but his trip cancelled, altimeter unserviceable.

9/10 March 1942 - Wellington "J" - Target Essen (1949-0148) - S/L Fauquier, Flight Sergeant Hill, Sergeant Gardner, Flight Sergeant Tatro, Sergeant Beare, P/O Andrews. Three aircraft (including his) carried 4,000-lb bombs; others had 2 x 1,000, 2 x 500, 4 x 250. All carried Nickels and cameras. Weather was medium cloud up to 5/10, tops at 7,000 feet.. "All seven of our captains were able to pinpoint water features and our aircraft were able to reach target greatly assisted in identifying Essen by the large number of flares so effectively dropped by aircraft of earlier sections reaching target. A very successful attack was carried out. // Captains found five or six big red fires on arrival and could see the glare long before arriving at target. 'J' (S/L Fauquier) who later became involved in Ipswich balloon barrage and probably cut balloon adrift, observed bursts from his bombs on east side of town. 'A', 'N' 'R' all saw their bombs burst in centre of town and 'N' (Flight Sergeant Baltzer) noticed an enormous fire emitting black smoke immediately south-east of Krupps. 'W', 'M' both released their bombs over the target but were too busy taking evasive action from the violent flak to make observations. 'N' [Baltzer] and 'J' [Fauquier] had minor flak damage to aileron and bomb door respectively while 'W' [P/O Taylor] had fixed aerial shot away. 'X' (Flight Sergeant Morris) bombed and observed bursts in south-west of town. Oxygen supply and gyro defective. Searchlights in target area exceeding numerous with cones up to 30. Heavy flak was described only as moderate (though cooperating with searchlights) but light flak considerable. 'J', 'A', 'W' report flashless heavy shell bursts and 'J' and 'R' report dummy fires in target area. 15 packages of nickels dropped as instructed at briefing, estimated to have fallen in Ruhr district."

1 April 1942 - Should restart 1942 notes here.

24 July 1943 - Halifax "E" - Target Hamburg (2201-0325) - C1399 W/C J.E. Fauquier, DFC, J8817

S/L P.G. Powell, DFC, J4780 S/L G.T. Pearson, DFC, J10021 F/O J.G. Lowther, J17751 P/O J.R. Sipple, J15167 S/L J.H. Clark, DFC, 52286 P/O L.R. King, DFC. Squadron detailed 15 aircraft (all safe). His portion of Form 541 read, "There was good visibility above smoke screen with no cloud in target area. Load was released at 0106 hours from 15,000 feet between two red Target Indicators. Target could not be identified visually. Aircraft returned to base undamaged." This was his only attack on Hamburg in the July/August 1943 series of raids (of which there were four). In these, No.405 Squadron's contribution was as follows:

24/25 July 1943 - 15 aircraft detailed, 14 bombed, one early return; no losses.

27/28 July 1943 - 14 aircraft detailed, 13 bombed, one early return, no losses

29/30 July 1943 - 14 aircraft detailed, 12 bombed, two early returns

2/3 August 1943 - 16 aircraft detailed - five bombed primary, two attacked targets of last resort, six jettisoned bombs without finding a target and three missing.

17 August 1943 - Halifax "J" - Target Peenemunde (2114-0441) - C1399 W/C J.E. Fauquier, DFC, J8817 S/L P.G. Powell, DFC, R76463 Flight Sergeant E.H. Anthony, J10021 F/O J.G. Lowther, J17751 P/O J.R. Sipple, J15167 S/L J.H. Clark, DFC, 52286 P/O L.R. King, DFC. Squadron detailed 12 aircraft; one missing. His report in Form 541 read: "Visibility was good in the target area with full moon and nil cloud. Target was identified visually. Whole target area was under visual observation from 0011 hours to 0055 hours. Load was released at 0055 hours from 8,000 feet. Aiming Point 'B' was covered in smoke and no results were observed. Aiming Point 'R' was gutted and four buildings on sea side of Aiming Point 'F' were enveloped in flames. Aiming Point 'E' was a mass of flames with Green Target Indicators spread around. Bomb bursts were outlining the whole peninsula. Good fires enveloped all buildings. The Target Indicators carried only to be used if necessary, and were not required to be used."

Assumed command of No.405 Squadron, February 1942. Relinquished command, August 1942 on return to Canada, at which time the squadron paid the following tribute:

Johnny leaves an envious record behind him...a record that not only will be an inspiration to those who will succeed him but one which will ever exist in the spirit of the squadron itself. His daring exploits and undaunted leadership more than justified his recent award of the DFC.

Various Notes: In application dated 18 September 1939 he stated he had already flown about 2,000 hours - wheels, skis and floats - on Moth, Rambler, Avian, Waco, Fairchild and Bellanca aircraft.

Report on flying at Central Flying School: "Flying Officer Fauquier demonstrates and explains all

phases of the sequence in a highly efficient manner. Experience merits raise in category." (S/L D. Edwards, 10 October 1940).

Report on his Flying Instructor assessment, 20 March 1941, at Central Flying School, Trenton, indicated that his flying times were as follows: Single Engine, Solo - 480.15; Single Engine Dual - 31.55; Twin Engine Solo - 79.15; Twin Engine Dual - 5.30. He had been instructing at the Central Flying School (approximately 500 hours). "An excellent instructor whose experience and work at CFS warrants the highest category." (S/L G.D. Macallister).

Selected Assessments: "Above average instructor. Has a capacity for work and can be depended upon to get a job done. Has a pleasant personality and a sterling character, Professional and otherwise above average." (Trenton, 9 December 1940).

"Employed as an instructor and Flight Commander in Central Flying School. An A-1 instructor who could always be relied on to organize and carry out a job effectively. Well liked by those who worked under him. Requires additional administrative experience in the Service to round out his training." (S/L G.P. Dunlop, CFS Trenton, 29 May 1941).

"Wing Commander Fauquier has served four months in the capacity of 'Air I' under me at No.6 Group Headquarters. He has proved himself to be a very capable staff officer." (G/C C.. Slemon, SASO, No.6 Group Headquarters, 11 March 1943).

"An exceptionally capable Squadron Commander and a fine leader." (G/C S.W.B. Menaul, 22 July 1943).

"A forceful and effective leader. Carried out his duties during the period under review with outstanding ability." (G/C G.P. Dunlop, 26 April 1944, noting that he had flown 1,500 hours, of which 126 were in previous six months. A/V/M D.C.T. Bennett added, "An exceptional officer."

"Air Commodore Fauquier was posted to command No.62 (RCAF) Base on 28th June 1944. He has had a brilliant operational record, having commanded No.405 (RCAF) Squadron in No.8 Pathfinder Force Group for the duration of his second tour. This officer has also had command of RCAF Station Eastmoor and held the position of Wing Commander Operations at this Headquarters prior to posting into his present appointment. Air Commodore Fauquier is much above the average in his ability to fly, command and operate modern aircraft and is fully qualified to command an operational base." (A/V/M C.M. McEwen, No.6 Group, 31 August 1944).

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FAUROT, F/L Vincent Joseph James (J15479) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44

dated 29 September 1944. Born 1 January 1917 in Niagara Falls. Home there. Educated Mt. Carmel College, Ottawa. Offered services to RAF in 1938 (education insufficient at that time). Enlisted Niagara Falls, 22 July 1940. To No.7 EFTS (non-flying duties), 28 July 1940. To No.2 ITS, 31 August 1940; promoted LAC, 22 October 1940; to No.1 EFTS, 22 October 1940; to No.2 SFTS, 11 December 1940; graduated and promoted Sergeant, 21 February 1941. To Embarkation Depot, 4 March 1941; to RAF overseas, 25 March 1941. To No.17 OTU, 22 April 1941. To No.226 Squadron, 31 July 1941. Promoted Flight Sergeant, 1 September 1941. Commissioned 1 May 1942. To No.1659 Conversion Flight, 19 October 1942. To No.74 Wing, Calibration Flight, 10 June 1943. Promoted Flight Lieutenant, 27 September 1943 on reposting to No.226 Squadron (but see sortie list). To Repatriation Depot, 29 February 1944. Repatriated to Canada, 12 March 1944. To No.5 OTU, 21 April 1944 as Mitchell instructor. Promoted Squadron Leader, 1 April 1945. To Station Suffield, 16 December 1945. Reverted to Flight Lieutenant in postwar RCAF, 1 October 1946 (service number 19605). To AFHQ, 25 August 1947 for special duties. To Canadian Joint Staff, Washington, 2 October 1947. To AFHQ, 23 December 1947. Promoted Squadron Leader. 1 June 1950. To Air Transport Command Headquarters, Rockcliffe, 28 August 1950. To Air Transport Command Headquarters, Lachine, 10 August 1951. To RCAF Staff College, 9 September 1953. To Recruiting Unit, Vancouver, 27 June 1954. To AFHQ for duty in Indo-China, 2 August 1957. To No.5 Air Division, Vancouver, 3 August 1958. To Station Namao, 25 September 1961. Retired 19 July 1964. Died in North Vancouver, 24 September 1987 as per British Columbia Vital Statistics.

During his first tour of operations this officer completed several low level shipping attacks. Now on his second tour he has continued to display outstanding courage and determination and under his leadership the crew have achieved many successes.

NOTE: Public Record Office Air 2/9633 has recommendation drafted 3 December 1943. The form itself indicates had flown 30 sorties (73 hours 15 minutes), but the sortie sheet itself shows 31 trips.

9 August 1941 - Circus to Gravelines (1.15) - Bombs dropped
10 August 1941 - Dunkirk (45 minutes) - Low level to Dunkirk Harbour, from Manston, attacking shipping; bombs dropped.
12 August 1941 - Circus on Le Trait (1.00) - No bombs dropped.
7 September 1941 - Operation of shipping (2.50) - Bombs dropped
11 September 1941 - Operation of shipping (3.00) - Bombs dropped.
15 October 1941 - Circus to Le Havre (3.15) - Bombs dropped.
9 March 1942 - Sea search, dinghies (2.00)
14 March 1942 - Le Havre (2.00) - Armed M.C. [merchant cruiser ?]; cloud over harbour; bombs dropped.
15 March 1942 - Channel Islands (3.00) - A.M.C. [armed merchant cruiser ?]; not found; bombs not dropped.

25 March 1942 - Circus, Lille (30 minutes) - Recalled; bombs not dropped.
27 April 1942 - Circus on Flushing (1.50) - Bombs dropped.
17 May 1942 - Circus on Boulogne (2.00) - Bombs dropped.
31 May 1942 - Sea search, dinghies (1.30) - 35 miles from Dutch coast.
5 June 1942 - Circus on Ostend (1.45) - Bombs dropped.
20 July 1942 - Kuhlmann Chemical (2.00) - Low level, leading; bombs dropped.
17 May 1943 - Ramrod to Dunkirk (1.40) - Four minutes from coast, turned back due to weather.
18 August 1943 - Ramrod to Flushing (1.45) - Two minutes from coast, turned back due to weather.
19 August 1943 - Ramrod to Lens (1.55) - Bombs dropped.
28 September 1943 - Sea search for dinghies (1.30)
15 October 1943 - Sea search for dinghies (1.45)
20 October 1943 - Sea search for dinghies (4.00)
21 October 1943 - Ramrod to Rouen (2.25) - Power station target; turned back three miles from French coast due to weather.
24 October 1943 - Sea search for dinghies (2.15)
24 October 1943 - Ramrod to Schipol, Holland (1.50) - Bombs dropped.
5 November 1943 - Ramrod, Mimoyecoves (2.00) - Bombs dropped.
10 November 1943 - Ramrod, Cap Gris Nez (1.55) - Leading six; bombs dropped.
11 November 1943 - Ramrod, Cap Gris Nez (2.00) - Leading six; bombs dropped.
19 November 1943 - Sea search for dinghies (3.00)
25 November 1943 - Ramrod, Cap Gris Nez (1.55) - Leading six; bombs dropped.
25 November 1943 - Ramrod, Cap Gris Nez (2.00) - Leading six; bombs dropped.
26 November 1943 - Ramrod, Cherbourg (4.25) - No fighter cover; turned back.

This officer has completed one tour of operations, including several low level shipping attacks, and is now in the middle of his second tour. He has proved himself to be an exceptional leader during high level formation sorties, and has always pressed home his attacks with the greatest determination, thereby being a source of inspiration to the other members of his squadron.

The Station Commander (signature illegible) added, on 11 December 1943:

This young officer is doing extremely well in every respect. His first tour was completed during a period of heavy losses. After excellent work at Operational Training Unit during his rest, he is now an outstanding captain and leader in his squadron. His experience and example have been of inestimable value to the numerous fresh crews in the squadron. His leadership is such that there is competition amongst crews for a position in his formation, which he leads remarkably well with the sole object of hitting the enemy as hard and frequently as possible. His level headed courage, his fine example and the service he has

given and is giving, deserve recognition in the award of the Distinguished Flying Cross.

On 20 December 1943, Air Vice Marshal Basil Embry wrote:

I endorse this recommendation. This officer sets a high example to his squadron and well deserves the award of the Distinguished Flying Cross.

This was further endorsed by the Air Marshal (signature illegible) commanding Allied Expeditionary Air Force (1 January 1944) and by Air Chief Marshal Trafford Leigh-Mallory, Air Commander-in-Chief, Allied Expeditionary Air Forces (31 May 1944). The delay between recommendation and gazetting is remarkable, as is the delay between 1 January and 31 May 1944.

Accidents: On 3 October 1941, No.226 Squadron, Long Kesh aerodrome, Blenheim Z7292. "After making a three-point landing I ran about 100 yards at which point ran over the slight slope in the runway 'B' which increased my speed; the braking proved inadequate to diminish. I slowly started to swerve off the runway, struck the soft shoulder. The starboard wheel dropped into a sump [swamp?], the nose dug in as well as the starboard engine and [illegible]. The brakes were satisfactory and in no way to blame for the accident." Airframe beyond repair but engines salvageable.

At 1800 hours on 19 September 1943, Mitchell FV902, returning from sortie to Lens, five miles over the English coast the starboard engine cut and fire was seen coming from air intakes. Feathered the engine and made a single-engine landing at Kings North. Crew were himself, 139615 F/O D.G. Farquhar (navigator), 141758 P/O G.H. Lees (WOP/AG), 919436 Flight Sergeant F. Perrian (Air Gunner) and Lieutenant Commander Breedveld (Dutch co-pilot).

Notes: Letter dated 8 March 1944 stated he had flown 41 sorties with No.226 Squadron (Blenheims, Bostons and Mitchells). Non-operational tour with No.74 Wing had meant flying Spitfires and Hurricanes on RDF duties (41 trips or the equivalent of 20 sorties). Service had included shipping strikes and low-level bombing in Channel ports.

Application for Operational Wing: document submitted 17 May 1944, listing the following, all with No.226 Squadron but not all agreeing with sortie list in DFC submission:

- 5 August 1941 - Blenheim - Shipping strike, ships in convoy (1.15)
- 10 August 1941 - Blenheim - Shipping strike, ships in convoy (45 minutes)
- 12 August 1941 - Blenheim - Shipping, Le Trait docks (1.00)
- 7 September 1941 - Blenheim - Shipping, ships in convoy (2.50)
- 11 September 1941 - Blenheim - Shipping, ships in convoy (3.00)
- 15 October 1941 - Blenheim - Shipping, docks and ships (3.15)

9 March 1942 - Boston - Sea search, lost dinghy, Dutch coast (2.00)
14 March 1942 - Boston - Shipping, armed merchant cruiser (2.00)
15 March 1942 - Boston - Shipping, armed merchant cruiser (3.00)
25 March 1942 - Boston - Circus, Lille, recalled (30 minutes)
27 March 1942 - Boston - Ramrod, power station, Ostend (2.00)
24 April 1942 - Boston - Ramrod, docks at Flushing (1.50)
17 May 1942 - Boston - Ramrod, docks at Boulogne (2.00)
31 May 1942 - Boston - sea search, lost dinghy (1.30)
5 June 1942 - Boston - Ramrod, power station and docks (1.45)
27 June 1942 - Boston - Ramrod, docks at Boulogne (2.20)
20 July 1942 - Boston - low level Ramrod, Kuhlman Chemical Co. (2.00)

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17 August 1943 - Mitchell - Ramrod, Dunkirk docks (1.40)
18 August 1943 - Mitchell - Ramrod, Flushing docks (1.45)
19 September 1943 - Mitchell - Ramrod, Lens power plant (1.55)
28 September 1943 - Mitchell - sea search, dinghy survivors (1.00)
15 October 1943 - Mitchell - sea search, dinghy survivors (1.45)
20 October 1943 - Mitchell - sea search, dinghy survivors (4.00)
22 October 1943 - Mitchell - Ramrod, power station (2.15)
24 October 1943 - Mitchell - sea search, dinghy survivors (2.15)
24 October 1943 - Mitchell - Ramrod, aerodrome, Holland (1.50)
5 November 1943 - Mitchell - Ramrod, rocket guns (2.15)
8 November 1943 - Mitchell - Ramrod, rocket emplacement (2.00)
10 November 1943 - Mitchell - Ramrod, coastal guns (1.55)
11 November 1943 - Mitchell - Ramrod, staff headquarters (2.00)
19 November 1943 - Mitchell - sea search, dinghy survivors (3.00)
25 November 1943 - Mitchell - Ramrod, rocket emplacements (1.55)
25 November 1943 - Mitchell - Ramrod, rocket emplacements (2.00)
26 November 1943 - Mitchell - Ramrod, Cherbourg rockets (3.25)
20 December 1943 - Mitchell - Ramrod, Boulogne rocket (2.20)
22 December 1943 - Mitchell - Ramrod, Boulogne (2.35)
23 December 1943 - Mitchell - Ramrod, Dieppe (2.25)
30 December 1943 - Mitchell - Ramrod, Abbeville (2.20)
5 January 1944 - Mitchell - Ramrod, Rouen (2.50)
6 January 1944 - Mitchell - Ramrod, Abbeville (2.35)
7 January 1944 - Mitchell - Ramrod, Boulogne (2.50)
25 January 1944 - Mitchell - Ramrod, St, Omen (1.50)

Types Flown: A list dated 14 February 1957 gave his types as follows:

Fleet Finch (68.55)

Yale (12.10)

Harvard (66.30)
Blenheim I (8.10)
Blenheim IV (150.10)
Boston (82.35)
Tiger Moth (13.45)
Master (45 minutes)
Hurricane (77.25)
Hornet Moth (21.15)
Spitfire (4.00)
Mitchell (768.35)
Mosquito (20 minutes)
Taylor Craft (55 minutes)
Liberator (2.25)
Anson (78.50)
Beech (126.25)
Norseman (4.05)
Dakota (102.35)
North Star (33.40)
Piasecki (2.40)
Canso (1.30)
Stirling (30 minutes)
Kittyhawk (3.15)

Near the end of the war a document summarizing his flying listed the following:

No.1 EFTS, Malton, Ontario: 24 October to 11 December 1940: Finch II: 27.35 dual, 22.00 solo plus 4.25 in Link

No.2 SFTS, Uplands: 12 December 1940 to 21 February 1941: Yale aircraft: 4.15 day dual and 4.45 day solo; Harvard aircraft: 34.40 day dual, 38.30 day solo, 1.45 night dual, 4.15 night solo plus ten hours in Link.

Overseas Flying, 31 July 1941 to 30 July 1942, No.226 Squadron, Blenheim and Boston aircraft, 35.15; dates for Mitchell not listed but hours flown on type were 56.40 operational.

No.5 OTU, Boundary Bay, July to December 1944: two hours by day solo on single-engine aircraft, 180 hours solo by day on multi-engine aircraft, 30 hours night solo on multi-engine aircraft.

No.5 OTU, Boundary Bay, January to June 1945: one hour 50 minutes at night at first pilot, two hours ten minutes at night as second pilot (single engine aircraft) - 8.25 as first pilot on multi-engine aircraft, 4.35 as second pilot and two hours dual on multi-engine aircraft.

RCAF Detachment, Suffield, July to December 1945: 20.10 by day on single-engine aircraft; 150 hours 30 minutes by day as first pilot on multi-engine aircraft, 31.20 by night on multi-engine aircraft.

Selected Assessments: "During service with this unit Flying Officer Faurot showed very high qualities of enthusiasm, skill and leadership. While mentally far more suited to operational flying, he did an excellent job with the flight." (F/L D. Tracy, No.74 Wing Calibration Flight, 26 June 1943). "A keen and enthusiastic officer who worked hard during the year he was with the flight." (W/C C.F. Pearce).

"Has had experience on Mitchells. Recommend course at Flying Instructor School when he can be spared following which he will be returned to No.5 OTU." (S/L C.D. Banwell, 4 April 1944).

"This officer has always shown aptitude and keenness in his work. He has completed two tours of daylight operations and has had previous experience as flight commander on an operational squadron. He is a most efficient instructor and is strongly recommended for temporary rank." (W/C W.H. Malkin, No.5 OTU, 21 July 1944).

"This officer has filled the position of Flight Commander (Mitchells) for considerable time. He has always carried on his duties in a very efficient manner. Strongly recommended for promotion to the rank of Acting Squadron Leader (Paid)." (W/C H. Malkin, No.5 OTU, 31 March 1945)

"This officer made steady progress throughout the course. His individual work from the beginning of the course indicated familiarity with service matters in general. His exercises were submitted in a very neat fashion and were usually completed in a competent manner. At times he experienced some difficulty in determining the relevancy or otherwise of material in some exercises. He displayed keen interest in all phases of the course and was especially prominent in sports activities. In syndicate exercises he participated actively and was responsible for much of their successful completion. He was assessed Average in service writing, law, office organization RCAF organization, financial services and equipment." (27 October 1946, No.1 Composite Training School assessment)

"Liaison Officer - This officer has been assessed only on his specialist duties performed at DIDand not on his professional capabilities. Without previous experience in Headquarters administration he has rapidly become conversant with inter-service routine. He is clean-cut, keen and intelligent, has a pleasant personality and is a good mixer. Is stable financially and spiritually. Displays a great interest in sports both as a participant and as spectator. While successful in the role of Liaison Officer it is considered that he could with equal success perform the duties of a personnel counsellor or command a unit." (Lieutenant-Colonel H.A. Decellier, AFHQ, 20 October 1948).

"This officer has filled a very difficult appointment as Chief Administrative Officer at Station Lachine. He has received considerably less than the normal direction which a CadO should have. In a situation where he was serving either a new Commanding Officer, an Acting Commanding Officer, or a Commanding Officer whose main time was spent receiving air training, most of the administrative responsibility for Station Lachine fell on his shoulders. From the observations which I have been able to make in the short time he worked for me, I feel that he did a remarkable good job, all things considered. I know that there was a clash of personalities between this officer and W/C Douglas, the previous Station Commander. My inclination is to support S/L Faurot in any instance where this clash in viewpoint may be reflected in assessments on S/L Faurot. In my opinion he worked willingly and hard and well deserves credit for much which has been achieved in the growth of Station Lachine. In view of the short space of time that he was under my command, it is recommended that promotion considered be based on previous assessments but that account be taken of the fact that a personality clash did exist between this officer and the previous Station Commander. My impression is that he is capable of carrying Wing Commander rank." (W/C E.R. Johnston, Station Lachine, 21 September 1953).

"Squadron Leader Faurot has for the most part been employed on duties far removed from normal RCAF employment. He has, however, proved himself to be willingly adaptable. Squadron Leader Faurot is by nature friendly and gregarious. He will go out of his way to merit the friendship of others. He is perhaps a little over-sensitive in this regard. He is tactful and cooperative. Squadron Leader Faurot's deportment and appearance were satisfactory. He is a smart-looking officer. This officer is at his best when given an independent task which will keep him busy. He has his own ideas of how a job should be done and applies himself thoroughly to doing it. His work is well organized. He expresses himself satisfactorily." (hand-written assessment from M CCD, Saigon, June 1958, signature looks like "Lieutenant-Colonel W. Wobber, Assistant Military Advisor," on letterhead of "Canadian Delegation").

"During the past year Squadron Leader Faurot's principal job has been the organization and management of the RCAF contribution to the British Columbia Provincial National Exhibition. Last year he was chairman of the tri-service committee. He has considerable enthusiasm for this task and the effectiveness and success of the Armed Forces Display is largely due to his efforts, sometimes rather at the expense of other service duties. This officer presents a good experience, enjoys meeting strangers and is suitable for public relations, air cadet work or in a liaison capacity." (W/C W.M. Foster, 11 August 1961).

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FAUX, Sergeant Allan Walter (R52194) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 23 March 1916. Home in Toronto. Enlisted 18 November 1939, London as Aero

Engine Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Posted to "R" (Rockcliffe ?), 30 June 1940. Promoted Sergeant, 1 July 1941. To "Y" Depot, Halifax, 11 March 1943. To RAF overseas, 27 March 1943. Repatriated to Canada, 18 June 1945 for Tiger Force preparations. To No.8 OTU, 19 June 1945. To Station Greenwood, 31 July 1945. Served there until 4 September 1945. Released 7 September 1945. Died 6 October 2005 at Perth-on-Tay, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 stating he was then a Fitter IIE and had served 42 months in Canada, 21 months overseas.

This NCO is a fine outstanding man. His work as an NCO and tradesman has been of the highest calibre. On numerous occasions aircraft have taken off on operations due to the ability of this NCO. He is like and respected by all those with whom he works.

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FAWCETT, W/C George Maurice (C1563) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Calgary, 1 March 1909; educated at University of Manitoba. Canadian Pacific deckhand, July to December 1925 and March 1926 to February 1927; Cadet and Radio Officer with Canadian Pacific Steamships, February 1927 to August 1931. Indo-China S.N. Company (Hong Kong), September 1931 to March 1934 (third and second mate). Reuters Limited, Hong Kong, May 1934 to February 1936 (radio station installation and operation). Employed from May 1936 onwards by RCA Victor, Montreal as Radio Engineer; Associate Member of the Institute of Radio Engineers since 1934. Enlisted in Montreal, 29 December 1939. To No.1 WS, Trenton, 15 January 1940; to No.1 WS, Montreal, 22 February 1940. To No.120 Squadron, Jericho Beach as Signals Officer, 25 March 1940. To be Station Signals Officer for Patricia Bay, June 1940. Promoted Flight Lieutenant, 1 November 1940. Attached to RAF overseas, 12 December 1940 to 22 May 1941 (radar courses at No.1 Radar School, Yatesbury to January 1941 followed by attachment to Air Ministry while obtaining operational radar experience). While there he participated in three operational sorties in No.172 Squadron Whitley aircraft from RAF Station Limavady (eight hours each, April 1941) and two in No.210 Squadron Sunderlands, Station Oban (March 1941, 12-hour flights - employed in dual role of Observer and Special Assistant on newly installed radar equipment under instructions from Air Ministry. To Station Rockcliffe, 22 May 1941. To Eastern Air Command Headquarters, 24 June 1941 (siting radar equipment). To No.12 Technical Detachment, 29 August 1941 ("Carried out work of a highly classified nature with Research Enterprises"). Promoted Squadron Leader, 1 February 1942. To AFHQ, 16 November 1942 ("Employed in various engineering appointments including that of Director of Electronic Development.") Promoted Wing Commander, 1 August 1943.

Retained in postwar RCAF as Wing Commander. To RCAF Staff College, 21 March 1947. To AFHQ, 21 September 1947 (Director of Development, Armament, Radio Photography). To Canadian Joint Staff, Washington, 10 December 1947 (Chief Signals Officer). Promoted Group Captain, 1 January 1950. To Air Material Command Headquarters, 2 March 1950 (Senior Telecommunications Officer). To AFHQ, 15 August 1952 (Officer in charge of RCAF Section, Pinetree Project). Received Queen's Coronation Medal, 4 November 1953, when he was back at AFHQ. To Air Material Command Headquarters, 21 October 1954 (Senior Telecommunications Staff Officer). Retired 11 December 1962. Died in Victoria, British Columbia, 13 January 1977 as per British Columbia Vital Statistics.

This officer displayed keen initiative in the development of radar equipment for use in the Royal Canadian Air Force. His excellent judgement and diligence exercised in the establishment of such systems have resulted in increased effectiveness of operational squadrons in this country. By his complete devotion to duty and willingness to accept any responsibility, this officer has set a fine example for all personnel with whom he has served.

He was first recommended for an award, 11 September 1943 by W/C W.A. Acton, "For outstanding contributions to the development of RCAF special radio equipment." His unit was AFHQ/AMAE/DRE. Supported by A/V/M A. Ferrier (11 September 1943) but did not reach Priority List for New Year 1944 awards.

Recommended again (this time for an OBE), 1 March 1944 by W/C H.A. Robinson, A/DREE, as follows:

This officer displayed keen initiative in the development of radar equipment for use in the Royal Canadian Air Force. His excellent judgement and diligence exercised in the establishment of such systems have resulted in increased effectiveness of our operational squadrons in this country.

This was supported by Ferrier but again did not reach Priority Lists.

Selected Assessments: "An exceptionally good type of signals officer who has had an abundance of sound experience. He is a hard worker, clever and has a retentive mind. Has many years experience at sea and is familiar with the West Coast. Recommended for Flying Boat Squadron on the West Coast. He appears to be suitable for training as a pilot." (S/L H.B. Godwin, Chief Instructor, No.1 WS, Montreal, 18 March 1940).

A letter on file (31 January 1942, G/C R.E. McBurney, D of S to AMAS, regarding his suitability for accelerate promotion, bears upon radar development in Canada:

1. This officer was one of three officers who were specially selected because of

their outstanding qualifications, both technically and otherwise, to attend a special course on RDF in England in 1940. These officers proved so outstanding that Air Ministry arranged special courses for them, far exceeding the usual instruction given to the average radio officer.

2. Upon his return to Canada, Flight Lieutenant Fawcett gave immediate indication of his initiative, leadership and outstanding technical ability. After investigating the NRC Research programme being conducted for the RCAF, the position of the United States on RDF equipment and the production capabilities of Research Enterprises Limited, this officer strongly advocated that the RCAF should proceed with the immediate production of a Canadian prototype of the latest RAF CHL receiver. He considered the NRC development would take longer than forecast. This was done and, as a result, we are now in production on equipment which can be used, whereas the Research programme will not be completed for several months yet.

3. I consider that this officer has shown, throughout his career in the RCAF, continued evidence of above average ability, reliability and judgement, and strongly recommend his accelerated promotion to Squadron Leader. The position to be filled by him upon completion of his development work at R.E.L. is that of Radio Officer at Western Air Command Headquarters, which calls for a Squadron Leader.

Evaluation of 19 July 1943 by W/C W.A. Acton - "In addition to being responsible for RDF ground engineering, this officer has recently assumed responsibilities for airborne RDF engineering, resulting in a noticeable improvement in the output and quality of the work."

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FAWCETT, P/O Herbert Andrew (J86875) - **Distinguished Flying Cross** - No.139 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born Yorkshire, 12 November 1922. Home Ramsey, Hertfordshire (also given as Huntingdon, Quebec). Enlisted in Montreal 9 October 1941. To No.1 Manning Depot, 9 October 1941. To No.31 BGS, 10 November 1941. To No.5 ITS, 21 December 1941. Promoted LAC, 27 February 1942. To No.20 EFTS, 14 March 1942; graduated 22 May 1942 and posted next day to No.3 SFTS; graduated 11 September 1942 and promoted Sergeant. To No.3 AOS, 30 September 1942. To "Y" Depot, 5 June 1943. To United Kingdom, 22 June 1943. Commissioned 1 June 1944. Promoted Flying Officer, 6 September 1944. Repatriated to Canada, 5 August 1945. Released 13 September 1945, retiring to Huntingdon, Quebec.

One night in September 1944, Pilot Officer Fawcett was detailed to attack Berlin. During the bombing run the aircraft was illuminated by searchlights and

subjected to heavy anti-aircraft fire. Despite this, Pilot Officer Fawcett maintained a steady run. His aircraft was hit, however, and sustained much damage. The hydraulic system was put out of action and the port engine rendered useless. Nevertheless, this pilot turned for home and eventually flew his damaged aircraft to an airfield in this country and effected a safe landing with the undercarriage retracted. This officer has completed very many sorties, fourteen of them against the German capital. He has invariably displayed outstanding courage and devotion to duty.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 15 September 1944 when he had flown 53 sorties (183 hours 15 minutes). Sortie list (all on Mosquitos) and submission as follows:

22 March 1944 - Berlin (4.40)
24 March 1944 - Berlin (5.10)
29 March 1944 - Kiel (3.45)
8 April 1944 - Essen (2.55)
10 April 1944 - Hanover (3.10)
11 April 1944 - Hanover (4.05)
17 April 1944 - Cologne (2.40)
18 April 1944 - Berlin (4.35)
21 April 1944 - Cologne (2.35)
22 April 1944 - Dusseldorf (3.00)
24 April 1944 - Dusseldorf (2.25)
26 April 1944 - Essen (3.10)
28 April 1944 - Hamburg (3.40)
1 May 1944 - Ludwigshafen (3.25)
3 May 1944 - Ludwigshafen (3.35)
6 May 1944 - Ludwigshafen (3.10)
8 May 1944 - Osnabruck (3.00)
10 May 1944 - Ludwigshafen (3.20)
12 May 1944 - Brunsbuttel (3.15)
14 May 1944 - Cologne (2.20)
26 May 1944 - Ludwigshafen (3.15)
27 May 1944 - Dusseldorf (2.20)
28 May 1944 - Ludwigshafen (3.30)
30 May 1944 - Leverkusen (2.25)
3 June 1944 - Ludwigshafen (3.35)
5 June 1944 - Osnabruck (2.55)
6 June 1944 - Ludwigshafen (3.20)
9 June 1944 - Berlin (4.15)
11 June 1944 - Berlin (4.35)

14 June 1944 - Gelsenkirchen (2.40)
16 June 1944 - Sterkrade (2.30)
22 June 1944 - Hamburg (4.00)
28 June 1944 - Saarbrücken (3.15)
30 June 1944 - Homberg (2.30)
5 July 1944 - Sholven (2.30)
16 July 1944 - Homberg (2.30)
18 July 1944 - Berlin (4.20)
20 July 1944 - Hamburg (3.20)
21 July 1944 - Berlin (4.40)
23 July 1944 - Berlin (4.40)
25 July 1944 - Stuttgart (3.40)
27 July 1944 - Stuttgart (4.00)
28 July 1944 - Hamburg (3.40)
6 August 1944 - Cologne (2.35)
10 August 1944 - Berlin (4.20)
11 August 1944 - Berlin (4.30)
13 August 1944 - Hanover (3.25)
14 August 1944 - Berlin (4.15)
17 August 1944 - Mannheim (3.20)
18 August 1944 - Cologne (2.50)
6 September 1944 - Hamburg (3.30)
9 September 1944 - Brunswick (3.30)
11 September 1944 - Berlin (4.40)

On the night of the 11/12th September 1944, this officer was the captain of an aircraft detailed to attack Berlin in the role of marker with special equipment.

Whilst on the bombing run the aircraft was coned by searchlights and hotly engaged by the flak defences of this heavily defended target. Undeterred, Pilot Officer Fawcett carried on with his bombing run taking no evasive action in order to ensure the accuracy of his marker Target Indicators. However, just as he was about to open the bomb doors a burst of heavy flak hit the aircraft damaging it seriously and putting the hydraulic system and port engine out of action. Pilot Officer Fawcett attempted to open the bomb doors using the emergency method but this had no effect so he was faced with a long flight back to this country on one engine and still with his bomb load on board. By skilful piloting, Pilot Officer Fawcett succeeded in bringing the aircraft back to this country although at one time it appeared as if he would have insufficient petrol owing to one of his tanks being holed. He arrived over the coast with 20 gallons of petrol left and decided to make an emergency landing at Woodbridge. On arrival there he received permission to land and attempted to lower his undercarriage by the

emergency method but found that this also had been put out of action.

He was then faced with the decision as to whether to crash land the aircraft with the bomb load still on or to bale out. He decided to crash land the aircraft and this he did on the grass overshoot portion of Woodbridge.

Pilot Officer Fawcett has now carried out 53 sorties with this squadron, many of these in the role of marker with special equipment. Fourteen of these sorties have been against Berlin.

For the outstanding courage and devotion to duty displayed by this officer in the above circumstances I strongly recommend the immediate award of the Distinguished Flying Cross.

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FAWCETT, F/L Roswell John (J22867) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born Toronto, 21 May 1918; home there; accountant, ex-RCA. Enlisted Toronto 11 March 1942. To No.1 Manning Depot, 12 April 1942; to No.1 ITS, 1 August 1942; graduated 25 September 1942 when promoted LAC; to No.1 BGS, 26 September 1942; graduated 20 November 1942 and next day posted to No.8 AOS; graduated and commissioned 8 January 1943. To "Y" Depot, Halifax, 23 January 1943; to RAF overseas, 25 January 1943. Promoted Flying Officer, 8 July 1943. Promoted Flight Lieutenant, 8 January 1945. Repatriated 18 June 1945 as potential "Tiger Force" volunteer. To Debart, 19 June 1945, remaining on strength of that station to 10 September 1945. Retired 16 September 1945. Rejoined RCAF in rank of Sergeant, 27 May 1952 (Signals, 47448). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 21 January 1945 when he had flown 32 sorties (183 hours 40 minutes), 22 October 1943 to 15 October 1944. This tour has some large gaps - no sorties between 22 November 1943 and 21 January 1944 or between 6 June and 27 August 1944.

This officer, as Air Bomber in heavy bomber aircraft, has participated in thirty-two attacks against enemy targets, many of which have been against the heavily defended areas of industrial Germany, including three attacks on the capital of the Reich. He is a most competent, skilful and efficient air bomber who has at all times shown great devotion to duty and has ensured that his attacks were delivered where they were calculated to do the maximum of damage. On all occasions he has shown a cheerful co-operation with his crew and with his section leader to whom he was of great assistance. By his example of cheerful devotion to duty he has inspired his crew and the other air bombers of the squadron...

The sortie list was as follows:

22 October 1943 - Kassel (7.00)
3 November 1943 - Dusseldorf (4.10)
18 November 1943 - Mannheim (7.25)
19 November 1943 - Leverkusen (6.25)
22 November 1943 - Berlin (8.00)
21 January 1944 - Magdeburg (7.35)
15 February 1944 - Berlin (7.30)
2 March 1944 - Meulen les Mereaux (5.15)
22 March 1944 - Frankfurt (7.05)
24 March 1944 - Berlin (7.30)
9 April 1944 - Villeneuve St. George (5.35)
10 April 1944 - Ghent (4.25)
18 April 1944 - Le Bourget (5.50)
20 April 1944 - Mons (4.30)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.00)
10 May 1944 - Ghent (4.05)
19 May 1944 - Le Clipon (3.00)
24 May 1944 - Aachen (4.55)
27 May 1944 - Bourge Leopold (5.05)
31 May 1944 - Au Fevre (5.05)
5 June 1944 - Merville-Franceville (4.45)
6 June 1944 - Conde sur Noireau (6.10)
27 June 1944 - Marquis (3.30)
28 June 1944 - La Rochelle (6.30)
15 September 1944 - Oslo (6.25)
24 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (4.40)
4 October 1944 - Oslo (6.50)
12 October 1944 - Wanne Eickel (4.55)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Wilhelmshaven (5.50)

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FAWTHORP, F/O Donald Arthur (J29737) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born Cornwall, Ontario, 8 October 1922. Home there; ex-Northern Electric. Enlisted in Montreal, 15 August 1941. To No.1 Manning Depot, 31 August 1941. Posted to RCAF Base Trenton, 26 September 1941; to No.5 ITS, 10 November 1941. Promoted LAC, 2 January 1942. To No.14 EFTS, 3 January 1942. To No.11 SFTS, 29 March 1942. Promoted Sergeant, 17 July 1942. To No.1 Flying Instructor School, 16 August 1942. Deemed to be poor instructor material and recommended for Staff Pilot duties. To Station Mountain View, 5 October 1942 and

assigned to No.6 BGS. Commissioned 11 June 1943. To "Y" Depot, Halifax, 24 February 1944. Embarked from Canada, 10 April 1944, being taken on strength of No.3 PRC, Bournemouth, that day. Disembarked in Britain, 18 April 1944. To No.5 (P) AFU, 23 May 1944. To No.57 OTU, 19 September 1944. To No.83 Group Service Unit, 11 December 1944. To No.421 Squadron, 22 December 1944. Killed in action with No.421 Squadron, 11 March 1945, Spitfire RK910. Returning from a sortie and just after crossing Allied lines he radioed that his engine had stopped. The squadron had just begun a descent into cloud and had to continue until breaking clear at 2,000 feet. He appears to have lost control (possibly panicked) while trying to fly on instruments in the cloud and crashed. The Accident Investigation Report turned up evidence of the engine being in dreadful condition - an accident waiting to happen. S/L W.B. Boggs (Chief Technical Officer, No.127 Wing) wrote, "It was found that seven connecting rods had broken and that the supercharger was completely unserviceable, due to worn bearings, and that the induction system was full of fine aluminum dust from the supercharger and casing." Buried in Belgium. At the time of his death he had flown 1,225 hours 20 minutes (100 hours on Spitfires and 70 hours in previous six months) and was described by his Commanding Officer (S/L J.D. Browne) as "barely an average officer". He had two siblings in the forces: 96000 Roy Victor Fawthorp (RCAF overseas) and Nursing Sister Jesse Ann Fawthorp (No.12 Canadian General Hospital) as well as two other brothers and one other sister.

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FAY, Flight Sergeant Arthur Edward (R61629) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 21 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 757/43 dated 30 April 1943. Born 26 December 1920. Home in Lebret, Saskatchewan. Student. Enlisted in Regina, 21 June 1940. To No.2 ITS, 30 June 1940. Promoted LAC, 17 August 1940; to No.1 WS, 18 August 1940; to No.2 BGS, 20 December 1940; graduated and promoted Sergeant, 20 January 1941. To Embarkation Depot, 30 January 1941; to RAF overseas, 2 March 1941. Shot down 11 August 1942 but evaded capture and returned to Britain via Gibraltar on 7 November 1942. To Home Establishment, 9 December 1942 for retraining as pilot. To No.2 ITS, 22 January 1943. To No.15 EFTS, 3 April 1943. To No.4 SFTS, 29 May 1943. Qualified as pilot and commissioned 17 September 1943. It is unclear as to further movements and retirement, but rejoined RCAF as a pilot on short service commission, 21 October 1950 (service number 33297). Died 30 January 2002 in Westbank, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. No citation - "member of aircraft crew...displayed great gallantry and determination in attacks against targets in enemy occupied territory." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) the following recommendation as found in Public Record Office Air 2/4937; Fay was reported as having flown 23 sorties (126 hours).

Flight Sergeant Fay was the Wireless Operator/Air Gunner in an aircraft which took off from Middleton St.George at 2100 hours on 11th August 1942 to bomb Mainz. After completing the operation, the aircraft was attacked and the crew were forced to bail out. Flight Sergeant Fay showed determination and courage

in evading capture and eventually arrived safely back in this country. I recommend the award of the Distinguished Flying Medal.

Public Record Office WO 208/3311 has his MI.9 report of evasion based on interview of 8 November 1942; he had left Gibraltar and arrived at Portreath on 7 November 1942.

I took off from Middleton-St.George at 2100 hours on 11 August 1942 to bomb Mainz. After completing the operation we were attacked on the way back. I had to bale out at 0230 hours, landing north of Heyst-Opden-Berg (Belgium), 14 miles east-northeast of Malines. The rest of the crew were:-

WO Lunan (pilot) [**Transcriber's note: WO W.E. Lunan, RCAF, killed**]

Sergeant Dickenson (second pilot)

Flight Sergeant Jupp (navigator) [**Transcriber: FS L.C. Jupp, RCAF, POW**]

Sergeant Howes (bombardier) [**Transcriber: FS J.K. Howes, RCAF, POW**]

Flight Sergeant Wyatt (tail gunner) and

Sergeant Scotland (engineer).

Local inhabitants reported that three were killed and three taken P/W.

I landed in open country with a slightly twisted ankle. After hiding my parachute and Mae West I walked off northwards about two miles into a wood, where some children discovered me at about 1000 hours. They fetched their parents, who brought me food and found me a better hiding place. During the following night they took me into their house out of the rain. Meanwhile they arranged for a school teacher who spoke English to visit me at 2300 hours. I went off with this man on a bicycle to a farm where I stayed for two days, after first recovering the parachute on the way.

I was then brought into contact with an organisation through which I returned to the United Kingdom.

Public Record Office WO 40/258 has an AI (K) report dated 11 November 1942 noting that he had trained at No.19 OTU. The aircraft was Halifax T1061, taking off from Middleton St. George at 2100 hours to attack Mainz. Attacked by a night fighter and crashed twelve miles northeast of Malines. Fay was Wireless Operator.

The target was reached without incident and the bombs dropped from 6,000 feet exactly on ETA. Very little flak or searchlight interference was experienced over the target.

The aircraft was routed to return via Holland, and some time after leaving the target while at 10,000 feet was suddenly caught by a large concentration of searchlights and a lot of flak starting. It was assumed that they were somewhat off track, and had inadvertently flown over Cologne.

The W/OP asked "G" Group for a fix, and immediately while the WOP was still sending the signal, three heavy shells burst simultaneously under the aircraft. The port inner engine immediately stopped and caught fire. The port outer engine stopped. The inter-com became unserviceable, as also the lighting. The nose of the aircraft was smashed in. The radio was hit by splinters and became unserviceable. Some electrical equipment started to burn. The bomb aimer was wounded in the leg. In addition to which the pilot said he thought the rudders had been shot away. All the crew immediately got ready to bale out.

The fire inside the aircraft was put out, and the pilot operated the fire extinguisher to the engine, and the fire died down. The aircraft lost height to 2,000 feet but still the pilot kept going. From time to time the port outer engine started for a short while but produced no power. With the nose of the aircraft smashed in, it was devilishly cold and unpleasant.

The pilot managed to keep going with only the two starboard engines serviceable, and as height was being maintained, it looked as though he might be able to bring the aircraft home, but after 20 minutes, a night fighter attacked from in front and below and damaged the port wing. The pilot still carried on and about five minutes later the night fighter again attacked from the same position, and raked the fuselage.

Flight Sergeant Fay was standing near the pilot and as far as he knows, no one was wounded, but the aircraft must have been further damaged as the pilot instructed him by signs to warn the crew to bale out.

Flight Sergeant Fay handed the pilot his parachute, and after telling the Navigator and the Bomb Aimer who were in the front to jump out, he warned the Engineer, who was changing over the petrol cocks, and after passing word to the Rear Gunner, Flight Sergeant Fay baled out by the rear parachute exit at about 1,000 feet, the second pilot standing immediately behind him ready to jump. By this time the port wing was well afloat.

Flight Sergeant Fay landed twelve miles northeast of Malines and slightly twisted his left ankle.

The aircraft crashed and blew up about three miles southeast of where he landed, and he assumes that it had been uncontrollable and turned through 180 degrees.

Flight Sergeant Fay buried his parachute and Mae West under some refuse in a field. He had his "box" and "purse" with him.

Before takeoff he checked the IFF and TR.1335 detonators, and saw that these were in order, and assumed they would have detonated when the aircraft crashed.

Flight Sergeant Fay was loud in his praise of the way that Warrant Officer Lunan managed to fly the aircraft after it had been so severely damaged. As far as he knows it was Warrant Officer Lunan's 26th operation.

While in Belgium he came in contact with a man who had been working on the Antwerp aerodrome, who told him that at the time of the Dieppe raid 78 fighters took off during the day from Antwerp/Deurne aerodrome. Of these, 42 returned, only two of which were undamaged.

In Brussels he watched Evere aerodrome from a point of vantage between the 18th and 25th August, and noticed that a Ju,88 came in to land every day between 15/1600 hours.

In the morning he saw no activity at all, but in the afternoon aircraft were towed out by tractors apparently for compass swinging and such-line routine jobs.

He heard that petrol was delivered by lorry once a week to Brussels/Melsbroek. This was followed by two or three days of aerial activity, which died down until the next weeks petrol was delivered.

In Brussels in the Royal Park area, more or less opposite the Chinese Tower, there was some apparatus mounted on top of a house. He saw it was covered with camouflage netting, and understood that it was for aircraft detection.

In Spain, Sergeant Price [?] was caught by the police and interrogated at Irun, but not on technical or service matters, although he admitted being RAF.

In the internment camp at Miranda, he was interrogated the day after his arrival, and after he had been warned by Pilot Officer Watson that this would happen. He was asked his squadron number, if he had been taken prisoner by the enemy and escaped, to which he said, yes; how the aircraft was shot down; remainder of crew; assistance received in France, etc, but gave no information. No attempt was made to bully him.

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FEE, S/L John Clark (C773) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 24 August 1942 as per **London Gazette** dated 11 September 1942 and AFRO 1653/42 dated 16 October 1942. Born Toronto, 23 May 1915. Home Calgary. Employed by International Nickel before becoming Gentleman Cadet, Royal Military College, 1937 (with Birchall and Carpenter).

Enlisted as P/P/O, 5 July 1937. Trained at Trenton and Camp Borden (wings on 20 May 1938 at Trenton). To No.1 (F) Squadron, 1 June 1938. Promoted to F/O, 5 July 1938. Proceeded with No.1 (F) Squadron to Calgary, 22 August 1938. Made the last Siskin flight by the unit, 27 February 1939. To No.115 Squadron Detachment, Montreal, 1 March 1939. Promoted Flight Lieutenant, 15 January 1940. Qualified as A.2 Instructor, Central Flying School, Trenton, 7 June 1940. To No.4 EFTS, Windsor Mills, Quebec, 17 June 1940 to assist in formation of school. On 29 July 1940 wrote to Air Officer Commanding, No.3 Training Command, stating, "I would be of more use to my country as a Fighter Pilot than as an officer engaged in administrative duties." To No.4 SFTS, Saskatoon, 21 November 1940. Promoted Squadron Leader, 1 March 1941. As of 8 April 1941, while at No.4 SFTS, described as having "proved by his ability and work to warrant the highest category [as an instructor]". He had by then flown 700 hours as an instructor. To No.16 SFTS, Hagersville, 8 August 1941 as Chief Flying Instructor. A note in file states that during his period of instructional work "he repeatedly stated his dislike for instructional work on which he was engaged and desired an overseas posting. Nevertheless he earned the confidence and respect of all ranks and was invariably reported as being loyal, sensible and dependable. At No.16 SFTS, Hagersville, he left each of three courses up to or ahead of schedule and with no accidents." Posted overseas, 28 November 1941. To No.53 OTU, 16 December 1941. Initially overseas with No.41 Squadron (damaged a Bf.109 near Le Havre on 4 May 1942; damaged an E-Boat and small flak ship, 21 May 1942). On 16 June 1942 he was assessed by G/C C.H. Appleby as follows: "A very sound, hardworking and loyal officer in whom I place great faith. He has had a wide service experience." At that time reported to have flown 1,498 hours (153 hours in previous six months). Took command of No.412 Squadron, Merston, 29 July 1942. On 19 August he led the squadron on three trips over Dieppe, twice engaging FW.190s. Became W/C (Flying) of Kenley Wing, 27 November 1942 and granted rank of Wing Commander, 1 December 1942. On 4 December he became detached from squadrons when hood frosted over. He ordered wing to re-assemble over Boulogne after they had been broken up by German fighters. While heading towards Boulogne he saw four FW.190s on tail of a Spitfire, chased them off and claimed one "probably destroyed"). Led wing on unproductive morning sweep, 17 January 1943. Killed in action 17 January 1943 while leading another sweep; bounced by FW.190s that shot down Fee and his wingman. RCAF photo PL-2279 taken at Windsor Mills; PL-2280 shows him with Windsor Mills adjutant, F/O C.G. Jeffrey. PL-10739 is a portrait photo.

This officer is a fine pilot and skilful leader. By his outstanding ability he has been mainly responsible for the high standard of fighting efficiency of the squadron he commands. He has completed a large number of sorties including some during the combined operations at Dieppe. Squadron Leader Fee has at all times set a most inspiring example.

FEE, W/C John Clark (C773) - **Bar to Distinguished Flying Cross** - Canadian Fighter Wing - Award effective 25 January 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943.

This officer, both as a squadron commander and a wing leader, has taken part in a large number of operational sorties. He has always shown exceptional enthusiasm to engage the enemy and remarkable coolness when under fire.

Wing Commander Fee is a brilliant leader who has set a splendid example of courage and determination.

NOTE: On 17 November 1942 he damaged Spitfire AD470, category AC, at which time he had 300 hours on Spitfires and 1,630 hours on all types. Operational sortie, returning to Gatwick after being forced down by bad weather. Approaching aerodrome he missed it in fog on first attempt and retracted undercarriage before second attempt. Did not hear horn or observe any warning lights. Belly landed with undercarriage up. Port wing damaged, propellor broken, air cooler and radiator damaged. G.C R.L.R. Atcherley (Station Kenley) wrote:

Squadron Leader Fee is now the Wing Leader. I suggest that penalising him for this incident would undermine his prestige. There was mitigating circumstances - but the accident was primarily due, in my opinion, to a "lack of method."

I feel this accident may have served a useful purpose if it convinces the senior pilots of this Wing that sound flying can only be relied upon when prompted by habit as opposed to instinct.

As the last RCAF pilot to fly a Siskin, his assessment as of 2 December 1938 is interesting. He was noted as having joined No.1 (F) Squadron on 1 June 1938, as Adjutant and pilot, and in the year had flown 136 hours 20 minutes (Fleet and Siskins) plus 11 hours 15 minutes as passenger. "Very keen on flying and flies with confidence and care. Needs more practical experience and seasoning in administrative duties. Is suited temperamentally for Fighter Squadron duties." (S/L E.G. Fullerton).

RCAF Press Release No. 751 dated 10 September 1942 (author "Forster") read as follows:

He was a Wing Commander last fall, is a squadron leader now, but to Squadron Leader John Clarke Fee, D.F.C., there is no indication of back-slipping in his Air Force career. To him, diminished ranks reads like a progress report. It has given him the opportunity to lead a Royal Canadian Air Force fighter squadron from one of the most active stations in England, in contrast to being Wing Commander and Chief Instructor, at a flying training school back home.

"Knobby" Fee has only been on "ops" since March, but into that comparatively short period, he has crowded a tremendous amount of action. The reason --- he was primarily posted to a celebrated R.A.F. squadron based at one of the "hot spots" on the English Channel, just at the time when the long sustained "sweeping season" was being inaugurated. During the months which followed, Fee made up for lost time, and he set about combat work with endless vigor. He was flying under then Squadron Leader Petrus H. Hugo, D.S.O., D.S.C., and Bar, one of the Britain's crack pilots, and got his operational training in a decidedly operational zone.

So well did Fee catch on with the squadron that a month after his arrival he found himself filling Hugo's shoes as the unit's Commanding Officer. Hugo's fine work resulted in his promotion to Wing Commander, and taking over the wing in which the squadron operated. Fee became the second Canadian to lead the unit, Squadron Leader Elmer Gaunce having once been its c.o.

"One could write a book on Hugo. There are few like him," said Fee, "And he's only 25 at that. He's knocked down a lot of enemy planes, and shot up flakships with Hurri cannons. The squadron had accounted for 148 planes during the war up until the time I left it, mostly during the Battle of Britain."

Indication of the activity which Fee stepped into when he went on "ops" was the fact that he participated in 48 sweeps during his first three months. He had lengthened that number to over 70 by the end of the summer. One of the best shows of his original squadron was on Fee's second "ops". The squadron took on a big formation of Me109Es, and engaged them in a terrific sky duel. They knocked down seven German aircraft that day – and without a loss to themselves.

"What a day that was. I got some good squirts at them, but all I hit was air," admitted Fee, smilingly. The thick-set, dark-haired squadron leader admitted nervousness before stepping into that fight, despite his long Air Force experience, which dates back pre-war. "It was the same feeling one had before going into a boxing ring, or a hockey game. I felt a little nervous and tense at the briefing, but once I was in my Spitfire, I forgot all about that."

Fee took over from S/L Hugo in April, and immediately felt at home, despite the fact that he was the only Canadian on the squadron. His pilots included Australians, New Zealanders, Englishmen, Dutchmen, Czechs, South Africans. He had an American Flight Commander. He led them in many sorties, and had all sorts of excitement.

Most thrilling of all his encounters was the day his squadron served as escort to Hurri-bombers during a low level attack on Abbeville, France. They did a big job in blasting an enemy-occupied aerodrome, and came back feeling it was a job well done.

"We followed the railway line up the Somme to Abbeville, flying at zero altitude," said Fee. "We cut around behind the aerodrome when we hit Abbeville, and really raised plenty of trouble. I went through the dispersal area and station headquarters, and gave them all I had in shooting them up. I think our boys did a really fine job, and I think we left the place in quite a shambles. We shot up two aircraft on the ground. One of our boys even claimed that he knocked off the cook. In consideration of the fact that Abbeville is one of the

most heavily defended aerodromes in France, I think we did an exceptionally fine job. One goes past objects so fast when flying at almost ground level that it is hard to tell what one has achieved.”

There were lots of Jerries around that day to give the R.A.F. Squadrons trouble, but the fighters and Hurri-bombers went in so low that the Huns in the sky did not see them.

“We saw Jerries above us doing aerobatics, but they didn’t see us,” continued Fee. “One saw some amusing sights on the low altitude trip in. I followed a country road, and flew over a couple of old ladies in black dresses who dived into a nearby ditch in their fright. At other points, I passed over farmers who apparently had different ideas on the subject. They just held their ground and waved at me.”

Fee had taken over a Royal Canadian Air Force squadron before the big Dieppe show came along. His switch had come when his squadron was posted overseas. At the last moment, the posting was cancelled.

“There was plenty of excitement, but not so much for our crowd,” Fee confessed. “We were mostly tied up on stooge jobs. We saw a few Huns here and there, and figured as escorts for the Hurri-bombers going in on Dieppe at nought feet. We had some action with FW190, getting some head on shots, but the boys were generally disappointed in view of what prevailed with most of the fighters.”

Escorting Bostons on daylight raids into enemy-occupied territory has provided a lot of tense action for Fee and his pilots. It was a lot of high speed fun, and invariably, they had to fight their way home. They often brought back home souvenirs of their action, fuselage and wings showing shrapnel and fighter cannon scars.

Standing patrol at the base where Fee’s Canadian squadron is presently based represents no casual outing. It always holds promise of action along that narrow section of the Channel, where occupied France stands out plainly in the distance. There is always the possibility of Fock-Wulfe 190 or Messerschmitt 109s suddenly dropping out of the clouds, or a bomb loaded Ju88 making a hit and run attack on one of the many towns which fringe the South Coast. Fee recently had the opportunity to lead an American fighter wing into action, and got quite a kick out of that.

Had there not been a crying need for well-trained instructors at the outbreak of the war, Fee would probably have gone into action two years earlier, and figured in the Battle of Britain. He was identified with an auxiliary squadron which

served as the nucleus for the famous No. 1 Canadian Fighter Squadron.

“It was just my bad luck I didn’t stay with them,” said Fee. “They went their way, and I went to Camp Borden for nine months as an instructor, and then plenty more instruction was to follow.”

Fee, who comes from Sudbury, Ontario, was educated there, and later enrolled at Royal Military College. His wife lives in Calgary. During his three years at R.M.C., he played outside wing of the football team, and left wing on the hockey team. On graduation, he joined the Royal Canadian Air Force --- at a time when war was very close to being a reality. He trained at Trenton, and then joined the No.1 Fighter Squadron under S/L Elmer Fullerton – now Group Captain Fullerton.

In the Spring of 1939, Fee was posted to the No. 115 Auxiliary Fighter Squadron, as adjutant, also serving as instructor. It was composed largely of prominent young civilian fliers in Montreal, and became one of the first Canadian units to go overseas. It was too early to designate Fee as a fighter pilot, however. Instructors were at a premium, and preliminary steps in the laying of the foundation for the British Commonwealth Air Training Plan had been made. That was to be Fee’s slot for a while.... a long, long while it so happened.

When an elementary flying training school was opened at Windsor Mills, Quebec, in the late summer of 1940, Fee headed in that direction. He was chief supervisory officer there for six months, with rank of Flight Lieutenant. Then he pushed on to the Prairies, where the B.C.A.T.P. was expanding tremendously. He became a Squadron Commander at the service flying training school at Saskatoon. With another six months in the training plan back of him, he got a posting to Ontario. This time it was Hagharsville, another service flying training school. He had stepped up to chief instructor, and with it went promotion to Wing Commander.

Like so many instructors in Canada, his main ambition was to get overseas, and go operational. That opportunity came in November, 1941. It was not before he had put in over 800 hours as an instructor and supervisor, latterly principally engaged in check-up work, making progress tests, and keeping a supervisory eye on things generally. He had flown with hundreds of pilots who were to beat him overseas. Many of them had already made a very definite mark for themselves by the time he left Canada. Fee got to England as co-pilot on a Liberator.

Even he, with all his wide experience, was not yet qualified to come to grips with the enemy. He went to an Operational Training Unit to find out what it was all about. It did not take him long to pick up the tricks of a new trade.

He went to Hugo’s squadron with less braid on his sleeve than worn at

Hagharsville, but that didn't worry him. Neither did it bother him, as a squadron leader supernumary, to be as important as a rookie sergeant pilot, when he first went "ops" with them. He had reached his objective. A month later he found himself leading that highly rated squadron.

A purple and white diagonally striped ribbon on his tunic tells the story. Fee has what it takes, fighter pilot as well as flying instructor. (For picture, refer to U.K. 2397).

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FEE, F/O Kendall Russell (J18452) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 4 June 1913, Swift Current, Saskatchewan; home there (drug clerk). Enlisted in Winnipeg, 5 August 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 August 1941. To No.39 SFTS (guard), 5 December 1941. To No.2 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942 but not posted to No.3 AOS until 28 March 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 1 August 1942. To RAF overseas, 20 August 1942. Promoted Flight Sergeant, 31 January 1943. Commissioned 4 June 1943. Promoted Flying Officer, 4 December 1943. Repatriated with No.428 Squadron, 10 June 1945. Retired 9 September 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by S/L R.W. Swartz dated 20 April 1945 when he had flown 17 sorties (123 hours 30 minutes) of a second tour (4 February to 13 April 1945).

This officer has displayed great courage and determination coupled with exceptional skill and ability as a navigator. His tenacity of purpose and ability to concentrate on a particular problem under any circumstance with no regard to personal comfort or well-being has made him invaluable to his pilot.

His ability and unselfish devotion to duty have been an inspiration to all.

During his two tours of operations he has participated in many sorties on difficult targets and his efforts and fine navigating have contributed in a large measure to the operational success of his crew and the squadron as a whole.

The second tour sortie list was as follows:

4 February 1945 - Bonn (7.00)
7 February 1945 - Hassun (6.55)
13 February 1945 - Dresden (10.15)
20 February 1945 - Dortmund (7.25)
21 February 1945 - Duisburg (7.10)

7 March 1945 - Dessau (9.15)
11 March 1945 - Essen (6.40)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (7.05)
20 March 1945 - Heide (5.30)
22 March 1945 - Hildeshein (6.25)
25 March 1945 - Hanover (6.30)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseburg (9.20)
8 April 1945 - Hamburg (6.05)
10 April 1945 - Leipzig (8.30)
13 April 1945 - Kiel (6.05)

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FEE, F/O William Burdette (J9247) - **Distinguished Flying Cross** - No.98 Squadron - Award effective 28 June 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1582/43 dated 13 August 1943. Born in Swift Current, 14 May 1918. Home there. Enlisted King's Own Rifle Corps, 1940. Joined RCAF in Regina, 10 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 10 April 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.15 EFTS; graduated 12 September 1941 and posted next day to No.4 SFTS; graduated and commissioned, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Repatriated 24 January 1944. To No.2 BGS, 10 March 1944. Retained rank of Flight Lieutenant in postwar RCAF (26332); promoted Squadron Leader, 1 January 1952. Died in White Rock, British Columbia, 31 March 2006.

In June 1943 this officer captained one of a formation of bombers detailed to attack an industrial target in Belgium. Shortly before reaching the objective the bomber was engaged by enemy fighters. One engine was hit and caught fire while other equipment was damaged which caused the bomb doors to fall open and remain hanging. Flying Officer Fee continued with the formation, however, but was losing height. The enemy made two more attacks in quick succession and the bomber sustained severe damage making it difficult to control. In spite of this Flying Officer Fee succeeded in flying clear and course was set for home. On the return flight the bomber lost height steadily but displaying fine airmanship Flying Officer Fee flew the damaged aircraft to this country and effected a successful crash landing at an aerodrome near the coast. In harassing circumstances this officer displayed courage, skill and determination of a high order.

NOTE: Public Record Office Air 2/4974 has recommendation drafted 13 June 1943 when he had flown six sorties (28 operational hours).

Flying Officer Fee was captain of Mitchell FL167 that had been detailed to attack

Langerbrugge power stations in Belgium on the 10th June 1943. He was detailed to fly in No.4 position of six aircraft.

At a time approximately two minutes before reaching the target, the aircraft was attacked by enemy aircraft. The first attack set fire to the starboard engine, partially dislocated the electrical and hydraulic systems, jettisoned the bombs and left the bomb doors hanging open, and also left the top gunner without a sight. Flying Officer Fee feathered the starboard propellor and continued with the formation, but losing height.

A second attack by enemy aircraft badly damaged the port engine and the flaps were also badly damaged. The port motor then developed a runaway propellor. As the fire in the starboard engine had subsided, Flying Officer Fee unfeathered, and the motor, although erratic, picked up. He then feathered the port propellor as more drag than assistance appeared to be coming from the motor.

Another attack developed shortly after, and all the port control cables, including the trimming devices, were severed. With the assistance of his navigator, Flying Officer Moss, the pilot was able to regain control and to take evasive action from flak near the enemy coast. They then set course for home, the aircraft being kept on an even keel by both pilot and navigator applying full pressure on the starboard rudder pedal.

The aircraft was losing height steadily and at one stage the remaining members of the crew were ordered to their ditching stations. Flying Officer Fee, however, so successfully piloted the aircraft, as to make the English coast at about 700 feet, and set course for Manston.

On the approach to Manston the starboard motor began to cut through lack of petrol but, with the assistance of Flying Officer Moss, Flying Officer Fee was able to control the aircraft and carry out a successful crash landing on Manston aerodrome. All the members of the crew were unhurt.

I consider that Flying Officer Fee set an outstanding example as a captain of aircraft, and showed coolness and courage of an extremely high order. His piloting was of such a high standard that this combination of coolness, courage and pilotage enabled him to save the lives of his crew, and to get his aircraft back to this country.

I therefore strongly recommend that Flying Officer Fee be considered for the immediate award of the Distinguished Flying Cross.

On 16 June 1943, the Officer Commanding, Station Foulsham, added his remarks:

The fine team spirit, general efficiency and airmanship displayed by the aircrew during the air combat and subsequent flight over the sea to home territory, are largely the result of Flying Officer Fee's good leadership and aircrew training. His resourcefulness, skill and courage of a high order, under hazardous circumstances, are a fine example to other flying personnel. I concur with the recommendation for immediate Distinguished Flying Cross.

Subsequently the recommendation was supported by A/V/M B.E. Embry (Air Officer Commanding, No.2 Group, 18 June 1943) and the Air Officer Commanding, Tactical Air Force (22 June 1943). Final approval was given by Air Marshal Trafford Leigh-Mallory, Air Officer Commanding-in-Chief, Fighter Command (26 June 1943).

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FEIGHT, F/L Cleon Blake (J13022) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. American in the RCAF; born 3 January 1919 in Burley, Idaho; home in Long Beach, California. Enlisted Vancouver 6 August 1941 and posted to No.2A Manning Depot. To No.3 Manning Depot, 22 August 1941. To No.7 SFTS (guard), 13 September 1941. To No.4 ITS, 22 November 1941; graduated and promoted LAC, 24 January 1942 when posted to No.5 EFTS; to No.7 SFTS, 11 February 1942 (almost immediate graduation from EFTS); graduated and commissioned, 31 July 1942; to No.31 GRS, 28 August 1942. To "Y" Depot, 14 November 1942; to RAF overseas, 21 November 1942. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, 21 July 1944. Repatriated 23 October 1945. Retired 30 October 1945, to live in Long Beach again. Died in Salt Lake City, 10 October 2000.

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FELLER, S/L Jacob (C3972) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Ottawa; enlisted in Toronto 16 November 1940 with rank of Flight Lieutenant. At No.16 SFTS as of 6 July 1941. To "Y" Depot, 27 September 1942. To RAF overseas, 2 October 1942. To RCAF Overseas Headquarters that date. Was reported to be Medical Officer to No.429 Squadron in early 1943. Promoted Squadron Leader, 21 May 1944. Repatriated 14 June 1945. To Rockcliffe, 25 July 1945. Retired 31 October 1945. RCAF photo PL-32295 (ex UK-14603 dated 7 September 1944) as captioned as follows: "Pilot Officer Herbert Larivee, Lion squadron gunner who has finished his tour of operations, gets a check-over from S/L Jack Feller of Ottawa, senior medical officer as an RCAF Bomber Group station. Looking on are F/L Neil S. Gordon of Ottawa and Flying Officer Jessie Young, an RCAF nursing sister from Acton, Ontario. S/L Feller and F/L Gordon were both internees at the Ottawa Civic Hospital during their training." No citation in AFRO or biographical file. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ. At that time he had served 23 months in Canada, 29 months overseas, and was Station Senior Medical Officer.

Squadron Leader Feller has been Medical Officer at this unit for thirteen months during which period he has shown himself to be outstandingly efficient in his duties. His conscientious devotion to duty has been very noticeable, entailing long hours of work and many extra assignments. His interest in the health of the Station personnel is more than professional. He has taken an active participation in many phases of Station life and in all respects is an outstanding officer.

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FELLINGHAM, F/O Arthur Bernard (C37957) - **Commended for Valuable Services** - No.7 Bombing and Gunnery School - award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 May 1912. Home in Vancouver. Worked in Flin Flon mines and played hockey there before the war; enlisted in Flin Flon, Manitoba, 7 April 1941. To No.2 Manning Depot, 28 May 1941. To Trenton, 31 January 1942. To Rockcliffe, 4 February 1942. To No.7 BGS, March 1942. To "Y" Depot, date uncertain; served overseas, reportedly with RAF units in India; repatriated 23 November 1945; to No.8 Release Centre, 1 December 1945; released 12 January 1946. Lived in Port Coquitlam to 1953 and Kamloops thereafter (Trans-Mountain Oil Pipelines). Died in Vancouver, 2 March 2007.

This officer has completed 14 months service as staff pilot at this unit and has flown 700 hours on schedule exercise work, both Bombing and Gunnery without damage to an aircraft. He has set an excellent example in his devotion to duty.

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FELLOWES, FI/O Barbara Isabel (V30083) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Enlisted 22 October 1941 and posted to CAAF Training Depot. At AFHQ, 9 August to 4 October 1942; commissioned 1 February 1942; promoted Flight Officer, date uncertain; to Mountain View, 24 January 1943; to "Y" Depot, Halifax, 8 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 October 1943; repatriated 5 September 1945; released 16 October 1945. Unit identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit.

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FENTIMAN, S/L Arthur Edward (J5789) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated 4 May 1945. Born 30 March 1918 in Ottawa; home there. Attended Hinton Avenue Public School to 1932 and Ottawa Technical High School, 1932 to 1936. Worked as a photographer, 1936-1937 and Mint Craftsman, Royal Canadian Mint, 1937-1940. Enlisted Ottawa 15 August 1940. To No.2 Manning Depot, Brandon, that date. To Sea Island, 23 September 1940. To No.2 ITS, 21 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.2 EFTS; may have graduated 29 March 1941 but not posted to No.7 SFTS until 8 April 1941; graduated and commissioned 21 June 1941. To No.1 ANS, 22 June 1941. To No.7 SFTS, 27

August 1941. Promoted Flying Officer, 22 June 1942. Promoted Flight Lieutenant, 1 March 1943. To "Y" Depot, 16 July 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain 1 September 1943. To No.20 (Pilots) AFU, 26 October 1943. Attached to No.1521 Beam Approach Training Flight, 28 December 1943 to 11 January 1944. To No.82 OTU, 15 February 1944, Attached ACRS (whatever that is), 4-18 May 1944. To No.31 Base, 31 May 1944. Attached to No.1664 Conversion Unit, 1 June to 1 July 1944. To No.424 Squadron, 1 July 1944. Promoted Squadron Leader, 30 August 1944. To No.63 Base Headmasters, 3 January 1945. Repatriated 15 February 1945. To No.1 Air Command, Trenton, 26 February 1945. To No.3 Release Centre, Rockcliffe, 28 March 1945. Retired 28 March 1945. Died in San Diego, California, 19 April 1993. RCAF photo PL-40241 (ex UK-15840 dated 17 October 1944) shows him alone; caption says he worked in the Royal Mint before enlisting. Photo PL-40244 (ex UK-15843 dated 17 October 1944) shows him giving a wave before take-off in a Halifax.

Squadron Leader Fentiman has completed many sorties against strongly defended targets, always displaying fine leadership and great determination. In October 1944, he was detailed to participate in a mine-laying mission. Shortly after leaving base, Squadron Leader Fentiman encountered adverse weather. Dense cloud with extreme icing prevailed, preventing the normal manipulation of the controls. Despite this handicap this officer pressed on and released his mines. Squadron Leader Fentiman's initiative and exceptional airmanship coupled with his coolness and courage in the face of danger have always been most praiseworthy.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation by W/C R.L. Bolduc dated 18 December 1944 when he had flown 30 sorties (158 hours).

This officer, who is "A" Flight Commander of the squadron, was detailed on a precision target in Oslo Harbour on the night of October 28th, 1944.

Shortly after leaving base, Squadron Leader Fentiman encountered adverse weather which persisted for the duration of the trip. Dense cloud with extreme icing conditions prevailed which prevented normal manipulation of controls. Despite this handicap, Squadron Leader Fentiman pressed on to the primary target, hoping to be able to drop the mines visually as briefed. Due to the extremely bad weather the primary target was not visible so he proceeded to the alternative, being by this time so iced up that he had to turn with his engines as the controls were solid. He successfully mined the alternative target on instruments and returned safely to a diversion base.

Squadron Leader Fentiman has completed 30 sorties and has always displayed the highest qualities of leadership and determination.

For his great personal initiative, his exceptional airmanship, coupled with his

coolness and courage under the worst possible conditions, I unhesitatingly recommend Squadron Leader A. Fentiman for the immediate award of the Distinguished Flying Cross.

Notes: Application for operational wing dated 19 February 1945 stated he had flown 32 sorties (178 hours 20 minutes), 1 July to 28 December 1944.

Repatriation form dated 1 February 1945 stated he had flown 32 sorties (178 hours 20 minutes), the last on 28 December 1944. He had also flown 234 hours ten minutes non-operational. Types flown overseas were Oxford (91.45), Wellington (78.50) and Halifax (241.55).

Assessments: "Thoroughly reliable officer though somewhat talkative. Capable instructor in lectures and air exercises." (S/L A.A. Harcourt-Vernon, No.7 SFTS, 15 December 1941)

"An experienced Navigation instructor, interested in his work and competent in all phases of it. He is reliable and conscientious." (W/C R. Davenport, No.7 SFTS, 15 June 1942)

"He is very interested in his work and carries out all his duties well and conscientiously. Is capable, energetic and very willing to undertake any work which he is asked to do." F/L R.A. Bennett, No.7 SFTS, 7 July 1942)

"A high average navigational instructor who is constantly improving with experience." (S/L D. Gordon, No.7 SFTS, 14 September 1942)

"A very good organizer who displays excellent ideas - hard worker. Recommend for promotion to Acting Flight Lieutenant." (F/L W.N. Douglas, No.7 SFTS, 30 January 1943)

Assessed 24 May 1943 by S/L W.B. Hodgson, Central Flying School Visiting Flight. By then he had logged 32 hours single engine dual, 50 hours single engine solo, 34.45 twin engine dual and 906.40 twin engine solo. "Generally rough on controls - Single engine flying average. Lots of small points neglected. Single engine landing, undershot and did a very low approach." Regarding Instruments - "I.F. Takeoff held down too long after leaving ground. General I.F. needs polishing. Compass turns good." Airmanship "Average", General Knowledge "Low Average". Remarks - "Suggest a change of job would be instrumental in re-arousing the enthusiasm of this officer. He has been with this unit ever since graduating from EFTS except for the period his Navigation Course occupied."

"A high average officer and instructor who has not turned out as well as expected. May be going stale from too long a tout of duty at one station." (S/L D. Gordon, No.7 SFTS, 23 June 1943)

Training: Interviewed 20 June 1940 by F/O E.L. O'Leary. "Heavy set, clean cut chap. Very alert, aggressive. Has qualities fitted for aircrew. Very off handish manner and obviously in need of

discipline. With training should fit in well." Noted he had already flown two hours dual and 90 minutes as passenger at the Ottawa Flying Club.

Course at No.2 ITS was 24 December 1940 to 24 January 1941. Courses in Courses in Mathematics (69/100), Law/Discipline (85/100), Armament, practical and oral (74/100), Drill (90/100). Scored 80/100 in Visual Link. Placed 35th in a class of 183. "Good background. Good average type. May be a bit slow,"

Course at No.2 EFTS was 28 January to 29 March 1941. Tiger Moth aircraft - 32.05 dual, 50.05 solo. "Keen studious type. Assimilated instruction readily. Applies common sense and is aggressive." (W.J. McFee). Ground courses in Airmanship (187/200), Airframes (90/100), Aero Engines (95/100), Signals, practical (100/100), Theory of Flight (94/100), Air Navigation (144/200). Graded 140/200 in Qualities as an Officer. Placed 11th in a class of 25. "Above average student. Practical minded and has a strong personality."

Course at No.7 SFTS was 10 April to 21 June 1941. Anson aircraft - 31.15 day dual, 32.45 day solo, 3.30 night dual, 6.35 night solo. Was 14.15 on instruments and 20 hours in Link. "Average pilot, very over confident and cocky." (F/L F.H. Peatce). Courses in Airmanship and Maintenance (169/200), Armament, written (89/100), Armament, practical (80/100), Navigation and Meteorology (163/200), Signals (143/150). Placed ninth in class of 38. "Very fine type - good student - works hard."

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FENTON, P/O Harvey Wesley (J16787) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born Ottawa 13 December 1919. Home there. Attended Glebe Collegiate in Ottawa and American Institute of Bakery in Chicago. Enlisted in Ottawa, 24 February 1941. To No.1 Manning Depot, 27 May 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 27 September 1941; to No.22 EFTS that date. To Trenton, 22 October 1941. To No.10 AOS, 22 November 1941; to No.6 BGS, 27 February 1942; promoted Sergeant, 11 April 1942 and posted that date to No.2 ANS. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Commissioned 4 January 1943. Promoted Flying Officer, 4 July 1943. Promoted Flight Lieutenant, 1 June 1944. Repatriated 17 September 1944. To AFHQ, 19 October 1944. Retired 24 May 1945. Postwar worked and managed Fenton Bakery in Ottawa and later founded Eades and Fenton Real Estate. Died in Ottawa, 17 September 2008. RCAF photo PL-26665 (ex UK-8444 dated 3 March 1944) taken after investiture at Buckingham Palace - F/O R.J. Williams, DFM (Birkenhead, England), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O G.S. McMenery, DFC (Hamilton), F/O H.W. Fenton, DFC (Ottawa) and P/O R.H. Welch, DFM (Belleville). RCAF photo PL-26667 (ex UK-8446 dated 3 March 1944) taken after investiture with Lieutenant S.W. Wood (Ottawa) and Miss Louis Macdonald (Canadian Red Cross Services). RCAF photo PL-26669 (ex UK-8450 dated 3 March 1944) taken after investiture at Buckingham Palace -P/O R.H. Welch, DFM (Belleville), F/O G.S. McMenery, DFC (Hamilton), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O H.W. Fenton, DFC (Ottawa).

This officer, as navigator, has taken part in attacks on some of the enemy's most heavily defended targets such as Duisburg, Essen and Cologne, and by his exceptional skill and devotion to duty has contributed much to their success. His courage and cheerfulness have made him a most valuable member of aircrew.

Note: As of 21 September 1943, G/C J.E. Fauquier was suggesting home leave for four members of a crew before they began an instructional tour. These were J17117 P/O G.S. McMenemy (46 sorties), J16787 P/O H.W. Fenton (45 ½ sorties), J17565 P/O L.W. Holtby (46 sorties) and R115098 Flight Sergeant H.R. Welch (44 sorties). Request turned down - "Path Finder personnel will be required to complete a tour of non-operational duties before becoming eligible for special leave."

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FENTON, S/O Jessie McPherson (V30542) - **Mention in Despatches** - Station Gander - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home Toronto. Enlisted there 9 April 1942 and classified as Clerk/Accounts. To No.6 Manning Depot, 10 April 1942. To Technical Training School, 9 May 1942. To No.13 SFTS, 19 June 1942. Promoted AW1, 11 July 1942. Promoted LAW, 11 October 1942. Promoted Corporal. 1 January 1943. Promoted Sergeant, 20 July 1943. To Composite Training School, 16 September 1943. Commissioned 17 September 1943. To Eastern Air Command, 28 October 1943. To Newfoundland, 7 November 1943. To No.1 Radio and Navigation School, 16 May 1945. Retired 5 January 1946.

In her capacity as Non-Public Funds Accountant Officer, Section Officer Fenton has cheerfully and voluntarily devoted long hours of overtime to her exacting duties. Her courageous and consistent desire to help others has been a source of great morale building among all members of the Women's Division on this isolated station and her unflagging interest in all station activities, even to the detriment of her health, has provided an example to all those coming in contact with her.

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FENTON, W/C John Hoystead (C2042) - **Member, Order of the British Empire** - No.1 ACHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Ballinclea, Ireland, 7 November 1904; educated College of St. Columba (1915-1924) and Dublin University (1924-1928, degree in civil engineering). Was in Canada before the war, employed in survey and engineering work,. For one year was doing underground survey at Red Lake, Ontario. He was five years with Ontario Department of Highways, working Ottawa to Sault Ste. Marie. He also listed building a breakwater (Port Dover area - home there. Worked for Toronto Harbour Commission, April 1938 to January 1939 (Malton and Toronto Island Airports). Enlisted in Hamilton, 15 May 1940 in Works and Buildings

Branch. To No.4 Training Command Headquarters, 3 June 1940. Promoted Flight Lieutenant, 1 May 1941. To No.3 Training Command, 8 March 1942. Promoted Squadron Leader, 15 May 1942. Promoted Wing Commander, 1 December 1942. To No.1 Air Command, 15 January 1945. To Eastern Air Command, 31 January 1945. To RCAF Staff College, Toronto, 13 March 1945. Returned to Eastern Air Command Headquarters, 13 May 1945 when it became No.10 (Maritime) Group. Remained in postwar RCAF as a construction engineer, retaining rank of Wing Commander (21046). To AFHQ, 17 March 1947. Promoted Group Captain, 1 November 1948. To Northwest Air Command, 22 September 1949 (it became Tactical Air Group). To No.30 Air Material Base, Lincoln, to command, 15 September 1953. Awarded Queen's Coronation Medal, 23 October 1953. To AFHQ, 31 March 1956. Retired 27 March 1959. Died at Lac du Bonnet, Manitoba, 26 December 1992 as per **Legion Magazine** of April 1993.

This officer, by his indefatigable, energetic and thorough organizing and technical ability has in no small measure helped in the successful completing of many construction projects of the Air Training Plan. His wealth of administrative ability coupled with his keen devotion to duty has been exemplary.

First recommended for OBE, 11 September 1943 by W/C L.G. Sneath, No.3 Training Command:

His indefatigable, energetic and selfless devotion to duty, coupled with his organizing, technical and administrative have materially helped in the successful completion of construction projects of the Air Training Plan.

This was endorsed by A/V/M A. de Niverville, No.3 Training Command, but did not reach Ottawa Priority List.

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FENTON, F/L Thomas Charles (C4449) - **Mention in Despatches** - Mediterranean Air Command - Award effective 17 September 1943 as per **London Gazette** of that date 28 and AFRO 2198/43 dated 29 October 1943. Home Melfort, Saskatchewan. Enlisted in Toronto 24 February 1941 in Works and Buildings Branch; posted to Eastern Air Command. Flight Lieutenant as of 15 December 1941. To "Y" Depot, 22 March 1942. To RCAF Overseas Headquarters, 31 March 1942. Promoted Squadron Leader, 1 August 1943. Repatriated 28 October 1944. To Prince George, 4 December 1944. To Scoudouc, 12 December 1944. To No.1 Release Centre, 24 January 1945. Retired 29 January 1945.

FENTON, F/L Thomas Charles (C4449) - **Mention in Despatches** - Mediterranean Air Command - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

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FENTON, F/O William Innis (J19673) - **Distinguished Flying Cross** - No.420 Squadron - Award

effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 March 1921 in Ladner, British Columbia. Home there, grocery clerk. Enlisted Vancouver 21 April 1942 and posted to No.3 Manning Depot. To Calgary, 5 June 1942. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 24 October 1942; may have graduated 18 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 15 May 1943; embarked from Halifax, 4 June 1943; disembarked in Britain, same date (must be some error); posted from No.3 PRC to No.15 (Pilots) AFU, 29 June 1943. Attached to No.1511 Beam Approach Training Flight, 10-17 August 1943; to No.22 OTU, 5 October 1943. Promoted Flight Sergeant, 30 November 1943. To No.61 Base, 25 January 1944. Commissioned 20 January 1944. Attended Dalton Battle School, February 1944. Attached to No.1666 Conversion Unit, 12 February to 20 March 1944. To No.420 Squadron, 20 March 1944. Promoted Flying Officer, 30 July 1944. To No.22 OTU, 13 September 1944. Attended No.3 FIS, 27 December 1944 to 7 February 1945 for course on flying instruction (Oxford aircraft). Repatriated 31 July 1945. Retired 4 October 1945. Died in Delta, British Columbia, 18 June 1980, age 59. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 12 September 1944 when he had flown 36 sorties (159 hours five minutes) in tour from 22 March 1944 to 25 August 1944.

Flying Officer Fenton during his tour of operations with this squadron has displayed a fine offensive spirit and a high degree of courage, skill and initiative. On many occasions when he was detailed for operations, though many of the targets were heavily defended, Flying Officer Fenton never once failed to reach his target and press home his attack with a determination which was an inspiration to his crew and his cheerfulness under the stress of these operations set a fine example to all. For his fine record of achievement, his tenacity and strong sense of duty, it is recommended that this officer be awarded the Distinguished Flying Cross.

The sortie list was as follows:

22 March 1944 - Frankfurt (6.10, second pilot)
20 April 1944 - Lens (4.10)
22 April 1944 - Dusseldorf (5.05)
8 May 1944 - Haine St. Pierre (3.50)
9 May 1944 - Calais (3.10)
10 May 1944 - Ghent (3.45)
12 May 1944 - Louvain (4.35)
22 May 1944 - Le Mans (3.35)
27 May 1944 - Bourg Leopold (3.35)
31 May 1944 - Querqueville (4.00)
2 June 1944 - Neufchatel (4.15)
5 June 1944 - Houlgate (5.05)

6 June 1944 - Coutances (4.10)
8 June 1944 - Mayenne (5.35)
10 June 1944 - Versailles Matelot (5.35)
12 June 1944 - Cambrai Junction (4.25)
14 June 1944 - St. Pol (3.55)
15 June 1944 - Boulogne (2.40)
17 June 1944 - Rouen area (4.10)
4 July 1944 - Biennais (4.00)
5 July 1944 - Biennais (3.00)
7 July 1944 - Caen (4.35)
12 July 1944 - Thiverny (4.00)
15 July 1944 - Nucourt (4.50)
17 July 1944 - Caen area A.1 (4.10)
20 July 1944 - Ferme de Forrestel (3.50)
28 July 1944 - Hamburg (5.30)
31 July 1944 - Oeuf en Ternois (4.15)
5 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Lieu d' Esserrent (4.40)
7 August 1944 - La Hogue (4.25)
8 August 1944 - Foret de Chantilly (4.50)
10 August 1944 - La Pallice (6.35)
14 August 1944 - Bons Tassily (4.30)
16 August 1944 - Kiel (5.20)
25 August 1944 - Brest (5.05)

Notes: Application for Operational Wing submitted 26 August 1944, claiming 36 sorties (159 hours five minutes), 20 March to 26 August 1944.

On repatriation (4 July 1945) he wrote he had completed 37 sorties (195 operational hours) plus 765 hours 20 minutes non-operational. Last tour had been instructing. Types flown were Tiger Moth (30.30), Cessna (100), Oxford (150), Wellington (400) and Halifax (250).

Assessed at No.22 OTU, 8 July 1945 as having flown 930 hours (186 in previous six months). Described as having "shown interest and keenness in his work. Good average instructor."

Overseas Training: Course at No.15 (Pilots) AFU was 20 July to 5 October 1943; longer than usual due to sickness. Flew Oxfords (5.00 day dual to first day solo, 33.45 total day dual, 23.45 day solo of which 3.00 formation and 5.35 on instruments; one hour night dual to first night solo, five hours total night dual, 17.00 night solo plus ten hours BAT training - 11.30 total in Link. "Good average pilot who shows attention to detail, initiative and versatility. Would like to be an instructor but was not considered as having sufficient natural aptitude. He should prove quite suitable as a captain of aircraft."

Course at No.22 OTU was 5 October 1943 to 25 January 1944. Flew Wellington III aircraft - 5.30 day dual to first day solo, 12.55 total day dual, 11.00 at controls with a captain by day, 30.55 at

controls alone by day; 5.35 night dual to first night solo, 13.05 total night dual, 32.00 night with another captain, 36.55 night pure solo - 25.10 on instruments and 17.30 in Link. Dis five day and four night cross-countries, one Nickel operation, three fighter affiliation exercises. "AFU trained and above average as a pilot. A very steady type who looks like making an excellent ops captain. An NCO of a high standard who handles his crew well and leaves nothing undone to promote their keenness and efficiency. One of the best NCO's we have had in the Flight. Carried out a very good nickel sortie. Recommended for a commission." (Officer signature illegible, dated 25 January 1944).

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FENWICK, P/O Harry Elmore (J15790) - **Distinguished Flying Cross** - No.81 Squadron - Award effective 10 February 1943 as per **London Gazette** dated 16 February 1943 and AFRO 410/43 dated 12 March 1943. Born Transcona, Manitoba, 21 December 1920. Attended high school at Leamington Collegiate, 1934-1940. Raised by his father (mother apparently abandoned family when he was a child). Labourer in seasonal work at H.J. Heinz, Leamington, 1938 and 1939. Enlisted Windsor, Ontario 19 November 1940 and posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 10 December 1940. To No.5 Equipment Depot, Moncton, 1 January 1941. To No.1 ITS, Toronto, 28 March 1941; promoted LAC, 4 May 1941; taken on strength of No.7 EFTS, Windsor, Ontario, 5 May 1941; taken on strength of No.6 SFTS, Dunnville, 4 July 1941; graduated and promoted Sergeant, 13 September 1941. Taken on strength of "Y" Depot, Halifax, 15 September 1941. To RAF Trainee Pool, 3 October 1941. Taken on strength of No.3 PRC, Bournemouth, 21 October 1941. To No.52 OTU, 18 November 1941. To No.81 Squadron, 10 February 1942. Commissioned 3 September 1942. Wounded 14 November 1942. Promoted Flying Officer, 3 March 1943. Repatriated to Canada via Rockcliffe, 25 August 1943. To No.1 OTU, Bagotville, 24 September 1943. To "Y" Depot, Lachine, 1 April 1944. Embarked from Halifax, 29 April 1944. Disembarked in Britain, 7 May 1944. To No.401 Squadron, 22 May 1944. Killed in action 21 June 1944. Family apparently living in Sioux Lookout when he was killed. Victories as listed in Chris Shores, **Aces High**, 2nd edition (all flying Spitfires with No.81 Squadron): **9 November 1942**, one Ju.88 probably destroyed plus one Ju.88 damaged; **16 November 1942**, one Bf.109 damaged; **17 November 1942**, one MC.202 destroyed; **18 November 1942**, one Bf.109 destroyed; **25 November 1942**, one Bf.109 destroyed plus one damaged; **6 November 1942**, one Re.2001 destroyed (shared with another pilot), one Re.2001 damaged, one Bf.109 damaged; **31 December 1942**, one Bf.109 damaged; **2 March 1943**, one Bf.109 probably destroyed (shared with another pilot); **6 March 1943**, one Bf.109 damaged (flying BS511); **14 March 1943**, two He.111s probably destroyed plus one He.111 damaged (flying EN210); **23 April 1943**, one Bf.109 destroyed (flying EN187). RCAF photo PL-15900 (ex UK-3929 dated 18 May 1943), shows A/V/M Curtis talking to P/O Doug Husband; P/O Harry Fenwick, DFC of Sioux Lookout listens. Left foreground is G/C G.R. Hicks, DFC (former commercial pilot in Canada) and right foreground is S/L Colon Gray, DFC and Bar, CO of the Spitfire squadron to which Fenwick and Husband belong. RCAF photo PL-15902 (ex UK-4083 dated 28 May 1943) shows A/V/M Wilf Curtis talking to P/O Harry Fenwick, DFC (centre) and F/O Bill Olmstead (Hamilton). RCAF photo PL-15904 (ex UK-4085 dated 28 May 1943) shows A/V/M Wilf Curtis talking to P/O Harry Fenwick, DFC and RCAF press officer, F/L

John Clare; in the rear is G/C Hicks, described as a former commercial pilot in Canada.

Pilot Officer Fenwick has participated in a very large number of sorties. He has always displayed great determination to achieve success and has destroyed four enemy aircraft.

Assessment dated 15 August 1942, signed by S/L R. Berry, described him as "above average" in flying abilities.

Damaged Spitfire X4659 ("Repairable") at Cliffe Pypard, No.52 OTU, 15 December 1941. He reported:

I took off to practice cloud flying, aerobatics and forced landings. I flew in a southerly direction and after doing some cloud flying I turned on to a reciprocal course but missed the aerodrome. I then attempted to get a homing but failed and eventually landed at Bottisham aerodrome, where I was refuelled. I obtained permission to take off but was instructed to land if it got dark before I reached Aston Down. When near Swindon I decided that it was too dark for me to reach Aston Down so I landed at Cliffe Pypard. When landing the aeroplane bounced; I opened the throttle to go round again but the port wing dropped and the aeroplane crashed.

CO of No.52 OTU noted that Fenwick had not been carrying a map (which might have prevented his getting lost). The crash itself was an error of judgement and logbook endorsed.

Damaged Spitfire EN191, Category AC, 1000 hours, 3 February 1943 at Tingley following day interception. Port tyre punctured by a spike on runway, burst, swerved off runway into soft ground and went up on nose. No blame attached and no injuries.

Upon repatriation to Canada he filed a summary of his overseas flying (dated 28 August 1943) giving flying times as follows: Miles Master: 20 hours; Spitfire: 400 hours; Fleet Finch: 60 hours; Harvard: 144 hours. He noted he had flown 42 hours at No.52 OTU and 400 hours with No.81 Squadron (250 operational).

Assessed 1 February 1944 by F/L F.B. Foster, No.1 OTU, as follows:

An excellent instructor who during much of his tour here has been in command or second in command of a Flight. Strongly recommended for immediate promotion to rank of Acting Flight Lieutenant.

The first report of his loss (Form 765) stated he had been shot down at 2100 hours, 21 June 1944, west-southwest of landing strip B.6, France, on Spitfire NH207 (reported to have flown 37 hours; Merlin engine had run 40 hours 25 minutes). His flying time was given as 615 hours ten minutes (all types) and 436 hours on Spitfires. Squadron Leader L.M. Cameron summarized events as follows:

- A. Chasing a Hun Fighter over Allied territory.
- B. Came out of cloud after the Hun. His aircraft should have easily been recognized.
- C. This was quite an experienced pilot who already held the DFC. He was Red 4 on a normal squadron patrol of our lines as cover to the Army. The squadron went up through the cloud (Base, 1,000 feet) after Huns reported, and F/O Fenwick chased a Hun underneath cloud and was closing rapidly on him when our ground gunners opened up and shot him down.

I strongly recommend that no ground gunners be allowed to open fire on any aircraft in daylight unless they are being attacked, as our source of good pilots is diminishing.

To the above, W/C K.L.B. Hodson (No.126 Wing) wrote:

I concur with Squadron Commander.

A more thorough investigation was held on 5 July 1944 (Form 412, signed off on 9 July 1944). This heard evidence of the Spitfire had been under fire from the ground even before it entered cloud. Although it tended to blame allied anti-aircraft fire, no blame was allocated. However, a Supplementary Inquiry was held (signed off on 27 July). A FW.190 had been about earlier and had been fired on, but Allied gunners denied shooting at an aircraft at 2100 hours. The second report concluded:

There is no conclusive proof that F/O Fenwick's aircraft was fired at by Allied A.A. and every possibility that it was engaged by enemy flak. I therefore concur with the finding of this court. (Signed by Air Commodore D.A. Boyle, AOC No.83 Group).

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FERGUSON, P/O Douglas Coumts (J16467) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Saskatchewan, 8 February 1921. Home in Weyburn. Enlisted Regina, 14 October 1940. To No.1 Training Command, 9 November 1940. To No.1 ITS, 4 January 1941; graduated and promoted LAC, 3 February 1941 when posted to No.1 AOS; graduated 26 April 1941 and posted next day to No.1 BGS; graduated and promoted Sergeant, 9 June 1941 although his posting to No.1 CNS was effective 7 June 1941; graduated 8 July 1941 when posted to "Y" Depot. To No.31 OTU, 2 August 1941. To RAF overseas, 8 August 1941. Commissioned 17 October 1942. Promoted Flying Officer, 17 April 1943. Promoted Flight

Lieutenant, 20 April 1944. Repatriated 23 March 1945. Retired 7 May 1945.

Since joining this squadron, Pilot Officer Ferguson has displayed skill, courage and determination and throughout his tour of duty has been of great assistance to his captain. By his coolness in the most adverse situations he has led his pilot to targets, which have included Berlin, Cologne, Essen and Turin, with great efficiency and keenness. His skill and determination in action have been an inspiration to his crew.

NOTE: Public Record Office Air 2/8950 has the original recommendation drafted 12 March 1943 when he had flown 30 sorties (168 hours 45 minutes) as follows:

15 April 1942 - GARDENING, St.Nazaire (6.25)
19 April 1942 - GARDENING, Tershelling (5.40)
22 April 1942 - GARDENING, Rosemary (5.30)
24 April 1942 - Rostock (7.30)
7 May 1942 - GARDENING, Mipplefarte (7.00)
30 May 1942 - Cologne (6.00)
1 June 1942 - Essen (5.20)
5 June 1942 - Essen (6.00)
20 June 1942 - Lille (NICKEL, 4.50)
24 June 1942 - St.Nazaire (5.20)
2 July 1942 - Bremen (3.35)
14 July 1942 - GARDENING, Tershelling (4.15)
19 July 1942 - Molline (Intruder, 3.25)
24 July 1942 - GARDENING, Dutch Coast (3.40)
25 July 1942 - GARDENING, St.Nazaire (4.25)
29 July 1942 - Saarbrucken (6.20)
5 August 1942 - GARDENING, Lorient (5.00)
2 September 1942 - Karlsruhe (7.25)
2 September 1942 - GARDENING (4.20)
7 September 1942 - GARDENING, Lorient (6.00)
21 January 1943 - GARDENING, Frisians (4.05)
3 February 1943 - Hamburg (6.20)
4 February 1943 - Turin (10.15)
18 February 1943 - GARDENING Frisians, (4.15)
19 February 1943 - Wilhelmshaven (4.35)
25 February 1943 - Cologne (5.05)
1 March 1943 - St.Nazaire (5.25)
2 March 1943 - Berlin (7.30)
5 March 1943 - Essen (5.05)
8 March 1943 - Nuremburg (9.30)

Since coming to this squadron in April 1942, Pilot Officer Ferguson has carried

out sorties on targets in Germany against the heaviest enemy defences. These operations included sorties to: GARDENING (12), Essen (2), Bremen (1), Karlsruhe (1), Wilhelmshaven (1), Nuremburg (1), Rostock (1), NICKEL (1), Moline (1), Hamburg (1), Berlin (1), Cologne (2), St.Nazaire (2), Saarbrucken (1), Turin (1), Essen (1).

He has led his pilot into targets with a great determination and cool judgement and thus brought back several pictures of the target showing a fine record of achievement. Throughout his tour, he has been a very efficient navigator and his skill and determination in action has been an inspiration to other members of his crew.

This was minuted on 22 March 1943 by G/C C.R. Dunlap, Officer Commanding, Station Leeming:

Pilot Officer Ferguson has shown great skill, courage and determination, and throughout his tour has been a great aid to his captain by his coolness during adverse conditions. His efficient navigation has prove to be an inspiration to his crew mates and I heartily endorse this recommendation for the award of the Distinguished Flying Cross.

On 29 March 1943 A/V/M G.E. Brookes, Air Officer Commanding, No.6 Group, added his remarks:

A good type of junior officer and doing excellent work. Recommend the award of the Distinguished Flying Cross.

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FERGUSON, W/C James Kenneth Wallace (C4085) - **Member, Order of the British Empire** - No.1 Composite Training School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. See **Canadian Who's Who**, 1968. Born 18 March 1907 at Tamsui, Formosa as per RCAF Press Release reporting award. Educated at University of Toronto (BA, MA, MD, 1932, specializing in Biology). Assistant professor at University of Toronto. Enlisted in Toronto, 3 February 1941 in Medical Branch; initial posting uncertain. Granted rank of Flight Lieutenant, 3 May 1941. Promoted Squadron Leader, 15 January 1942. To AFHQ, 24 January 1943. To No.1 ITS, 5 August 1943. Promoted Wing Commander, 1 April 1944. To No.1 Composite Training School, 8 January 1945. Retired 24 September 1945. After the war he returned to teaching and became Professor of Pharmacology and Head of that department at the University of Toronto. Died in Toronto, 13 December 1999, as which time his awards were listed as MA, MD, MBE, FRSC, and Order of Ontario. CMA obituary read, in part, "His research

work included developing an understanding of uterine contractions during childbirth. During the war, he helped develop an oxygen mask for pilots that did not freeze at high altitudes. He was one of the few aviation medicine researchers to be awarded the MBE. After the war he developed an interest in addiction medicine; along with Dr. Gordon Bell, he worked to develop a new drug, Temposil, to treat alcoholism. "Ferguson and Bell began to experiment with a compound that included cyanamid," the *National Post* reported. "They tested it on themselves at home, after drinking martinis." Of possible note is an article by R.J.F. Baskett, "James Kenneth Wallace Ferguson: A Life in Canadian Medical Research", **Annual Report of the Royal College of Physicians and Surgeons of Canada**, 1996 (Volume 29), page 105 to 108.

Wing Commander Ferguson has made an outstanding contribution to the safety and efficiency of aircrew in the design of the Royal Canadian Air Force oxygen mask. This mask was the first to eliminate the serious hazard produced by blockage of the oxygen supply from freezing. Several of the distinctive features of the mask are incorporated in oxygen equipment at present used by the Royal Air Force and the United States Army Air Force. Wing Commander Ferguson has also made valuable contributions to the development of other oxygen equipment by fundamental studies on respiratory physiology and the effects of high altitude. In addition, he has been responsible for the direction of research at No.1 Clinical Investigation Unit, Toronto, on the design of protective clothing and emergency equipment for aircrew and the physiological effects of low pressure, cold, heat and noise. This officer's contribution to the service has been outstanding and of immeasurable value.

NOTE: Awarded Order of Ontario (OOnt) in 1999 while living in Thornhill, Ontario. His citation shows the important research role he has played in Canadian medicine:

Dr. James Ferguson, of Thornhill, is considered an important figure in the history of medical research in Canada. His prolific medical career includes the discovery of the utero-pituitary reflex, later called the Ferguson Reflex. During World War II, Dr. Ferguson helped develop a Canadian oxygen mask which was not prone to freezing. From 1955 to 1972, was the Director of Connaught Medical Research Labs, during which he oversaw the development and production of a polio vaccine.

RCAF Press Release 3779 dated 11 August 1944 deals with a project that involved F/L F.E.J. Fry (MBE) and W/C J.K.W. Ferguson (MBE) - an oxygen regulating valve. See entry for Fry for details.

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FERGUSON, F/O John Ambrose (J17623) - **Distinguished Flying Cross** - 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 28 June 1923, Port Arthur, Ontario. Home there, clerk. Enlisted in Winnipeg 14 June 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.8 EFTS; graduated 6 December 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942. Commissioned 19 May 1943. Promoted Flying Officer, 19 November 1943. Promoted Flight Lieutenant, date uncertain. Cited with Sergeant John H. Edwards (RCAF, bomb aimer, awarded DFM). Events described were on 29/30 May 1943 (both POW after raid on Wuppertal, Wellington LN424; shot down on his 13th sortie). Safe in United Kingdom, 15 May 1945. Repatriated 8 July 1945. To No.8 Repair Depot, 20 July 1945. To No.5 Release Centre, 18 September 1945. Retired 21 October 1945. Served in postwar militia and Citizenship Court Judge. Died 19 September, 1998. 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, POWNo.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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FERGUSON, LAC John Donald (R164232) - **Mention in Despatches** - No.436 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 22 October 1922. Home in Windsor, Ontario. Enlisted there 10 June 1942 as Airframe Mechanic. To No.5 Manning Depot, 5 November 1942; to Technical Training School, 17 December 1942. Promoted AC1, 31 March 1943. To No.164 (Transport) Squadron, 1 April 1943. Promoted LAC, 1 July 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Promoted Corporal, 1 November 1945. Repatriated 15 February 1946. Released 28 March 1946. Rejoined RCAF as Airframe Mechanic, 17 March 1949 with rank of Corporal (80029). No citation. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945:

This airman has proven himself to be a superior tradesman. It was to a great extent due to his unceasing efforts and devotion to duty that the serviceability of the aircraft of this unit was kept at a high level during the first trying months of operations. It is strongly recommended that the service rendered by this airman be recognized by the award of "Mention in Despatches".

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FERGUSON, G/C John Henry (C119) - **Officer, Order of the British Empire** - No.2 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Glasgow, Scotland, 20 August 1906; attended University of Manitoba. Enlisted at Camp Borden, 6 June 1927 as Provisional Pilot Officer, summers 6 June to 31 August 1927 and 4 June to 31 August 1928. Confirmed as Pilot Officer, 4 June 1929 and taken in strength of Camp Borden that date. He failed to qualify for pilot, and accepted the role of a Stores Officer. To Headquarters, Ottawa, 31 May 1930. Promoted Flying Officer, 4 June 1930. To Station Vancouver, 19 February 1932. To Headquarters, Ottawa, 19 November 1934. Promoted Flight Lieutenant, 1 April 1936. To No.1 Depot, Ottawa, 1 October 1937. To Courses Abroad Establishment, 24 March 1939 when attached to RCAF Overseas Liaison Office; attached to No.3 Maintenance Unit, RAF Milton, 15 May 1939 to 11 March 1940 and RAF Heywood, 12 March to 23 July 1940 and RAF Stafford, 24 July to 25 August 1940. Promoted Squadron Leader, 1 September 1939. Technically on strength of RCAF Overseas Headquarters,

15 May 1940 onwards, even when serving with RAF units. Took up duties with RCAF Overseas Headquarters 26 August 1940 as Senior Supply Officer. Promoted Wing Commander, 1 December 1940. Repatriated via Rockcliffe, 17 September 1941. To No.3 Training Command, Montreal, 4 November 1941. To Station Calgary, 17 December 1941. Promoted Group Captain, 15 July 1942. To No.2 Equipment Depot, 31 July 1942. To Materials Command Headquarters, Uplands, 17 September 1946. Retained rank of Group Captain, 1 October 1946. To No.1 Supply Depot, Weston, 16 August 1949. To No.11 Supply Depot, Calgary, 5 November 1950. Awarded Queen's Coronation Medal, 25 October 1953. Retired 23 December 1953. Died 15 February 1991 in Victoria, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1991.

This officer has been in command of this Equipment Depot since 1942, before its move from Calgary to Vancouver. Having to train an almost entirely inexperienced staff and constantly handicapped by lack of accommodation, he has succeeded in making it one of the most efficient Depots in Canada, which has had a marked bearing on the overall efficiency of the Command. Group Captain Ferguson's hard work, cheerful disposition and tact have been an inspiration to those under him and a great aid to his superiors in the performance of their duties.

Recommendation raised 10 September 1945 as follows:

Group Captain J.H. Ferguson, C119, has been in command of No.2 Equipment Depot since prior to its move from Calgary to Vancouver in 1942, before its move from Calgary to Vancouver. Having to train an almost entirely inexperienced staff and constantly handicapped by lack of accommodation, he has succeeded in making No.2 Equipment Depot one of the most efficient Depots in Canada. The efficiency of this Depot has had a marked bearing on the overall efficiency of the Command. Group Captain Ferguson's hard work, cheerful disposition and tact have been an inspiration to those under him and a great aid to his superiors in the performance of their duties.

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FERGUSON, Sergeant Maurice Angus (R97493) - **Mention in Despatches** - No.52 MFH - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 15 July 1922. Home in Hamilton; enlisted in Trenton, 16 November 1940 as Nursing Orderly. Promoted AC1, 14 February 1941. Promoted LAC, 16 May 1940. Promoted Corporal, 1 June 1941. Promoted Sergeant, 1 December 1942. To "Y" Depot, 1 March 1943. To RAF

overseas, 31 March 1943. Repatriated 23 October 1945. Retired 4 December 1945. Pay card show name only as "Maurice Ferguson" (no middle name).

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FERGUSON, F/O Percival Edward Hefferman (J40181) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 17 October 1918 in Harcourt, New Brunswick. Enlisted in Moncton, 11 August 1941. To No.5A Manning Depot, 5 September 1941. To No.5 Manning Depot, 7 October 1941. To No.3 ITS, 23 November 1941; graduated and promoted LAC, 19 January 1942 when posted to No.17 EFTS; graduated 25 April 1942 when posted to No.8 SFTS; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 28 August 1942. To No.129 (Fighter) Squadron, 12 September 1942. Promoted Flight Sergeant, 14 February 1943. To No.128 (Fighter) Squadron, 7 April 1943 but then appears to have been switched the same day to No.130 (Fighter) Squadron. To No.127 (Fighter) Squadron, 12 July 1943. To "Y" Depot, date uncertain. Commissioned 23 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 23 June 1944. Repatriated 2 August 1945. To Composite Training School, 21 September 1945. To No.124 Squadron, 1 November 1945. To Air Navigation School, 20 November 1945. Retired 19 March 1946. Living in Harcourt, New Brunswick in 1947.

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FERGUSON, S/L Robert Ross (J7584) - **Mention in Despatches** - Central Gunnery School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Winnipeg, 15 May 1917 (13 May 1917 according to Wikipedia entry). Home in Fort San, (Qu'appelle), Saskatchewan. Studied agriculture before the war; enlisted in Regina, 17 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 27 March 1941; posted that day to No.2 EFTS; graduated 26 May 1941 when posted to No.10 SFTS; graduated and commissioned, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF Trainee Pool, 15 October 1941. Served with No.410 Squadron Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 3 December 1942. Promoted Squadron Leader, 25 January 1943. Repatriated 3 November 1944. Retired 10 March 1945. Completed degree studies at University of Saskatchewan. Died in Regina, 19 September 2006. No citation.

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FERGUSON, F/O Ross McMillan (J28917) - **Distinguished Flying Cross** - No.429 Squadron -

Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 21 May 1923, Scotsguard, Ontario. Home Erin, Ontario. Labourer. Enlisted in Hamilton, Ontario 6 April 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard), 23 May 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.11 EFTS until 7 November 1942; graduated 8 January 1943 and posted next day to No.8 SFTS; ceased training and posted to No.5 Manning Depot, 18 February 1943; to No.9 AOS, 20 March 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Promoted Flight Lieutenant, date uncertain. Repatriated 5 June 1945. To No.1 Air Command, 20 June 1945. To No.1 WS, 29 July 1945. To Release Centre, 27 August 1945; retired 28 August 1945. Died 7 August 2003 in Erin, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. RCAF photo PL-31918 (ex UK-14053 dated 18 August 1944) shows W/C A.F. Avant (left), commander of Bison Squadron, receiving report from F/L Lou Neilly (Guilford, Ontario, on right) and F/O Ross Ferguson of Erin, Ontario (centre) following raid on Brunswick. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation from W/C A.F. Avant dated 13 October 1944 when he had flown 27 sorties (136 hours) from 27 May to 3 October 1944.

This officer as navigator has completed a very large number of sorties against targets in France and Germany with notable success. On all occasions he has displayed fine fighting spirit and his coolness under fire has been most praiseworthy. By his accurate navigation, often under hazardous circumstances, he has contributed largely to the success of his missions. His cheerfulness and eagerness to come to grips with the enemy have been most commendable. He has been most helpful in his section training and inspiring newer navigators.

It is considered that this officer's fine operational record, fortitude and devotion to duty fully merit the award of the DFC.

Sortie list for this award as follows:

27 May 1944 - Bourg Leopold (5.25)
31 May 1944 - Au Fevre (4.20)
4 June 1944 - Calais (3.55)
5 June 1944 - Merville (4.20)
6 June 1944 - Conde sur Noireau (6.00)
8 June 1944 - Mayenne (5.25)
14 June 1944 - Cambrai (4.00)

15 June 1944 - Boulogne (3.45)
16 June 1944 - Sautrecourt (4.00)
14 July 1944 - Anderbelck (3.35)
18 July 1944 - Mondeville (4.25)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Grand Bois (3.35)
23 July 1944 - Donges (5.55)
25 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (4.45)
31 July 1944 - Coquereaux (4.20)
9 August 1944 - Le Neuville (3.50)
12 August 1944 - Brunswick (5.35)
13 August 1944 - Aisy (4.10)
15 August 1944 - Gardening, La Rochelle (6.55)
18 August 1944 - Connantre (6.40)
28 August 1944 - Fresnay (3.40)
15 September 1944 - Gardening, Oslo 6.25)
24 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.40)
3 October 1944 - Gardening, Oslo (6.50)

FERGUSON, F/L Ross McMillan, DFC (J28917) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

This officer has now completed two tours of operations, participating in attacks against many heavily defended targets, including Stuttgart, Essen and Merseberg. The fine spirit shown by this officer, both in the air and on the ground, has been a splendid example to all navigators in the squadron. Since the award of the Distinguished Flying Cross, he has enhanced his already distinguished operational record. His courage under fire, combined with his ability and efficiency, has always been outstanding.

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FERGUSON, P/O Stephen (J92240) - **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 23 March 1915, Manchester, England. Home Niagara Falls, Ontario, furnaceman. Enlisted Hamilton, 28 December 1942. To No.1 Manning Depot, 16 February 1943. To No.4 WS, 2 April 1943. To Technical Training School, 2 April 1943. To No.2 Air Gunner

Ground Training School, 23 June 1943. Promoted LAC, 16 October 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, date uncertain; taken on strength of No.3 PRC, 20 January 1944. Commissioned 18 October 1944. Repatriated 8 April 1945. Retired 19 May 1945. RCAF photo PL-32916 (ex UK-15113 dated 20 September 1944) shows Warrant Officer Johnny Joyce (WAG, Lamaque, Quebec, left) and Flight Sergeant Steve Ferguson (Niagara Falls) leaving their Halifax bomber following daylight raid on Le Havre. RCAF photo PL-40045 (ex UK-16350 dated 11 November 1944) has following caption: "Improving their recreation hall, Flight Sergeant's H.R. Sharpe (Calgary, mid-upper gunner), G.J. Brain (Toronto, rear gunner) and Steve Ferguson (Niagara Falls, mid-upper gunner) spend off-duty hours applying the paint at the RCAF Bomber Group Goose Squadron base airfield in Britain." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2818 (RG.24 Vol.20627) has recommendation dated 23 March 1945 when he had flown 34 sorties (181 hours 45 minutes) between 1 August 1944 and 3 March 1945.

Pilot Officer Ferguson, as mid-upper gunner on four-engined bombers, has completed a tour of operations against the enemy. His last nine sorties had to be put in as a spare gunner, but in spite of the length of his tour, this officer constantly displayed a fine fighting spirit and a keen sense of duty. He participated in attacks on many heavily defended targets including Hanover, Magdeburg, Stuttgart and Cologne. In view of his excellent example and fine operational record, Pilot Officer Ferguson is strongly recommended for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

- 1 August 1944 - Ferme de Forrestel (4.00)
- 2 August 1944 - Bois de Casson (4.35)
- 3 August 1944 - Bois de Casson (4.20)
- 4 August 1944 - St. Leu d'Esseront (4.35)
- 8 August 1944 - Foret de Chantelly (5.20)
- 9 August 1944 - Foret de Nieppe (3.50)
- 11 August 1944 - Montrichard (5.20)
- 27 August 1944 - Mimoyecques (3.25)
- 28 August 1944 - L'Hey (3.35)
- 30 August 1944 - Ile de Cezembre (5.25)
- 9 September 1944 - Le Havre (4.00)
- 8 September 1944 - Le Havre (3.50)
- 11 September 1944 - Castrop Rauxel (5.00)

15 September 1944 - Kiel (6.00)
26 September 1944 - Calais (4.20)
27 September 1944 - Duisburg (4.25)
28 September 1944 - Cap Gris Nez (4.05)
15 October 1944 - Wilhelmshaven (4.45)
23 October 1944 - Essen (5.35)
28 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (5.30)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (6.40)
26 November 1944 - Neusse (5.10)
24 December 1944 - Dusseldorf (4.35)
2 January 1945 - Ludwigshaven (8.00)
5 January 1945 - Hanover (5.30)
16 January 1945 - Magdeburg (6.25)
28 January 1945 - Stuttgart (7.00)
7 February 1945 - Goch (6.05)
8 February 1945 - Wanne Eickel (6.10)
9 February 1945 - Wanne Eickel (6.10)
13 February 1945 - Bohlen (9.10)
2 March 1945 - Cologne (5.10)

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FERGUSON, Corporal Wallace Sanford (R199590) - Overseas - **Mention in Despatches** - awarded as per **London Gazette** date 1 January 1946 and AFRO 388/46 dated 12 April 1946. Born 9 May 1918. Enlisted in Windsor, Ontario, 30 June 1941 as Master Motor Mechanic (Transport) and posted to No.1 Manning Depot. To No.5 SFTS, 13 August 1941. Promoted AC1, 15 October 1941. To Mountain View, 11 January 1943. Promoted LAC, 1 April 1943. To No.1 SFTS, 23 September 1943. To No.1 Central Navigation School, 19 May 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Promoted Corporal, 1 December 1944. Repatriated 8 May 1946. Retired 29 May 1946. Died 21 May 2001 in Okanagan Falls, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001.

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FERGUSON, F/L William Thomas (C2643) - **Air Force Cross** - No.165 Squadron (since moved to No.168 Squadron)- Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. American, home at McAllen, Texas. Enlisted in Ottawa, 26 August

1940 and commissioned as Flying Officer. With Ferry Command as of 10 November 1941. To No.9 BGS, 13 April 1942. Promoted Flight Lieutenant, 9 August 1942. To No.12 (Transport) Squadron, 12 May 1943. To No.165 (Transport) Squadron, 17 August 1943. To No.7 Release Centre, 16 April 1945; retired 18 April 1945. Had flown 1,818 flying hours when recommended. The card is very indistinct and he may have gone to No.168 Squadron as early as 17 August 1943 (in which case the No.165 Squadron posting is questionable). This required a check of the two squadron diaries.

This officer, as captain of heavy transport aircraft, has constantly shown skill and determination of a high order. As a flight commander his keenness and interest in those under him has been responsible for raising the efficiency of his flight to a very high level and the unflagging zeal with which he has performed his duties has set a splendid example to all those serving with him.

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FERNIE, F/O James Kay (J35761) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 2 September 1915, Scotland. Home Toronto. Clerk. Enlisted Toronto 25 June 1942. To No.5 Manning Depot, 19 November 1942. To No.31 SFTS (guard), 21 January 1943. To No.1 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943 but not posted to No.4 AOS until 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 April 1944. Served in No.432 Squadron before No.415. Repatriated 15 January 1945. Retired 15 March 1945. Died in Beeton, Ontario, July 1999; see Toronto **Star** of 15 July 1999. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 21 December 1944 when he had flown 31 sorties (146 hours 15 minutes):

This officer has navigated his aircraft to many heavily defended German targets under adverse conditions. Highly skilled and always enthusiastic for operations, he has also been most helpful in ground training. Strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

Note: In crew of Halifax NA582, 10/11 September 1944, target Le Havre. Aircraft hit by flak but returned to base safely, no injuries. Crew were as follows: Pilot - P/O F. M. Forbes RCAF (J86509); Flight Engineer - Sgt R A Afford RAF (1867640); Navigator - P/O James Kay Fernie RCAF (J35761), of Toronto, Ontario, Canada; Bomb Aimer - Sgt Stanley Earle Morris RCAF (R184868), of Toronto, Ontario, Canada; Wireless Operator/Air Gunner - F/Sgt D A Vitarelli RCAF

(R136141), of Peterborough, Ontario, Canada; Mid Upper Gunner - Sgt C Lovie RCAF (R186485); Rear Gunner - Sgt John Caldwell Johnstone Scarf, RCAF (R200775, later J90970), Fort Erie, Ontario, Canada; Dorsal Gunner - Sgt Richard Cecil Morrison RCAF (R121748), of Beverly, Alberta, Canada).

During the evening of 2 November 1944 many of those named above were flying Halifax MZ882 on operations to Dusseldorf when the aircraft was attacked by a Junker Ju88. Sgt Afford was injured in the back during the attack, the rear turret was badly damaged and the rear of the aircraft was set on fire. The air gunners returned fire and damaged their attacker. F/O Forbes was able to keep control with the help of two of his crew holding onto the elevator controls and landed at Woodbridge airfield at 21.10hrs with serious damage.

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FERNIHOUGH, F/O Ross John (J388737) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in York, Ontario, 5 May 1913; home in Hamilton (fountain manager); enlisted there 5 August 1942. To No.1 Manning Depot, 30 August 1942. To No.14 SFTS (guard), 21 January 1943. To No.5 ITS, 3 April 1943; graduated and promoted LAC, 12 June 1943 but not posted to No.1 AOS until 10 July 1943; graduated and commissioned, 26 November 1943; to "Y" Depot, 10 December 1943. To No.2 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated 5 August 1945. Retired 28 September 1945. RCAF photo PL-43038 (ex UK-20245 dated 9 April 1945) shows three navigators of No.408 Squadron on completion of first operational tour - F/O Ross Fernihough (Hamilton, Ontario), Warrant Officer A.F. Hearnden (Ottawa) and F/O John Sargent (New Hazelton, British Columbia).

Flying Officer Fernihough's outstanding ability, coolness and courage have earned him the admiration of his fellow crew members. His efficiency has been responsible for the completion of many successful operations. He has acted as deputy navigator leader in a satisfactory manner. His navigational skill has enabled his aircraft to return safely to base on numerous occasions, when it has been menaced by enemy anti-aircraft fire and fighters.

The original recommendation is found in DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627); drafted by W/C F.R. Sharp, 17 April 1945 when he had flown 35 sorties (218 hours 50 minutes):

6 October 1944 - Dortmund (6.40)

9 October 1944 - Bochum (6.05)
12 October 1944 - Wanne Eickel (4.50)
14 October 1944 - Duisburg (5.30)
14 October 1944 - Duisburg (5.50)
23 October 1944 - Essen (6.20)
25 October 1944 - Homberg (4.55)
28 October 1944 - Cologne (6.40)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.50)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (5.55)
26 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (5.55)
2 December 1944 - Hagen (7.00)
4 December 1944 - Karlsruhe (6.50)
6 December 1944 - Osnabruck (6.10)
18 December 1944 - Duisburg (5.55)
24 December 1944 - Dusseldorf (4.15)
29 December 1944 - Trois Dorf (6.25)
2 January 1945 - Ludwigshaven (7.25)
16 January 1945 - Magdeburg (6.25)
28 January 1945 - Stuttgart (7.00)
4 February 1945 - Bonn (6.00)
7 February 1945 - Goch (6.10)
9 February 1945 - Wanne Eickel (6.10)
13 February 1945 - Bohlen (9.10)
14 February 1945 - Chemnitz (8.30)
27 February 1945 - Mainz (6.50)
1 March 1945 - Mannheim (7.20)
2 March 1945 - Cologne (5.50)
14 March 1945 - Zweibrucken (6.20)
15 March 1945 - Hagen (6.35)
22 March 1945 - Dorsten (5.50)

Flying Officer R.J. Fernihough (J38737) has recently completed a tour of operations on four-engined bombers. Throughout his tour, this navigator repeatedly has won the admiration of fellow crew and squadron members for his outstanding ability, courage and ingenuity. On numerous occasions when his aircraft was menaced by enemy flak and night fighters, he repeatedly proved

himself a strong, steadying influence, keeping his pilot completely informed as to position no matter how extensive the evasive action. His accuracy in navigation more than once has won the praise of fliers, even exclusive of his own crew. Flying Officer Fernihough has also acted as Deputy Navigation Leader in a highly satisfactory manner.

It is considered that this officer's excellent record is entirely deserving of the award of the Non-Immediate Distinguished Flying Cross.

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FERNYHOUGH, P/O Walter (J85610) - **Distinguished Flying Cross** - No.432 Squadron (deceased) - Award effective 27 June 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born Clyde, Alberta 19 March 1923. Home Victoria, B.C. Enlisted Vancouver 10 March 1942 and posted to No.3 Manning Depot, Edmonton. To No.7 ITS, Saskatoon, 21 June 1942; promoted LAC, 14 August 1942 but not posted to No.6 EFTS, Prince Albert until 13 September 1942; to No.4 SFTS, Saskatoon, 8 November 1942; graduated and promoted Sergeant, 5 March 1943. Posted on 20 March 1943 to "Y" Depot, Halifax; embarked 27 March 1943; disembarked in Britain, 4 April 1943. To No.15 (P) AFU, 1 June 1943. Attached to No.1511 Beam Approach Training Flight, 6-12 July 1943. To No.22 OTU, 10 August 1943. To No.62 Base, 6 November 1943. To No.1679 Conversion Unit, date unclear. To No.432 Squadron, 12 December 1943. Commissioned 31 March 1944. Killed in action 28/29 June 1944 (Halifax MZ591); buried in France.

Pilot Officer Fernyhough, as pilot and captain of aircraft, completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

NOTE: DHist file 181.009 D.1516 (RG.24 Vol.20601) has recommendation dated 26 June 1944 when he had flown 30 sorties (175 hours ten minutes), 25 November 1943 to 16 June 1944. Sortie list and submission as follows:

25 November 1943 - Sea search (4.25)
16 December 1943 - Berlin (6.47)
20 December 1943 - Frankfurt (6.18)
29 December 1943 - Berlin (2.34, duty not carried out)
1 January 1944 - Berlin (7.17)
5 January 1944 - Stettin (8.38)
27 January 1944 - Berlin (8.12)
28 January 1944 - Berlin (7.28)
30 January 1944 - Berlin (6.15)
16 February 1944 - Sea search (3.00)
24 February 1944 - Schweinfurt (8.00)
1 March 1944 - Stuttgart (7.40)

15 March 1944 - Stuttgart (8.30)
18 March 1944 - Frankfurt (5.30)
30 March 1944 - Nuremberg (8.00)
9 April 1944 - Villeneuve St. George (5.18)
18 April 1944 - Noisy le Sec (5.00)
20 April 1944 - Lens (4.35)
24 April 1944 - Karlsruhe (6.30)
26 April 1944 - Essen (4.50)
27 April 1944 - Montzen (4.15)
1 May 1944 - Ghislain (4.00)
7 May 1944 - Valerie en Caux (3.45)
19 May 1944 - Le Criplon (3.20)
22 May 1944 - Le Means (4.50)
27 May 1944 - Bourg Leopold (4.15)
2 June 1944 - Neufchatel (3.25)
6 June 1944 - Coutances (4.00)
8 June 1944 - Mayenne (5.35)
12 June 1944 - Cambrai (4.10)
14 June 1944 - St. Pol (3.30)
16 June 1944 - Sterkrade Holten (4.40)

Under a calm and quiet manner this officer has always maintained a fine offensive spirit in action which has inspired confidence in his crew and in other crews in his flight. Many of his 30 operational sorties have been over heavily defended targets in Germany such as Frankfurt, Essen, Berlin (five times), Stuttgart and Schweinfurt. His exceptional qualities of leadership, his fine record of achievement and his devotion to duty warrant a strong recommendation for the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his final sortie; Halifax MZ591, No.432 Squadron (QO-K), target Metz, 28/29 June 1944. Airborne at 2217 hours, 28 June 1944 from East Moor to bomb the rail yards. Shot down by a night fighter, crashing at Chevrières (Oise), 18 km NE of Creil, where those killed are buried in the town's Communal Cemetery. Crew were P/O W.Fernyhough, DFC, RCAF (killed); P/O J.Hembry (killed); P/O J.V.Musser, RCAF (killed); P/O H.J.Kennedy, RCAF (killed); P/O P.B.Woolfenden (POW); P/O E.McEwan, RCAF (killed); F/L J.I.Williams (killed).

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FERRELL, Sergeant George (R117536) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 2 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. American in the RCAF. Born 14 October 1914 in Trenton, New Jersey. Home in Belleville, New Jersey. Electrician. Enlisted in Montreal 12 July 1941 and posted to No.1

Manning Depot. To No.4 WS, 27 September 1941. Promoted LAC, 29 October 1941. To Trenton, 8 June 1942; to No.6 BGS, 18 July 1942; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 26 October 1942. Promoted Flight Sergeant, 29 February 1943. Discharged from RCAF, 28 July 1943. Cited with a Sergeant K. Breckon (RAF, awarded DFM). RCAF photo PL-22188 (ex UK-5990 dated 4 November 1943) taken when he was a Technical Sergeant with American forces, after investiture at Buckingham Palace. RCAF photo PL-22190 (ex UK-5992 dated 4 November 1943) shows Flight Sergeant D.C. Moore (George Medal, Durham, Ontario) chatting after investiture with other recipients, notably (on his left) Technical Sergeant G.W. Ferrell (DFM, Belleville, New Jersey).

Sergeants Breckon and Ferrell were pilot and mid-upper gunner, respectively, of an aircraft which attacked Dortmund on night in May 1943. On the return flight the aircraft was subjected to repeated attacks by an enemy fighter. Although his turret was rendered unserviceable early in the combat, Sergeant Ferrell operated it manually, at the same time giving his captain a commentary on the attacker's movements. In spite of his difficulties Sergeant Ferrell eventually delivered a well directed burst of fire and shot the attacker down. Soon after crossing the enemy coast one of the bomber's engines caught fire and became unserviceable while a little later another engine ceased to function. Despite this, Sergeant Breckon flew on and, although a third engine became unserviceable as the English coast was reached, he succeeded in gaining an airfield where he executed a masterly landing without the aid of flaps. These members of aircraft crew displayed great skill, courage and determination in circumstances fraught with great danger.

NOTE: Public Record Office Air 2/4974 has recommendation for a CGM (Flying) drafted 29 May 1943 by the Commanding Officer of No.103 Squadron. This award was supported up to the level of Air Officer Commanding, No.1 Group, so it was presumably downgraded at Bomber Command Headquarters. He had flown only one sortie (five hours ten minutes).

During the attack on Dortmund on the night of 23/24th May 1943, Sergeant Ferrell, a Canadian, was mid-upper gunner of a Lancaster aircraft. After leaving the target, his aircraft was attacked by an enemy night fighter which carried out nine separate attacks in all. On the third attack both the mid-upper and rear turrets were rendered unserviceable almost simultaneously. Undaunted by the extremely hazardous position in which he was thus placed, he showed exceptional courage and determination in continuing coolly to warn his captain of each impending attack and giving him evasive directions at the same time endeavouring to ward off the attacks by manipulating his turret manually, rotating it by hand to whatever side the attack was coming from, and opening fire as best he could under these extremely difficult circumstances. On the sixth attack after his turret became unserviceable he got the fighter into his sights and opened fire, whereupon the fighter went into a steep dive and was seen to crash on the ground.

Sergeant Ferrell not only showed exceptional skill as a gunner, but displayed outstanding gallantry and coolness in the face of danger and by his fearless determination and presence of mind extricated his crew from a perilous situation. He has set a high example for all to follow, and I have no hesitation in strongly recommending him for the immediate award of the Conspicuous Gallantry Medal.

Public Record Office Air 50/292 has the following Combat Report for the night of 23/24 May 1943, Lancaster C2/103, W4325:

Returning from a raid on Dortmund on the night of 23/24 May 1943, while flying at 18,000 feet, position 5205N 0640E, visibility good, about 8 to 10 miles with moon practically full on port quarter up, the time 0218 hours, the rear gunner of Lancaster C.2 {Sergeant Lefort} sighted a Ju.88 on green quarter down, 350 yards range. The rear gunner gave instructions to the pilot to make a diving turn starboard, which was carried out, and as this evasive action was being taken, the rear gunner and mid-upper gunner [Ferrell] opened fire but observed no hits.

The fighter was unable to get a burst in on this attack, so broke off on the red quarter down, whereupon the pilot from instructions from the rear gunner resumed course and the Ju.88 positioned himself on the port quarter up about 400 yards away.

When the fighter committed himself to the attack once more, the rear gunner again gave orders for a diving turn to port, which the pilot carried out immediately and the rear gunner and mid-upper opened fire, observing hits, and once again the fighter was forced to break off the attack without opening fire, whereupon the pilot resumed course after receiving instructions to do so from the rear gunner, and the Ju.88 positioned himself on the green quarter up about 450 yards.

When the fighter committed himself to the attack once more, the mid-upper gave instructions to the pilot to make a diving turn to starboard, which was carried out; the Ju.88 opened fire from 200 yards for about two seconds and put both rear turret and mid-upper turret unserviceable, but was unable to follow up attack and broke away down to port, whereupon the pilot resumed course after receiving orders from the mid-upper to do so and the Ju.88 positioned himself more on the red quarter down about 350 yards away.

The mid-upper, fearing that the intercom might be put unserviceable, gave the skipper orders to corkscrew continually while continuing on course, which was carried out. The Ju.88 attacked once more and his cannon shells hit the starboard main plane and rudder. The fighter broke off the attack at 150 yards,

diving down on starboard quarter and back up, position on the green quarter up about 300 yards away, and attacked once again from that position.

In the meantime the mid-upper, finding his turret unserviceable, put it in hand rotation, and rotating the turret by hand to the side from which the attack was coming, while the rear gunner with one hand and elevator and depressed the gun, and with the other opened fire, but found it difficult to make a correct allowance.

The Ju.88 altogether made six attacks from alternate sides and the mid-upper continued to rotate his turret from side to side, opening fire as best he could each time.

On the sixth attack after the turrets were unserviceable, the fighter ran through the mid-upper's cone of fire and was seen to heel over on his side, dive straight down and was seen to crash on the deck and burst into flames by the rear gunner, wireless operator and engineer.

There were no searchlights cooperating with fighter and there was no flak.

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FERRIER, A/V/M Alan, MC (C11) - **Companion, Order of the Bath** - AFHQ, Air Member for Aeronautical Engineering - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. See **Canadian Who's Who**, 1968. Born in Ootacamund, India, 26 May 1894. Educated in Switzerland. Served with Royal Engineers in France, 1914-1919. Graduated in civil engineering from McGill University, 1920 and from College of Science in London, 1927. Joined Air Board, November 1921 and Engineering Clerk; later in CAF. Joined RCAF, Ottawa, 1 April 1924. Seconded to Department of Transport, 1937-1939 as Chief Aeronautical Engineer. Returned to duty with RCAF and appointed Director of Aeronautical Engineering, having charge of design development and inspection of aircraft related to RCAF. Promoted Group Captain, 20 September 1940. Promoted Air Commodore, 13 January 1942. Promoted Air Vice-Marshal, 3 June 1942. Appointed to Canadian Air Transport Board in 1944. Retired 23 March 1945 to continue duties with Air Transport Board. Resigned from that in 1949 to serve ICAO, 1949-1957 as Assistant Secretary-General for Air Navigation. Died in Montreal, 26 June 1971.

This officer's ability and integrity have been well established by many years of service in the Royal Canadian Air Force. Air Vice-Marshal Ferrier has carried out a great deal of work on the development and executive side of Aeronautical Engineering. He has at all times given the service everything that he has, without reserve, and consequently can be trusted to carry more than his share of the load. During his appointment as Air Member of Air Council for Aeronautical Engineering, his wealth of knowledge and experience have been of inestimable

value. He set a high standard in devotion to duty and is a splendid example to all those with whom he associates.

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FERRIS, WO1 (now P/O) Cyril (R79732/J92660) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 24 April 1922 at Raymore, Saskatchewan; home there. Enlisted in Regina, 15 November 1940. To No.1A Manning Depot, 9 December 1940. To No.7 Equipment Depot, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 4 May 1941 when posted to No.7 EFTS; may have graduated 21 June 1941 but not posted to No.6 SFTS until 3 July 1941; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF Trainee Pool, 5 October 1941. Promoted Flight Sergeant, 13 March 1942. Promoted WO2, 13 September 1942. Promoted WO1, 13 March 1943. Commissioned 13 November 1944. Promoted Flying Officer, 13 May 1945. Repatriated 14 May 1945. To Central Flying School, 30 June 1945. To No.7 Release Centre, 6 August 1945; retired 31 August 1945. Postwar settled in Calgary and spent thirty-five years working for Domtar Chemicals in purchasing until his retirement in 1987. Died in Calgary, 11 May 2010. Photo PL-43497 shows him posing "unhappily in the rain" on completion of his tour.

This Warrant Officer has displayed courage and coolness of the highest order. On one occasion in November 1944 his aircraft was detailed to attack Oberhausen. Anti-aircraft opposition was encountered during the approach to the target area. The wireless operator was killed and the bomb aimer, flight engineer and navigator were wounded. Despite these harassing circumstances Warrant Officer Ferris, as pilot and captain of aircraft, pressed home the attack and successfully completed the mission. His great tenacity and indomitable spirit have won the admiration of all.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C A.P Blackburn dated 5 December 1944, by which time he had completed five sorties (25 hours 20 minutes) as Captain of aircraft. See also Sergeant C.A. Barber.

On the night of November 1st, 1944, during an attack on Oberhausen, WO1 Ferris's aircraft was struck by flak on approaching the target area. This resulted in the Wireless Operator being instantly killed, the Bombardier receiving head injuries and the Engineer and Navigator being slightly injured. Despite these harassing circumstances, WO1 Ferris as pilot and captain of the aircraft, pressed home the attack and successfully completed the mission. On this occasion WO1 Ferris displayed great tenacity, coolness in the face of danger and devotion to duty, worthy of emulation by the whole squadron. I recommend the immediate award of the Distinguished Flying Cross.

The sortie list actually named twelve trips (69 hours 20 minutes) as follows:

6 October 1944 - Dortmund (6.35, second pilot)
23 October 1944 - Essen (5.20, second pilot)
28 October 1944 - Cologne (5.25)
30 October 1944 - Cologne (3.10)
1 November 1944 - Oberhausen (4.50, hit by flak, WOAG killed)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (6.35)
27 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (7.30)

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FERRIS, F/O Jack Rowe (J20924) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 10 February 1915 in Toronto; home there; bookkeeper. Enlisted Toronto 13 January 1942. Granted Leave Without Pay until 28 January 1942 when posted to No.1 Manning Depot. To Trenton, 28 February 1942. To No.6 BGS, 10 April 1942. To No.5 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942 when posted to No.8 AOS; graduated and commissioned, 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942. Promoted Flying Officer, 9 May 1943. Repatriated 3 November 1944. Promoted Flight Lieutenant, 9 November 1944. To No.1 Training Command, 6 December 1944. To Trenton, 11 December 1944. To AFHQ, 12 September 1945. Retired 25 June 1946. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 24 August 1944 when he had flown 37 sorties (197 hours 25 minutes), 4 January to 4 August 1944.

Flying Officer Ferris has taken part in 37 attacks on the enemy, including 11 sorties against the main German targets. On his first operational sortie his aircraft crashed on returning to this country and he was slightly injured. This, however, did not in any way lessen his keenness to fly and determination to attack the enemy. His high standard of navigation was primarily responsible for the fact that during his complete tour his aircraft was never in any difficulty from either flak or fighters and his high courage and fine workmanship were an inspiration to all who came in contact with him.

I consider this officer's undoubted efficiency and his high courage fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; those marked with (*) were Halifax trips; all others on Lancasters:

*4 January 1944 - Gardening, Bay of Biscay (7.00)
*24 February 1944 - Gardening, Kiel Bay (3.35)
*2 March 1944 - Meulons sur Mureaux (6.25)
*6 March 1944 - Trappes (5.20)
*13 March 1944 - Le Mans (6.40)
*15 March 1944 - Amiens (6.00)
*25 March 1944 - Aulnoye (6.35)
*26 March 1944 - Courtrai (5.40)
*9 April 1944 - Lille (5.40)
*10 April 1944 - Ghent (4.40)
19 April 1944 - sea search (5.05)
*20 April 1944 - Lens (4.50)
27 April 1944 - Montzen (4.30)
10 May 1944 - Ghent (4.35)
11 May 1944 - Boulogne (4.05)
24 May 1944 - Aachen (5.30)
27 May 1944 - Bourg Leopold (4.40)
4 June 1944 - Pas de Calais (4.10)
5 June 1944 - Merville (5.00)
6 June 1944 - Coutances (6.20)
9 June 1944 - Le Mans (5.40)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.00)
16 June 1944 - Sterkrade (5.10)
27 June 1944 - Foret d'Eawy (4.55)
4 July 1944 - Villeneuve St. George (6.30)
6 July 1944 - Siracourt (4.35, day)
7 July 1944 - Caen (4.30, day)
12 July 1944 - Thiverny (4.50, day)
18 July 1944 - Caen (4.30, day)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (5.50)
24 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Acquet (4.20, day)
3 August 1944 - Bois de Casson (5.50, day)
4 August 1944 - Bois de Casson (5.25)

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FERRIS, W/C William Donovan Swanzey (C1351) - **Distinguished Flying Cross** - No.408 Squadron
- Award effective 16 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1187/43
dated 25 June 1943. Born in Edmonton, 1911; home there. Educated in Edmonton and

Brentwood School, Victoria. Attended University of Alberta (engineering), 1930-31. To Great Bear Lake in 1935. North-West Territories traffic manager for Mackenzie Air Service before the war and their pilots gave him instruction. Enlisted in Edmonton, 6 November 1939. Trained at No.1 SFTS (graduated 13 July 1940). To No.5 SFTS, 12 October 1940. Promoted Flight Lieutenant, 15 July 1941. Took an Army Cooperation course at Rockcliffe and flying instructor course at Trenton. Instructed at Brantford. To Ferry Command, 31 March 1942. To RAF overseas, 1 April 1942. Promoted Squadron Leader, 15 July 1942. Promoted Wing Commander, 1 June 1943. Promoted Group Captain, 15 June 1944. Repatriated 1 September 1945. To Northwest Air Command, 5 September 1945. To Fort St. John, 13 October 1945. To Northwest Air Command, 31 October 1945. To No.1 Instrument Flying School, 7 November 1945. Retired 5 March 1946.

This officer has undertaken numerous sorties, including attacks on such heavily defended areas as Emden, Berlin, Essen, Cologne, and others. He has displayed fine leadership, great courage and skill, setting a most inspiring example. On one occasion, with Stettin as the objective, locomotives and searchlight positions were machine-gunned in the course of the flight. On two occasions his aircraft has been illuminated by searchlights whilst over the target but, in spite of this, Wing Commander Ferris executed successful attacks.

NOTE: DHH file RG.24 Volume 20627 has original recommendation drafted by G/C C.R. Dunlap, 7 May 1943 when he had flown 16 sorties (99 hours 26 minutes) and was much more detailed:

Wing Commander Ferris has carried out 16 operational sorties during which some of the most heavily defended enemy targets have been attacked. These operations include the following:

Emden (1) - Lorient (1) - Kiel (1) - Cologne (1)
Duisburg (1) - Dusseldorf (1) - Turin (1) - Dortmund (1)
Berlin (1) - Essen (1) - Stettin (1) - Lorient (Gardening) 5

Wing Commander Ferris has been in command of No.408 (RCAF) Squadron since September 1942, and during this period by his forceful and energetic efforts he has built up a squadron which is second to none in keenness, skill and determination. In recognition of his achievements in this regard, he is held in a position of great esteem and admiration by those who serve under his command.

He is at his best during periods of stress and misfortune. His able leadership has pulled the squadron through some trying experiences; his coolness and leadership on such occasions has a most stabilizing and elevating influence; his trip to Stettin on April 20th, 1943, and also his trip to Dortmund on May 4th, 1943, were made when the fortunes of the squadron were at a low ebb; his outstanding performance on these two occasions once again elevated the spirit

of the squadron to its normal high level. Both targets mentioned were successfully attacked, but neither sortie was without incident. On the former the trip was made at tree-top level, and the tail gunner was afforded several opportunities of shooting up trains and searchlights. On the latter, shortly after the release of the bombs the aircraft was picked up by searchlights for nearly 15 minutes, in spite of violent evasive action accompanied by great loss of height. On the trip to Berlin on March 1st, 1943 he had a similar and even more trying experience with searchlights, this time being coned on successive occasions for a period totalling more than 20 minutes. In spite of the fact that this coning necessitated two additional operational climbs, Wing Commander Ferris was quite unperturbed and pressed on to his objective which he attacked successfully.

I consider that Wing Commander Ferris is truly deserving of this recognition, and have no hesitation in strongly recommending the award of the Distinguished Flying Cross.

DHH file 181.009 D.1513 (Library and Archives RG.24 Vol.20600) has a recommendation for a DSO raised on 3 October 1943 by G/C D. Edwards (commanding Linton-on-Ouse). He was reported to have flown 19 sorties (111 hours 30 minutes) and 25 hours since his previous award. Not granted but transcribed for the historical record:

After a period of just over a year and a half in Canada as successful instructor, Wing Commander Ferris, DFC, was posted to an operational theatre as a captain of a crew, a flight commander and then as squadron commander.

He has been in command of No.408 (RCAF) Squadron since September 1st, 1942 and during this period by his forceful and energetic efforts he has built up a squadron which is second to none in keenness, skill and determination. In recognition of his achievement in this regard, he is held in a position of great esteem and admiration by those who serve under his command. Under his leadership, his squadron has completed successfully three conversions on to new types of aircraft, having established an enviable record for sorties done and maintained the highest standard of ability and fine spirit amongst the crews. His personal ability coupled with his strong sense of duty has been the major factor in the fine record of achievement of his squadron. His low personal record of sorties is due only to the complicated conversions he has been asked to supervise plus the training on special equipment of a secret nature which demanded time spent on the ground and his sense of responsibility that these must be done well. As a result all have been done well.

Wing Commander Ferris, DFC, is at his best during period of stress and misfortune. His able leadership has pulled the squadron through many trying experiences. His coolness on such occasions has been a stabilizing and elevating

influence. His trip to Stettin on April 20th, 1943, and Dortmund on May 4th, 1943, were made when the fortunes of the squadron were at a low ebb. His outstanding performance on these two occasions again elevated the spirit of the squadron to its normal high level. Both targets mentioned were successfully attacked, but neither without incident. On the former a trip was made at tree-top level, and the tail gunner was afforded several opportunities of shooting up trains and searchlights. On the latter, shortly after the release of the bombs the aircraft was picked up by searchlights. On the trip latter, shortly after releasing the bombs, the aircraft was picked up by searchlights for approximately 15 minutes in spite of violent evasive action accompanied by great loss of height. On a trip to Berlin on March 1st, 1943 he again had a similar and even more trying experience with searchlights, this time being coned on successive occasions for a of more than 20 minutes in spite of the fact that this coning necessitated two additional operational climbs, Wing Commander Ferris was quite unperturbed and pressed on to his objective which he attacked successfully.

Since being awarded the DFC in May 1943, he has carried out four offensive sorties over enemy territory and flown a further 25 hours on operations. These operations included sorties to Dortmund, Cologne, Hamburg and Stuttgart. On the Dortmund sortie he was again coned by searchlights necessitating a drop of height from 14,000 to 4,000 feet before successfully evading the cone.

I consider Wing Commander Ferris is truly deserving of this recognition and have no hesitation in strongly recommending the immediate award of the DSO.

On 27 October 1943 the Base Commander of No.62 Base (Air Commodore C.M. McEwen) endorsed this as follows:

Wing Commander Ferris has had command of No.408 Squadron for over a year and during that time he has built up the squadron to a high level of efficiency by his successful organization of training and conversions. On operations, his outstanding leadership and coolness in the most difficult circumstances have gained for him the admiration and respect of his whole squadron. I concur in the remarks of the Station Commander and recommend Wing Commander Ferris for the immediate award of the DSO.

RCAF Press Release No. 736 dated September 6, 1942 from "MacGillivray" read as follows:

Squadron Leader Donovan ("Tiny") Ferris of Edmonton, Alberta, has been promoted to Wing Commander and given Command of an RCAF bomber squadron, succeeding Wing Commander John Despard Twigg of Ottawa who was reported missing on operations late last month.

Since June, a Flight Commander in another RCAF squadron led by Wing Commander D.A.R. Bradshaw of London, Ontario, Wing Commander Ferris receives his second promotion in less than three months in recognition of his excellent three-years' record in the RCAF, and the marked qualities of leadership which he has shown since coming overseas on April 1 of the present year.

Born in Edmonton 30 years ago, the son of the late Dr. W.D. Ferris and of Mrs. Ferris, the new Wing Commander had an adventurous career in the Arctic before leaving civilian life. Joining the Mackenzie Air Service in 1936, he became Traffic Manager in the remote Yellowknife district and covered many hundreds of miles by dog-team in the course of his duties. His flying experience with the Mackenzie Service paid dividends when he enlisted in the RCAF on October 5, 1939, for within two weeks he was flying as a Provisional Pilot Officer at Calgary.

He got his wings at Camp Borden, in Course No. 4, in May of 1940, took an army Co-operation Course at Rockcliffe, attended Central Flying School at Trenton where he became Flying Officer, and from October of 1940 until March 22 of this year, he was on the staff of No. 5 SFTS, Brantford, Ontario, becoming Flight Lieutenant and a Flight Commander.

Flying a Hudson across the Atlantic in April, he attended OTU in England; soon afterwards, he "went on ops" under Wing Commander Bradshaw, receiving a hot initiation on his first trip when he was "shot up" by a Ju88 and his tail gunner badly wounded. His trips since that time have included such targets as Emden, Duisburg and others.

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FERTICH, FS (now P/O) Frank Otto (R168908/J95105) - **Distinguished Flying Medal** - No.428 Squadron - Effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 133/45 dated 8 February 1946. Born 29 February 1924 in Rockglen, Saskatchewan; home in Rossland, British Columbia. Store clerk and ex-RCA. Enlisted in Calgary, 24 June 1942. Trained at No.4 BGS (graduated 29 November 1943). In postwar RCAF (208976) as a Corporal and firefighter. Died in Trail, British Columbia, 15 October 2014. No citation, "completed...operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by S/L R.W. Swartz dated 20 April 1945 when he had flown 29 sorties (214 hours ten minutes), 25 October 1944 to 22 March 1945.

Flight Sergeant Fertich has shown great tenacity of purpose, cool courage and determination throughout his tour. He has carried out all duties with an unselfish devotion and has displayed great co-operative spirit both in the air and on the ground.

His ability as an air gunner has been outstanding and has proven a definite asset to his crew and the squadron as a whole.

For his courage and devotion to duty I recommend the Non-Immediate award of the D.F.M.

Clearly in crew captained by F/O Robert Thomas Anderson. The sortie list was as follows:

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

The following poem (one of many he composed) was found in his personal effects after his death; it was published in the Trail **DailyTimes**, 12 November 2015.

From far and near you'll often hear of the pilots skill and dare,
But little is heard of the straight AG or why he is really there,

To be exact as a matter of fact, he's the backbone of the crew,
When you take account of the amount of work he has to do.

He's needed on returning home, when nights are dark as sin;
His job is then to defend his plane and save the pilots' skin;
He knows his job without a doubt you really can't deny'
When smashing huns with Browning gun, he's really quite a guy.

And if a pack hits the plant and bail out begins,
He knows he doesn't stand a chance so he just sits and grins;
[There seems to be a line missing here].
And in his eyes before he dies is a glint of devil may care

As he meets his fate in a burning crate go sailing o'er the blue,
Remember there's an AG aboard and thank God it isn't you;
Here is the men of the RCAF. Here is to the men who fly;
Here's a toast to the straight AG – and God bless those who die!

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FERTSMAN, F/O Abraham Nathan (J21354) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 21 August 1923; home in Quebec City; enlisted there 27 January 1942 and posted to No.1 Manning Depot. To No.4 Equipment Depot, 13 March 1942. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 when posted to No.8 AOS; graduated and commissioned, 20 November 1942. To "Y" Depot, 9 December 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 20 May 1943. Repatriated 28 October 1944. Promoted Flight Lieutenant, 20 November 1944. To No.8 AOS, 30 November 1944. Retired 2 April 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.5526 (RG.24 Vol.20667) has recommendation dated 11 September 1944 when he had flown 32 1/2 sorties (164 hours 20 minutes), 26 November 1943 to 25 August 1944.

This officer, a navigator, has completed an operational tour of thirty-two and a half sorties against the enemy, including such heavily defended areas as Hamburg, Stuttgart, Sterkrade and Berlin. By his skilful navigational ability, his crew have always pressed home the attack to the utmost, this despite the fact that, on one occasion, on 8th August 1944, the aircraft was badly damaged by flak in the target area, over Foret-de-Chantilly, and on another occasion, whilst over Beaumont-sur-Oise, his aircraft was again hit by flak. In recognition of such outstanding ability, persistence and undaunted courage, I strongly recommend that Flying Officer Fertzman be awarded the Distinguished Flying Cross.

The sortie list was as follows:

25 July 1943 - sea search (4.30)
25 August 1943 - Fontainebleau (4.30, leaflets)
26 November 1943 - Stuttgart (7.40)
24 December 1943 - Gardening Nectarines (3.40)
29 December 1943 - Berlin (8.00)
28 January 1944 - Berlin (8.35)
15 February 1944 - Berlin (6.35)
6 March 1944 - Trappes (5.10)
8 May 1944 - Haine St. Pierre (4.10)
12 May 1944 - Louvain (5.10)
24 May 1944 - Trouville (3.55)
4 June 1944 - Calais (3.00)
5 June 1944 - Merville (4.45)
6 June 1944 - Conde-sur-Noireau (5.30)
9 June 1944 - Le Mans (5.35)
12 June 1944 - Arras (4.40)
14 June 1944 - Cambrai (4.00)
16 June 1944 - Sterkrade (4.40)
21 June 1944 - Neuville-en-Bois (4.10)
24 June 1944 - Bonnetot (3.40)
25 June 1944 - Gorenflos (3.35)
27 June 1944 - Wizernes (3.25)
4 July 1944 - Biennais (4.00)
18 July 1944 - Caen (4.10)
18 July 1944 - Vaires (4.55)
23 July 1944 - Donges (6.30)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.10)
3 August 1944 - Bois de Nieppe (3.40)
4 August 1944 - Beaumont-sur-Oise (4.40)
5 August 1944 - St. Leu d'Esserent (4.50)
8 August 1944 - Foret de Chantilly (5.00)
12 August 1944 - Le Neuville (4.00)

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FETHERSTON, F/O John David (J85151) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 29 April 1923 in London, Ontario; educated at Blessed Sacrament Public School, St. Michael's School (London), North Toronto Collegiate Institute, Lawrence Park Collegiate Institute, and Northern Vocational School. Home in Toronto (mail and filing clerk); enlisted in Toronto 29 January 1942. To No.1 Manning Depot, 15 February 1942. To No.1 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.20 EFTS until 29

August 1942; may have graduated 23 October 1942 but not posted to No.16 SFTS until 7 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943. Disembarked in Britain 4 April 1943. Attached to No.51 Group Pool (No.9 EFTS), 30 April to 13 May 1943; flew 2.30 on Tiger Moths. To No.15 (Pilots) AFU, 1 June 1943 (flew 80 hours on Oxfords). Attached to No.1511 Beam Approach Training Flight, 29 June to 5 July 1943. To No.24 OTU, 10 August 1943 (flew 87 hours on Whitleys). Promoted Flight Sergeant, 5 September 1943. To No.61 Base, 4 November 1943. Attached to No.1659 Conversion Unit, 4 December 1943 to 8 January 1944 (flew 34.20 on Halifax aircraft). To No.431 Squadron, 8 January 1944 (flew 303 hours). Commissioned 27 February 1944. Promoted Flying Officer, 27 August 1944. To No.82 OTU, 30 September 1944. (Flew 55 hours 55 minutes instructing) To No.22 OTU, 29 December 1944. To Repatriation Depot, 23 January 1945. Repatriated 7 February 1945. To No.4 Release Centre, 17 February 1945. Retired 22 March 1945. Living in Toronto in 1950. Died in Toronto, 1 November 1996; had been associated with the Toronto Symphony. 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.5526 (RG.24 Vol.20667) has recommendation dated 21 August 1944 when he had flown 31 ½ sorties (166 hours 25 minutes), 20 January to 18 August 1944.

This officer, as captain of an aircraft, has carried out over thirty operations against the enemy, including such well-defended targets as Hamburg, Berlin and Stuttgart. On every occasion, he has pressed home his attack to the utmost, with a total disregard for personal safety. His zeal and gallantry, in the face of difficulty, have been a shining example to his squadron.

The sortie list was as follows:

20 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (8.15)
26 February 1944 - Gardening, Baltic (6.00)
25 March 1944 - Muloyne (6.25)
28 March 1944 - Vaires (5.45)
12 April 1944 - sea search (4.00)
20 April 1944 - Lens (3.30, boomerang)
15 May 1944 - Louvain (4.55)
30 May 1944 - Cologne (2.45, boomerang)
10 June 1944 - Versailles (5.45)
14 June 1944 - Cambrai (4.05)
15 June 1944 - Boulogne (4.15)
16 June 1944 - Sterkrade (4.45)
21 June 1944 - Neuville-en-Bois (4.15)
24 June 1944 - Bonnetot (3.50)
25 June 1944 - Gorenflos (3.50)
27 June 1944 - Wizernes (3.45)
1 July 1944 - Biennais (4.20)
4 July 1944 - Biennais (4.05)

9 July 1944 - Bacqueville (4.10)
20 July 1944 - Anderbelck (3.45)
23 July 1944 - Donges (6.20)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.10)
1 August 1944 - Acquet (4.00)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Casson (4.30)
5 August 1944 - St. Leu d'Esserent (4.35)
7 August 1944 - Caen (4.15)
8 August 1944 - Foret de Chantilly (4.55)
9 August 1944 - La Britique (4.15)
14 August 1944 - Falaise (4.20)
16 August 1944 - Kiel (5.25)
18 August 1944 - Bremen (5.55)

Notes: Assessed 31 December 1944 when he had flown 758 hours 15 minutes (157.10 in previous six months) - "Has shown to have reliability and keenness in carrying out his instructing duties on this unit." (W/C R.M. Cox, No.82 OTU).

Application for Operational Wing dated 15 September 1944 stated he had flown 35 ½ sorties (186 hours 50 minutes), 7 January to 13 September 1944.

On Repatriation form dated 23 January 1945 he stated he had flown 35 ½ sorties (the last on 13 September 1944) - 186 hours 50 minutes on operations. 372.05 training or non-operational flying and 3.50 "miscellaneous" flying.

Training: Interviewed in Toronto, 29 January 1942. "Average young lad. Youthful. Quite reserved and conservative. Took secretary and business course following Senior Matriculation. For last year filing and mail clerk at Registrar's Office, University of Toronto. Quite keen to fly. Medium to tall, slim build - does not appear robust. Studious type - steady, reliable, intelligent."

Course at No.1 ITS was 8 June to 31 July 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 875 points out of possible 1,000, placed 11th in a class of 85. "A quiet, pleasant, intelligent type of trainee, with good educational background and service spirit. Has applied himself well and shown plenty of ambition and determination."

Course at No.20 EFTS was 31 August to 23 October 1942. Tiger Moth aircraft - 29.10 day dual (9.00 dual to first solo), 42.30 day solo, 4.00 night dual. Was ten hours on instruments and logged eleven hours in Link. Ground courses in Navigation, Airmanship, Armament, written and practical, Aircraft Recognition, Signals, practical. Scored 577 out of possible 700 points. Placed 15th in a class of 45. "This trainee's airmanship is weak. Had difficulty with acrobatics."

Course at No.16 SFTS was 8 November 1942 to 5 March 1943. Anson aircraft - 5.30 dual to first solo, 55.25 total day dual, 53.05 day solo, 8.05 night dual, 7.05 night solo. Spent 8.15 in formation, 21.35 on instruments and logged 24.15 in Link. Ground courses in Navigation, Airmanship and Maintenance, Armament, written and practical, Signals, written and practical, and Meteorology. Scored 623 out of possible 750 points. Placed seventh in a class of 55. "Inclined to be careless when flying at times. Could have made a better showing if he had applied himself because he has the ability. Link 74 percent."

Course at No.15 (Pilots) AFU was 8 June to 10 August 1943. Oxford aircraft (4.55 day dual to first day solo, 20.20 total day dual, 28.35 day solo of which 1.45 was formation and 3.15 on instruments; 1.10 night dual to first night solo, 5.20 total night dual, 14.10 on night solo, ten hours on instruments (BAT training). Also logged six hours on Link. Flying Test Grades in General Flying (260/400), Applied Flying (130/200), Instrument Flying (130/250), Night Flying (60/100) and Link (35/50). "Instrument flying a weak point. All landings above average. Needs more experience before capable of being a captain of an aircraft." (W/C L. Robinson)

Course at No.1511 BAT Flight was 29 June to 5 July 1943. Ten hours in Oxford, five hours in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (140/200), Receiver Operation (60/100), Instrument Flying (150/250), Cloud and Night Flying (150/250) and General Application of Beam Approach Procedure, Flying (120/200). "An average pupil who should improve with practice. Reactions a little slow."

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FICEK, F/O Peter Paul (J28386) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Fort William, 13 January 1916. Home in Port Arthur, Ontario (labourer); enlisted in Fort William, 14 June 1941. To No.2 Manning Depot, 20 July 1941. To No.15 SFTS, 31 August 1941 (guard duty); to No.2 WS, 15 September 1941; promoted LAC, 15 October 1941; graduated 28 March 1942 when posted to No.2 BGS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942; to No.162 (BR) Squadron, 12 June 1942. Promoted Flight Sergeant, 11 September 1942. Promoted WO2, 11 May 1943. To No.10 (BR) Squadron, 20 May 1943. Commissioned 25 May 1943. To No.162 (BR) Squadron again, 15 August 1943. Promoted Flying Officer, 23 November 1943. Proceeded with the squadron to Iceland, December 1943. First WAG in crew of F/O T.C. Cooke when they sank **U-342** on 17 April 1944. Promoted Flight Lieutenant, 10 February 1945. Returned with squadron to Sydney, 8 June 1945. Retired 19 September 1945. Died in 1981 in Thunder Bay, Ontario. No published citation.

FICEK, F/L Peter Paul (J28386) - **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 published citation. However, it appears to be based on a recommendation dated 28 May 1945, signed by W/C J.K. Sully,

No.162 Squadron, for an Air Force Cross. He was described as having flown 100 sorties (916 hours 20 minutes) with total flying of 1,253 hours 25 minutes (six hours 15 minutes in previous six months). The submission read:

After completing a tour of operations against the enemy, this officer has been employed was WAG leader in the squadron. Throughout his tour of operations and while serving on the ground he has at all times displayed keenness and devotion to duty of the highest order contributing in no small way to the operational efficiency of the Squadron. He is strongly recommended for the award of the Air Force Cross.

Training: Course at No.2 WS was 15 September 1941 to 30 March 1942. Spent 50 minutes in flying classroom as First Operator, 2.45 in flying classroom on listening watch, 7.10 in two-seater aircraft as sole operator. Tested on Theory (35/50), Radio Equipment (181/250), Morse (155/200), Procedure (182/200), Signals Organization (94/150), Armament (84/100) and PT/Drill (33/50). Placed 26th in a class of 113.

Course at No.2 BGS was 13 April to 11 May 1942. Spent 11 hours 50 minutes in Battle aircraft. Fired 213 rounds on ground, 196 air-to-ground and 1,900 air-to-air. Scored 4.6 % in Beam Test, 3.3 % in Beam Relative Speed Test and 1.0 % Under Tail Test. Placed 16th in a class of 26.

Application for Operational Wing: This was dated 5 May 1944 but this must be an error because it listed the following sorties (most on Canso A aircraft with No.162 Squadron; six on Liberators with No.10 Bomber Reconnaissance Squadron) going much further:

28 June 1942 - Search (11.00)

5 August 1942 - Sweep (17.45)

7 August 1942 - O.A.S. (19.50)

9 August 1942 - O.A.S. (6.30)

4 September 1942 - O.A.S. (1.10)

4 September 1942 - Search (2.00)

4 November 1942 - I.A.S. (11.15)

9 November 1942 - I.A.S. (10.45)

22 November 1942 - Search (7.55)

26 November 1942 - O.A.S. (6.35)

30 November 1942 - O.A.S. (4.05)
6 December 1942 - Search (10.10)
9 December 1942 - Sweep (8.50)
13 December 1942 - O.A.S. (7.30)
22 December 1942 - O.A.S. (8.05)
18 March 1943 - O.A.S. (8.45)
19 March 1943 - O.A.S. (4.45)
21 March 1943 - O.A.S. (14.05)
24 March 1943 - O.A.S. (14.35)
27 March 1943 - O.A.S. (12.55)
30 March 1943 - O.A.S. (5.15)
5 April 1943 - O.A.S. (2.20)
9 April 1943 - Search (8.45)
25 April 1943 - Sweep (6.05)
25 April 1943 - Sweep (5.10)
27 April 1943 - O.A.S. (15.55)
30 April 1943 - Sweep (7.25)
3 May 1943 - O.A.S. (3.00)
8 May 1943 - Sweep (12.10)
11 May 1943 - O.A.S. (12.35)
13 May 1943 - O.A.S. (10.50)
16 May 1943 - O.A.S. (13.25)
28 June 1943 - Convoy Escort (13.35, No.10 Squadron Liberator, Gander)
1 July 1943 - Sweep (14.00, No.10 Squadron Liberator, Gander)
5 July 1943 - Convoy Escort (12.00, No.10 Squadron Liberator, Gander)
9 July 1943 - Convoy Escort (15.20, No.10 Squadron Liberator, Gander)
13 July 1943 - Sweep (8.55, No.10 Squadron Liberator, Gander)
10 August 1943 - Convoy Escort (8.15, No.10 Squadron Liberator, Gander)
26 August 1943 - I.A.S. (12.10, Yarmouth)

28 August 1943 - Sweep (8.50, Yarmouth_

14 September 1943 - Harbour Entrance Patrol (14.25, Yarmouth)

10 February 1944 - Depth Charge (2.40, Iceland)

20 February 1944 - Recco (8.40, Iceland)

22 February 1944 - Recco (1.25, Iceland)

23 February 1944 - Recco (7.00, Iceland)

26 February 1944 - C.L.A (13.40, Iceland)

5 March 1944 - Sweep (16.40, Iceland)

7 March 1944 - Met Search (8.00, Iceland)

12 March 1944 - Sweep (6.35, Iceland)

26 March 1944 - Recco (8.35, Iceland)

26 March 1944 - Recco (1.15, Iceland)

31 March 1944 - Convoy Escort (6.35, Ireland)

12 April 1944 - Recco (7.05, Iceland)

17 April 1944 - Met and A/S (12.15, Iceland, sub sunk)

20 April 1944 - A/U, C.L.A. (13.05, Iceland)

24 April 1944 - Close Escort (13.10, Iceland)

30 April 1944 - Search, U-Boat (3.50, Iceland)

7 May 1944 - Transit (9.00, Iceland)

8 May 1944 - Transit (7.55, Iceland)

2 June 1944 - Transit (8.40, Iceland)

4 June 1944 - Transit (7.00, Iceland)

6 June 1944 - Transit (7.25, Iceland)

10 June 1944 - Patrol (15.35, Wick)

12 June 1944 - Patrol (14.50, Wick)

14 June 1944 - Transit (7.20, Wick)

22 June 1944 - Transit (7.05, Reykjavik)

23 June 1944 - C.L.A. (14.45, Wick)

24 June 1944 - C.L.A. (12.55, Wick)

25 June 1944 - C.L.A. (8.40, Wick)
28 June 1944 - Recco (6.50, Wick)
6 July 1944 - Recco (7.15, Reykjavik)
11 July 1944 - Sweep (11.35, Wick)
12 July 1944 - Sweep (12.05, Wick)
14 July 1944 - Sweep (12.10, Wick)
15 July 1944 - Transit (7.05, Wick)
18 July 1944 - Transit (7.40, Wick)
19 July 1944 - Sweep (15.10, Wick)
20 July 1944 - A.T.R. (1.15, Wick)
21 July 1944 - Patrol (5.25, Wick)
22 July 1944 - Patrol (14.15, Wick)
24 July 1944 - Patrol (10.30, Wick)
29 July 1944 - A.T.R. (6.45, Wick)
3 August 1944 - A.T.R. (1.15, Wick)
3 August 1944 - A.T.R. (6.40, Wick)
4 August 1944 - Patrol (14.45, Reykjavik)
10 August 1944 - Patrol (14.15, Reykjavik)
12 August 1944 - Patrol (13.50, Reykjavik)
21 August 1944 - Patrol (14.45, Reykjavik)

TOTAL - 88 sorties (834.05)

Selected Assessments: "This man has performed all duties quickly and efficiently and given every assistance to his crew members in carrying out theirs." (F/O J.P. Smith, 17 August 1943)

"This officer is very capably carrying out the duties of WAG leader in the squadron. He is strongly recommended for promotion to the rank of Acting Flight Lieutenant." (S/L J.M. Thomson, 15 December 1944).

Notes: A letter on file indicates some of the tensions attendant on his being commissioned. It was

written 17 August 1943 (S/L J.M. Young, No.10 Squadron, to AOC, Eastern Air Command):

1. Attached hereto is form R.211 on the marginally noted officer. From this it may be seen that he is a capable officer.
2. As far as the Officer himself is concerned, this Unit has no reason for requesting a posting. However, the general attitude of the balance of the NCOs would lead one to believe that a posting was the most sensible thing. This officer was obviously recommended for a commission from his previous unit on his general ability.
3. This unit has a backlog of NCOs who have been recommended for a commission as far back as November 1942, and the appointment of this relative newcomer causes certain hard feelings among the remainder. In view of this, and thinking of Ficek's own future, the writer feels that the posting will be of benefit to the officer in question, and also to this Unit and to the service as a whole.
4. Since his former unit saw fit to recommend his commissioning, they would most likely be very glad to have him back, especially as there appears to be such a scarcity of well-trained WAGs in that unit. As far as this unit is concerned he is considered a junior WAG in most respects purely on account of the large number of top-notch WAGs on strength.
5. In the short time the marginally noted officer has been commissioned, it has not been possible to judge him too well in this light. However, it certainly would appear that his department as an officer is satisfactory, his trade proficiency as may be seen in the R.211 is superior, and his general application to duties above reproach.
6. Personally, Ficek is a good type of lad, and quite well liked. The situation which has occurred is not his fault, nor actually the fault of any individual, but it is still in the best interest of the Unit as a whole that he be posted.
7. Due to the posting of WEM "AGs" to this unit, this officer is now supernumerary to the Squadron's strength.
8. The reasons for the posting have been explained to Ficek, pointing out that it is not

due to any shortcomings on his part. However, it should be pointed out perhaps that he is not quite up to the standard of WAGs we have set for commissioning in this Unit.

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FIDLER, F/L Gerald Thomas James (J29885) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 21 February 1918 Wicklow, Ireland. Home Walkerton, Ontario. Educated in Detroit; wood finisher. Enlisted London, Ontario 21 July, 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 November 1941 but not posted to No.21 EFTS until 21 November 1941; graduated 31 January 1942 when posted to No.9 SFTS; graduated and promoted Sergeant, 5 June 1942. To No.5 AOS, 22 June 1942. Granted Leave Without Pay, 26 June 1942. To No.2 BGS, 20 July 1942. To "Y" Depot, 10 July 1943. Commissioned 24 August 1943. Taken on strength of No.3 PRC, 3 October 1943. Promoted Flying Officer, 25 February 1944. Volunteered for Interim Force while overseas. Repatriated 8 May 1946. To No.1 Air Command, 2 June 1946. Retired 3 January 1947. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 1 April 1945 when he had flown 36 sorties (226 hours 20 minutes) between 6 October 1944 and 22 March 1945.

Flight Lieutenant Fidler, as captain of aircraft, has recently completed a strenuous tour of operations during which he has attacked with a high degree of success, many important tactical targets in Germany in direct support of our troops. This officer has displayed a high standard of airmanship throughout his tour of operations and has maintained a fine offensive spirit which has been an inspiration to all members of the squadron...

The sortie list was as follows:

6 October 1944 - Dortmund (6.45)

9 October 1944 - Bochum (5.45)

28 October 1944 - Cologne (6.25)

30 October 1944 - Cologne (6.10)

1 November 1944 - Oberhausen (6.00)

2 November 1944 - Dusseldorf (5.00)

4 November 1944 - Bocum (5.25)

16 November 1944 - Julich (5.00)
18 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.00)
27 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.15)
18 December 1944 - Duisburg (5.55)
28 December 1944 - Opladen (5.45)
29 December 1944 - Trois Dorf (6.40)
30 December 1944 - Cologne (6.15)
2 January 1945 - Ludwigshaven (7.40)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (7.05)
28 January 1945 - Stuttgart (7.20)
1 February 1945 - Mainz (6.55)
4 February 1945 - Osterfeld (5.50)
7 February 1945 - Goch (6.50)
8 February 1945 - Wanne Eickel (6.10)
13 February 1945 - Bohlen (8.45)
20 February 1945 - Monheim (7.15)
21 February 1945 - Worms (6.50)
23 February 1945 - Essen (5.50)
5 March 1945 - Chemnitz (8.40)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (6.40)
15 March 1945 - Castrop Rauxel (5.50)
18 March 1945 - Witten (7.15)
21 March 1945 - Rheine (4.50)
22 March 1945 - Dorsten (4.20)

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FIELD, F/L Robert Benjamin Thomas (J21583) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 7 August 1914 in Toronto, home there. Drug salesman. Enlisted Toronto 23 September, 1941. To No.2 Manning Depot, 13 October 1941. To No.4 BGS, 2 January 1942 (guard duty). To No.6 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.12 EFTS until 6 June 1942; may have graduated 31 July 1942 but not posted to No.6 SFTS until 15 August 1942; graduated and commissioned, 4 December 1942. To No.3 Flying Instructor School, 27 December 1942. To No.10 EFTS, 13 February 1943. Promoted Flying Officer, 4 June 1943. To No.1 GRS, 5 August 1943. To "Y" Depot, 21 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 8 April 1945. Retired 1 June 1945. Died in Oshawa, Ontario, 10 August 1990 as per **Airforce Magazine** of January-February-March 1991.

Flight Lieutenant Field has completed many operational missions against the enemy. He has at all times displayed the greatest skill and devotion to duty. This officer's coolness and outstanding tenacity in the face of extreme danger have always merited the highest praise.

DHH file 181.009 (D.1510), in National Archives of Canada RG.24 Volume 20600 has recommendation drafted by W/C W.G. Phelan on 19 January 1945 when he had flown 24 sorties (149 hours 45 minutes):

This officer was pilot of an aircraft detailed to attack Magdeburg on the night of January 16, 1945. After turning out of the target, Flying Officer Field's aircraft was in a collision with another bomber. On impact, half of the starboard rudder was torn off as well as the starboard oil cooler and most of the engine cowling; great holes were torn in the fuselage, almost cutting the aircraft in half. Despite the fact that

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control was almost impossible, Flying Officer Field, with inspiring and typical courage, set course for base on the three remaining engines, and only by reason of his great skill and determination was able to bring his crippled aircraft back to base.

Flying Officer Field has completed many trips and in all his operations has shown the greatest devotion to duty. For this reason I recommend Flying Officer Field for the Immediate award of the Distinguished Flying Cross.

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FIELD, Corporal Thomas Arthur Harold (R91172) - **Mention in Despatches** - No.64 Base (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 15 May 1913. Home in Toronto; enlisted there 23 January 1941 as Electrician and posted to No.1 Manning Depot. To Technical Training School, 31 January 1941. Promoted AC1, 5 July 1941. To No.10 SFTS, 9 July 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 July 1942. To "Y" Depot, 4 February 1943.. To RAF overseas, 8 March 1943. Repatriated by air, 13 June 1945. To Scoudouc, 15 June 1945. To Halifax, 11 October 1945. Released 16 October 1945. Settled in Toronto postwar. No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945. Recommendation gives Service Number as R91173.

This tradesman has proven himself extremely proficient technically, and personally reliable to a high degree during his period of service in the Base Major Servicing Section at No.64 (RCAF) Base, and has repeatedly worked long hours when pressure demanded it. It is known that the high calibre of work produced by the Electrical Branch of Base Major Servicing Section is in no small degree due to the ability and energies of the above man.

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FIKIS, F/L William (J88425) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 15 July 1923, Port Arthur, Ontario. Home there; student; enlisted in Winnipeg, 18 June 1942 and posted to No.3 Manning Depot. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.6 EFTS until 5 December 1942; graduated 5 February 1943 and posted next day to No.4 SFTS; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 22 June 1943. Commissioned 16 July 1944. Promoted Flying Officer, 16 January 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Release Centre, 19 September 1945; retired 23 September 1945. Reengaged as a pilot (instructor, Thunder Bay Flying Club), 4 May 1956 to 31 March 1958 (215404). No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 31 March 1945 when he had flown 31 sorties (197 hours 25 minutes), 14 September 1944 to 14 March 1945.

Flight Lieutenant Fikis has completed thirty-one operational sorties, many of which have been against the more heavily defended industrial areas of Germany including such targets as Chemnitz, Stuttgart, Magdeburg, [and] Hanover. This officer has proved

himself to be a most capable captain and has at all times shown a keen offensive spirit and determination to come to grips with the enemy.

It is considered that Flight Lieutenant Fikis, with his fine operational record, his constant display of skill and fortitude, fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

11 September 1944 - Wilhelmshaven (2.50, no sortie, recalled, second pilot)

15 September 1944 - Kiel (5.40, second pilot)

17 September 1944 - Boulogne (3.50, second pilot)

24 September 1944 - Calais (5.00)

25 September 1944 - Calais (4.10)

6 October 1944 - Dortmund (6.35)

9 October 1944 - Bochum (6.20)

12 October 1944 - Wanne Eickel (2.35, no sortie)

14 October 1944 - Duisburg (5.00)

14 October 1944 - Duisburg (5.30)

15 October 1944 - Wilhelmshaven (4.20)

21 October 1944 - Hanover (3.00, no sortie, recalled)

23 October 1944 - Essen (6.40)

25 October 1944 - Hamburg (5.10)

28 October 1944 - Cologne (4.35)

18 December 1944 - Duisburg (6.25)

26 December 1944 - St. Vith (6.10)

5 January 1945 - Hannover (6.00)

6 January 1945 - Hanau (7.15)

13 January 1945 - Saarbrücken (7.20)

14 January 1945 - Grevenbroich (6.20)

16 January 1945 - Magdeburg (4.35, no sortie, early return)

28 January 1945 - Stuttgart (7.35)

1 February 1945 - Mainz (7.10)

4 February 1945 - Isterfelt (5.45)

14 February 1945 - Chemnitz (8.45)

17 February 1945 - Wesel (6.10)

20 February 1945 - Mannheim (6.30)

23 February 1945 - Essen (6.20)

2 March 1945 - Cologne (6.00)

7 March 1945 - Hemmingstadt (5.40)

11 March 1945 - Essen (6.05)

12 March 1945 - Dortmund (6.05)

13 March 1945 - Wuppertal (5.55)

14 March 1945 - Zweibrucken (6.55)

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FIKSDAL, F/L Virgil Leroy (C21681) - **Member, Order of the British Empire** - No.6409 Servicing Echelon - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Waubay, South Dakota, 5 April 1911 (RCAF press release announcing award). Educated in Carlsland, Alberta and Alberta Institute of Technology. Worked ten years as an automobile mechanic at various stations in Alberta and as foreman at Detroit Auto Works, Calgary (1 October 1936 to 17 October 1939.. Home in Calgary; enlisted there 17 October 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 13 November 1939. Promoted AC1, 29 February 1940. To No.120 (BR) Squadron, Vancouver, 2 May 1940. Promoted LAC, 29 May 1940. To No.3 SFTS, 11 October 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 15 February 1941. Promoted Flight Sergeant, 1 March 1942. To Aero Engineering School, 22 September 1942. Commissioned 19 December 1942. To No.1 Officer School, 7 January 1943 where he scored 705 points of a possible 1,000; described as "Average type, hard working Officer, should improve with service." . To No.4 Training Command, 19 February 1943. To No.2 BGS, 21 February 1943. Promoted Flying Officer, 19 June 1943. To "Y" Depot, 8 August 1943; embarked from Halifax, 3 September 1943; disembarked in Britain, 16 April 1943. To No.409 Squadron, 30 September 1943. To No.3063 Echelon, 1 November 1943. Promoted Flight Lieutenant, 15 December 1943. To No.147 Airfield, 21 February 1944. To No.6409 Servicing Echelon, 16 August 1944. Repatriated 31 July 1945. To No.2 Air Command, 9 August 1945. To No.7 Release Centre, 17 August 1945. Retired 22 September 1945. Died in Calgary, 16 July 1991. RCAF photo PL-40409 (ex UK-17556

dated 16 December 1944) is captioned as follows: "F/L V.L. Fiksdal, right, of Calgary, Alberta, chief engineer for the RCAF Nighthawk squadron, lends a hand to Corporal Dick Conop of Brag Creek, Alberta who is working on a Mosquito night fighter engine." No citation in AFRO or biographical file. DHist file 181.009 D.5529 (RG.24 Vol.20667) has recommendation dated 31 January 1945 as follows:

This officer since joining this unit has worked hard and ceaselessly with no thought of self comfort. His organizing ability is far above the average and the success of the squadron to date is largely due to his untiring effort which in my opinion is deserving of recognition.

The same file has another MBE recommendation dated 13 June 1945. This is obviously too late; the award was based on the earlier submission. However, the second recommendation is much more detailed, reading as follows:

Flight Lieutenant Fiksdal served in Canada for four years before proceeding overseas to the United Kingdom in September 1943 when he joined No.409 (RCAF) Night Fighter Squadron.

With the transfer of No.6409 Servicing Echelon to AEF at the end of March 1944 the squadron maintained an average flying day of 40 to 45 hours and a serviceability of over 85 percent, a higher percentage than most Night Fighter Squadrons.

The squadron has made frequent moves both in Great Britain and on the Continent and has never left a single aircraft behind. It is an outstanding achievement as seven took place in France, Germany and the Netherlands at extremely short notice.

I feel that the achievements and success of the squadron is due largely to this officer's high sense of duty and sound judgement of men.

Public Records Office Air 2/9056 has final recommendation:

This officer commands No.6409 Servicing Echelon and the excellent morale, discipline and esprit de corps in this unit are attributable to his personal supervision. Flight Lieutenant Fiksdal has sound technical knowledge and great strength of character. He

has always displayed a broad viewpoint and he has great understanding, not only of the requirements of his own particular section, but of those of the unit as a whole.

Notes: Attended School of Aeronautical Engineering was 26 September to 19 December 1942. Graded in Written Administration (78.5 percent), Written Engines (85 percent), Written Airframes (77.5 percent), Theory and Orals (85.5 percent) and Personal Assessment (81 percent), "Good general knowledge of Aeronautical Engineering. Recommended suitable as Maintenance Officer at an SFTS. Order of Merit, 7th out of 20."

Assessed at No.120 (BR) Squadron, 25 September 1940 by F/L C.G.W. Chapman - "An excellent tradesman, takes pride and initiative in his work."

Assessed by F/O J.B. Dickey, 21 July 1942 at No.3 SFTS - "Is exceptionally good at getting along with his men and developing initiative in those working under him. Does not stand out well on first acquaintance as he should. Has more natural ability than is apparent."

Assessed by S/L J.R. Farquharson, No.2 BGS, 6 June 1943 - "A mature, experienced Engineering Officer, absolutely dependable, Should be promoted to Flying Officer."

RCAF Press Release No. 5614 dated 3 July 1944 from F/O S.P. Cromie, transcribed by Huguette Oates, reads:

A CANADIAN NIGHT-FIGHTER SQUADRON IN BRITAIN: - They say here that F/L V.L. Fiksdal of Calgary (1828-18th Street West), engineering officer on the RCAF Nighthawk Squadron, probably cut his teeth on a monkey wrench. Whether that's true or not, "Fix" has lived up to his nickname since the day he joined the squadron over two years ago, and has shown an uncanny ability for keeping its fleet of Mosquito night fighters in flying trim under the toughest conditions. "Fix" has moved the squadron around the country several times, when he's packed up all his

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tools, equipment and maintenance crews into trucks and moved them to a new location without losing a night's flying.

The former Calgary engineer and automobile body builder has been nursemaid to the squadron's planes since they flew Beaufighters from a station in Northern England. In

those days, "Fix" filled in as electrician, signals officer, armament specialist and radio man besides his regular job as engineer.

Fiksdal has developed a fine technique for "scrounging" spare parts from unserviceable places and what he calls "other places", to keep the squadron in the air. "It will probably catch up with me some day," he says, "but in the meantime we're doing the job and shooting down Huns. That's what counts right now." Some 12 enemy planes, shot down by the squadron, back up that statement for him.

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FILER, F/L Douglas Edward (J21259) - **Distinguished Flying Cross** - No.145 (Bomber Reconnaissance) Squadron - Award effective 1 December 1945 as per **Canada Gazette** dated 15 December 1945 and AFRO 183/46 dated 22 February 1946. Born 25 April 1918. Home in Bartonville, Ontario; enlisted in Niagara Falls, 13 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 May 1940 when posted to Hamilton Aero Club; to No.2 SFTS, 4 August 1940; graduated and promoted Sergeant, 18 November 1940. To No.1 ANS, 23 November 1940. To No.9 SFTS, 29 January 1941. Promoted WO2, 1 December 1941. Promoted WO1, 1 June 1942. Commissioned 1 July 1942. To No.8 SFTS, 4 July 1942. Promoted Flying Officer, 1 January 1943. To No.1 GRS, 22 October 1943. To Eastern Air Command, 7 January 1944. To No.113 (BR) Squadron, 22 January 1944. To Summerside, 17 June 1944. Promoted Flight Lieutenant, 4 August 1944. To No.145 (BR) Squadron, 15 September 1944. To Halifax, 1 July 1945. To No.4 Release Centre, 13 September 1945. Retired 22 September 1945. As of recommendation he had flown 2,615 hours, 300 operational (70 sorties).

This pilot, as officer commanding the squadron detachment, has directed operations with skill and efficiency. He has carried out his operational flying with courage and devotion to duty in an equally praiseworthy manner. His willingness to accept any task and carry it through to a successful conclusion has been deserving of the highest praise.

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FINCH, F/L Edward Thomas (J25226) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 22 December 1916, Brantford, Ontario. Home there (driver with Finch Transport). Member, Dufferin-Haldimann Rifles, 15 August 1940 to RCAF enlistment. Enlisted in Hamilton, 28 May 1941 and

posted to No.1 Manning Depot. To No.31 BGS for guard duty, June 1941. To No.5 ITS, 6 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.1 EFTS; graduated 22 November 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 13 March 1942. To Central Flying School, Trenton, 22 April 1942; see notes below. To No.4 BGS, Fingal, 23 May 1942. Promoted Flight Sergeant, 13 September 1942. Commissioned 12 March 1943. Promoted Flying Officer, 12 September 1943. To "Y" Depot, 29 September 1943. Embarked from Halifax, 22 October 1943. Arrived in United Kingdom, 30 October 1943. To No.50 Group and No.6 EFTS, 11 February 1944. To No.6 (Pilots) AFU, 29 February 1944. Attached to No.1516 Beam Approached Training Flight, 12-18 April 1944. To No.82 OTU, 23 May 1944. To No.61 Base, 4 August 1944. Attached to No. 1664 Conversion Unit, 5 August to 10 September 1944. To No.408 Squadron, 10 September 1944. Promoted Flight Lieutenant, 1 December 1944. Repatriated 3 May 1945. To No.16 SFTS, 18 June 1945. To Release Centre, 8 August 1945. Retired 9 August 1945. Died 26 October 1995 in Port Dover, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1996. RCAF photo PL-43037 (ex UK-20244 dated 9 April 1945) is captioned as follows: "All four have plenty to be happy about. The three pilots because they have just finished their first operational tours as skipper of Canadian Goose squadron crews, and the girl because one of the tour-expired pilots is her husband. Left to right, F/L Leroy Piru of Edmonton, F/L David Sokoloff (an Englishman in the RCAF) of London, England, his wife, formerly Emma Stephan of Fairfield, Conn., U.S.A., and F/L Edward Finch of Brantford, Ontario." RCAF photo PL-43039 (ex UK-20246 dated 9 April 1945) shows three pilots of No.408 Squadron on completion of tour, viz F/L Leroy Pitu (Edmonton), F/L David Sokoloff (English in RCAF, London) and F/L Ed Finch (Brantford). No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had flown 36 sorties (223 hours five minutes) between 15 September 1944 and 22 March 1945.

Flight Lieutenant Finch completed an operational tour of 36 trips against the enemy as pilot and captain of aircraft on four-engined bombers. All these sorties were over Germany and thirty of them were against major targets. Throughout his tour this officer proved himself to be cool, experienced and determined, regardless of whatever opposition he encountered.

During a raid on Bochum on the night of October 9, his aircraft was attacked four times by night fighters, but the target was bombed successfully. A few days later, on October 12th, he made a daylight attack on Weine Eickel. Flak was particularly severe on this sortie, but the crew received a target token for visual bombing. The crew earned another target token on December 24th when they took part in a daylight raid on Dusseldorf airfield. Other important targets recorded in his log book are Chemnitz, Kiel, Magdeburg, Karlsruhe, and Stuttgart.

Flight Lieutenant Finch also filled the position of Deputy Flight Commander for several months with entire satisfaction, earning the respect and admiration of the personnel of

this squadron.

The sortie list was as follows:

15 September 1944 - Kiel (6.30)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.05)
12 October 1944 - Wanne Eickel (4.50)
14 October 1944 - Duisburg (5.50)
14 October 1944 - Duisburg (5.50)
23 October 1944 - Essen (6.20)
25 October 1944 - Homburg (4.55)
28 October 1944 - Cologne (6.40)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.50)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (5.55)
26 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (5.30)
2 December 1944 - Hagen (7.00)
4 December 1944 - Karlsruhe (6.50)
6 December 1944 - Osnabruck (6.10)
18 December 1944 - Duisburg (5.55)
24 December 1944 - Dusseldorf (4.15)
29 December 1944 - Trois Dorf (6.25)
2 January 1945 - Ludwigshaven (7.25)
16 January 1945 - Magdeburg (6.25)
28 January 1945 - Stuttgart (7.00)
4 February 1945 - Bonn (6.00)

7 February 1945 - Goch (6.10)

9 February 1945 - Wanne Eickel (6.10)

13 February 1945 - Bohlen (9.10)

14 February 1945 - Chemnitz (8.30)

27 February 1945 - Mainz (6.50)

1 March 1945 - Mannheim (7.20)

2 March 1945 - Cologne (5.50)

14 March 1945 - Wuppertal (6.50)

15 March 1945 - Hagen (6.35)

20 March 1945 - Dorsten (5.50)

Notes: He had been sent to Central Flying School to train as an instructor, but he was deemed unsuitable for that. "His flying was far below the average necessary in that his Instrument Flying, precautionary landings and single engine procedure were dangerous. His knowledge of pattern was sketchy, his manner not instructive and he could not synchronize what little pattern he did know." (W/C F.C. Carling-Kelly, 13 May 1942). Sent to Fingal to be a Staff Pilot.

On repatriation form dated 19 April 1945 he stated he had flown 235 hours 40 minutes on operations (36 sorties) and 279.15 non-operational hours. Types flown overseas were Tiger Moth (29.35), Oxford (95.15), Wellington (86.50), Halifax II and V (44.45) and Halifax VII (258.50).

Application for Operational Wing dated 29 March 1945 stated he had flown 36 sorties, 15 September 1944 to 22 March 1945 (235 hours 40 minutes).

Training: Interviewed 16 April 1941 in Hamilton. "Good type, married man. Very keen to fly; he should do well with training." (F/O M.F. Lawrence).

Course at No.5 ITS was 8 August to 24 September 1941. Marked in Mathematics (71/100), Armament, practical and oral (80/100), Signals (96/100), Hygiene and Sanitation (24/40), Drill (78/100) and Law and Discipline (57/60). Placed 148th in a class of 224. "Solid, serious type, capable, likeable and energetic."

Course at No.1 EFTS was 25 September to 21 November 1941. Tiger Moth aircraft (32.10 dual, 27.50 solo of which 6.30 on instruments). Logged eleven hours in Link. "A good average student but should

pay attention to slipping and skidding on turns. No special points to check otherwise. Average on instruments." (E.L.Burton, Chief Flying Instructor). Ground courses in Airmanship (121/200), Airframes (65/100 on supplemental), Aero Engines (71/100), Signals, practical (92/100), Theory of Flight (65/100 on supplemental), Air Navigation (101/200). Placed last in a class of 33. "This student seems satisfied to reach only a passing grade on subjects he does not care for. When he fails this he feels he can do no better. This attitude must be curbed constantly."

Course at No.2 SFTS was 24 November 1941 to 16 March 1942. Harvard aircraft (57.45 day dual, 52.00 day solo, 4.05 night dual, 12.10 night solo). Of these figures, 28.20 on instruments. Logged 25 hours in Link. "High average pilot, very cautious. Instrument flying above average. Safe, fairly smooth and accurate. Navigation average. Link Trainer progress and ability average." Ground courses in Airmanship and Maintenance (137/200), Armament, written (59/100), Armament, practical (70/100), Navigation and Meteorology (114/200 on supplemental), Signals, written (25/50), Signals, practical (60/100). "Average student although marks are low. Good personality." Placed 47th in a class of 65. S/L A.B. Searle noted, "A likeable, clean-cut, courteous and respectful student with a pleasant disposition. Expresses himself well. Reliable. Pupil's preference - fighter, bomber, instructor."

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FINCH, F/L George Herbert (J11101) - **Distinguished Flying Cross** - No.13 Squadron - Award effective 17 August 1944 as per **London Gazette** dated 25 August 1944 and AFRO 2231/44 dated 13 October 1944. Born Melita, Manitoba 3 April 1923. Home Birtle, Manitoba (student). Enlisted Winnipeg 27 June 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941 graduated and promoted LAC, 8 October 1941 when posted to No.8 EFTS; graduated 5 December 1941 and posted next day to No.7 SFTS; graduated and commissioned, 10 April 1942. To "Y" Depot, 11 April 1942. To RAF overseas, 20 April 1942. Disembarked in Britain, 12 May 1942. To No.15 (Pilots) Advanced Flying Unit, 22 June 1942. To No.414 Squadron, 21 July 1942. To No.420 Squadron, 2 September 1942. Promoted Flying Officer, 10 October 1942. To Station Ashbourne, 19 February 1943 and on same date assigned to No.42 OTU. Attached to No.1526 Flight, 19-24 April 1943. Attached to Station Lynham, 5-27 May 1943. Posted "overseas", 28 May 1943. Taken on strength of No.13 Squadron, 30 May 1943. Caption to photo PL-18734 (29 November 1943) stated that he had "successfully attacked a Nazi U-Boat off Sardinia recently. After he straddled the submarine with four depth charges, bodies were seen floating in the sea." Promoted Flight Lieutenant, 10 April 1944. Posted to No.3 BPD (a holding unit), 22 July 1944. To Headquarters, Middle East, 10 August 1944. To No.22 PTC, 18 August 1944. To No.203 Group, 6 September 1944. Promoted Squadron Leader, 1 November 1944. To "Gianaclis" (?), 12 September 1944. To No.75 OTU, Shallufa, 10 February 1945. Killed in flying accident in Egypt, 17 March 1945 (Baltimore FW589); name on El Alamein Memorial. Also commemorated in Finch Lake, part of the Ghost Lakes; see the Vintage Wings website <http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/576/The-Ghost-Lakes-of-Manitoba.aspx>.

Since joining his present squadron, Flight Lieutenant Finch has completed operations from North Africa, Sicily and Italy. On one occasion whilst on anti-submarine control [patrol ?] he sighted a U-boat which he immediately attacked and straddled with depth charges. On another occasion while taking part in a formation attack on a petrol dump in Italy his aircraft was damaged by heavy anti-aircraft fire. In spite of the loss of power occasioned by this, Flight Lieutenant Finch remained in his place in the formation until his engine ceased to function. He has always shown the greatest keenness for flying.

Submarine Incident: A history of No.13 Squadron gives the following:

During the allied invasion of Italy, the squadron was tasked with shipping protection and destroyed one submarine during these missions. On 12 September 1943 whilst the Squadron was based at Protville II, Tunisia, Blenheim V BA 997 U "Uncle" sighted a fully surfaced German U-Boat south-east of Sardinia. Piloted by Flying Officer Finch, four 250lb depth charges were dropped in a short stick that straddled the submarine. The third depth charge exploded within ten yards of the conning tower and the U-boat disappeared below the surface in a cloud of steam and spray. Air bubbles were seen rising to the surface and a 300ft oil slick formed. Between 15 and 20 survivors were seen and photographed.

Notwithstanding the above, the website **Maritime Quest** indicates that this was the Italian submarine **Topazio** which, following the Italian capitulation on 8 September 1943, was under orders to sail to Algeria. She did not arrive. The website entry states, "The best evidence is that she was attacked and sunk by an RAF bomber on September 12, 1943, thirty or so miles southwest of Sardinia, but the bomber crew could not identify what boat they had attacked and since there were no survivors we can only assume that this attack caused the loss of **Topazio**. The submarine was supposed to be flying not only the Italian flag, but a black flag was supposed to be flown from her periscope. The pilot of the attacking plane later stated that he saw no such flag. He also stated that he saw several crewmen abandon the boat, but none were ever found."

Further to the above, a draft RCAF Press Release (date uncertain but about late September 1943) provided further details about the incident, confirming that the attacks described were 11 and 12 September 1943:

Somewhere in Tunisia - A lethal combination play at low altitudes over the Mediterranean in which two Canadian pilots based on widely separated RAF coastal squadrons successfully attacked a Nazi submarine had dire consequences for the U-

boat.

Striking by night, Pilot Officer Jerry Shires of Vancouver and his crew in a Hudson damaged the submarine while it was off the coast of Corsica. As a result of this attack the enemy boat was unable to submerge and could travel on the surface at only a few miles an hour.

The next day, Flying Officer Finch, son of Canon and Mrs. W.J. Finch of Birtle, Manitoba, and his crew in a Bisley, observed the fully surfaced submarine near the Sardinian coast. Flying Officer Finch straddled the craft with four depth charges, following which between 15 and 20 bodies were observed floating in the sea and an oil patch spread over the area of the attack.

Pilot Officer Shires was credited by the Admiralty with a damaged and Flying Officer Finch with a probably destroyed. The probably destroyed is in keeping with the Admiralty's conservative method of scoring submarine sinkings. The Bisley's automatic camera didn't function as the depth charges exploded, although later photographs with a hand-held camera showed the bodies in the water and the oil slick.

"As soon as we saw the sub," said Flying Officer Finch, who is husky, red-haired, freckled and 20, "we nipped into a cloud and then came down at it with the sun dead behind us. There were eight or ten chaps sitting around the conning tower. They didn't have time to fire. We came in at about 50 feet, and I let the four depth charges pretty close together. The rear gunner could see them burst."

Actually, it was learned, the rear gunner, a Manchester youth, cried, "Beautiful shooting!" as the charges exploded across the U-boat. The first two charges crashed right alongside the sub and the next two were swallowed up in the explosion of water and debris.

"We came back and circled over the spot for about ten minutes taking pictures," said Flying Officer Finch. "If you want to know, I felt mighty ashamed of myself. It's one thing to talk about sinking a U-boat, but it's another thing to look over your wingtip and see those poor devils floating around. That's our job, though. We know the kind of work they do."

Particulars of Death: His aircraft crashed into the Red Sea, 26 33" North and 32 34" East while carrying

out an Air/Sea firing exercise. Those killed were F/L [sic] Finch, 36077 W/C D.S. Simmons, 1815729 Sergeant D.B. Foster-Stephens, 2209281 Sergeant E.R. Lloyd, and 149062 F/O S.L. Gilden. Exercise was to last one hour but aircraft failed to return. At the time of his death, Finch had 178 hours on type, 858.40 on all types overseas. Wing Commander Simmons was pupil, although he had 929.10 operational hours and 25.10 on type.

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FINCH, Sergeant Robert Victor (R63692) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 4 September 1917. Home Point Edward, Ontario. Enlisted in London, Ontario, 28 May 1940 as Aero Engine Mechanic. Promoted AC1, 28 August 1940. To Technical Training School, St. Thomas, 27 September 1940. To No.8 SFTS, 12 February 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Corporal, 18 September 1942. Promoted Sergeant, 20 June 1943. Repatriated 1 May 1945. To No.1 SFTS, 17 June 1945. To No.4 Release Centre, 24 September 1945. Released 27 September 1945, AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, confirming he had served 18 months in Canada, 36 months overseas.

Sergeant Finch's untiring efforts and high standard of work have added greatly to the proficiency of his section. The zealous manner in which he has carried out his duties has at all times been of great encouragement to those working under him.

FINCH, Sergeant Robert Victor (R63692) - **Mention in Despatches** - No.432 Squadron, Station Eastmoor (recorded only as "Overseas" in AFRO) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. See DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) with recommendation (for a BEM) dated 26 May 1945:

Sergeant Finch is an outstanding ground crewman in No.432 Squadron and his excellent work has been a major contribution in keeping a maximum number of aircraft available for operational sorties and operation training. His cheerful co-operation and enthusiastic competence has resulted in all ranks having complete confidence in him.

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FINDLAY, WO (now P/O) James Bruce (R96333/J85664) - **Distinguished Flying Cross** - No.97 Squadron -

Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 2052/44 dated 22 September 1944. Born in Shawville, Quebec, 27 April 1922. Home in Fitzroy Harbour, Quebec. Farmer. Enlisted Ottawa 2 June 1941 for General Duties and posted to No.1A Manning Depot. To No.1 Manning Depot, 20 June 1941. Postings uncertain until he remustered to aircrew. To No.9 BGS, 10 September 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 28 December 1942; to RAF overseas, 4 January 1943. Repatriated 30 December 1944. Attended Composite Training School, Toronto, dates uncertain. To Moncton, 20 April 1945. To United Kingdom again, 8 May 1945. Repatriated 22 July 1945. To Greenwood, 23 July 1945. Retired 19 November 1945..

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

NOTE: Public Records Office Air 2/8780 has recommendation dated 18 March 1944 when he had flown 38 sorties (220 hours 50 minutes), including thirteen with an unidentified unit prior to joining No.97 Squadron. Sortie list identical to that of WO Robert D. Curtis (although for some reason Curtis's form states he had flown fewer operational hours).

class=WordSection4>

Pre-No.97 Squadron

21 June 1943 - Krefeld (4.45)

24 June 1943 - Elberfeld (5.40)

28 June 1943 - Cologne (5.00)

3 July 1943 - Cologne (5.45)

8 July 1943 - Cologne (3.50)

27 July 1943 - Hamburg (5.05)

29 July 1943 - Hamburg (5.05)

30 July 1943 - Remscheid (4.30)

2 August 1943 - Hamburg (4.45)

9 August 1943 - Mannheim (5.50)

12 August 1943 - Milan (8.00)

17 August 1943 - Peenemunde (6.50)

23 August 1943 - Berlin (7.10)

No.97 Squadron

22 September 1943 - Oldenburg (4.35)

23 September 1943 - Mannheim (6.00)

1 October 1943 - Hagen (4.30)

2 October 1943 - Munich (7.50)

4 October 1943 - Frankfurt (5.20)

9 October 1943 - Hanover (4.55)

18 October 1943 - Hanover (4.50)

20 October 1943 - Leipzig (6.45)

22 October 1943 - Kassel (5.35)

10 November 1943 - Modane (6.35)

11 November 1943 - Cannes (7.40)

17 November 1943 - Mannheim (5.35)

22 November 1943 - Berlin (5.45)

27 November 1943 - Berlin (6.30)

16 December 1943 - Berlin (6.40)

20 December 1943 - Frankfurt (4.20)

23 December 1943 - Berlin (6.30)

14 January 1944 - Brunswick (5.00)

21 January 1944 - Magdeburg (6.20)

27 January 1944 - Berlin (6.45)

15 February 1944 - Berlin (6.45)

19 February 1944 - Leipzig (6.10)

20 February 1944 - Stuttgart (5.55)

24 February 1944 - Schweinfurt (6.55)

15 March 1944 - Stuttgart (6.40)

class=WordSection5>

Warrant Officer Findlay has completed 38 operational sorties against targets in Italy, Germany and enemy occupied territory. Twenty-five of these sorties were carried out in the Pathfinder Force, all of them as marker sorties.

This Warrant Officer is an outstanding air gunner whose vigilance and keenness in the execution of his duty have enabled his crew to press home their attacks on heavily defended targets and to become one of the most successful crews in the squadron.

Public Record Office Air 2/9632 has a further recommendation dated 20 May 1944, by which time he had completed 43 sorties (258 hours four minutes). The sortie list added one trip to his pre-No.97 Squadron list (25 June 1943, Gelsenkirchen, 2 hours 15 minutes, the brevity of which indicates it was incomplete) and fails to list the sortie of 23 September 1943 to Oldenburg. It adds an incomplete sortie for 2 December 1943 (Berlin, one hour 15 minutes). It also adds the following sorties: 1 March 1944 to Stuttgart (6.35), 18 March 1944 to Frankfurt (4.35), 24 March 1944 to Berlin (6.40), 18 April 1944 to Rouen (3.19), 26 April 1944 to Essen (3.40) and 27 April 1944 to Friedrichshaven (7.00). The suggested citation reads:

Pilot Officer Findlay has completed 43 operational sorties over a large variety of targets in Germany and Western Europe. The entire crew has been employed for a long period on targets marker duties and this officer's personal keenness and ability have contributed greatly to the harmony and reliability of the crew.

This was duly supported by the Officer Commanding, RAF Station Downham Market (22 May 1944) and by the Air Officer Commanding, No.8 Group (30 May 1944).

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FINGARSON, W/C Leonard Earl (C2377) - **Member, Order of the British Empire** - Station Trenton - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Hayfield, Minnesota, 9 January 1906. Educated in Saskatchewan. And became an accountant. Employed in accountancy firms, 1922 to 1940. Home in Saskatoon; enlisted there 10 July 1940 in Accounts Branch with rank of Flying Officer and posted to Technical Training School, St. Thomas. To No.1 Manning Depot, Toronto, 31 August 1940. To No.16 SFTS, Hagersville, 9 August 1941. Promoted Flight

Lieutenant, 15 September 1941. To No.6 ITS, 8 October 1941. To Trenton, 30 August 1942. Promoted Squadron Leader, 15 December 1942. Promoted Wing Commander, 1 May 1945. To Release Centre, 29 September 1945; retired 1 October 1945. Died in North Vancouver, 24 May 1975 as per British Columbia Vital Statistics.

This officer has given splendid service as Senior Accountant Officer at this Station. He has been indefatigable as regards his own work and has developed a loyal and competent staff. He has taken on the Pay and Accounting for this Air Command in addition to his station duties with complete success. The energy and efficiency with which this officer has carried out his many duties have been exemplary.

Recommendation raised by G/C A.D. Bell-Irving, 30 July 1945. Text as follows:

This officer has given splendid service as Senior Accountant Officer at this Station. He has been indefatigable as regards his own work and has developed a loyal and competent staff. He has taken on the Pay and Accounting for No.1 Air Command in addition to his station duties with complete success.

Selected Assessments:

9 October 1941 - "Flight Lieutenant Fingarson is a most competent accounts officer and showed much initiative and zeal in setting up accounts here. I trusted him completely." (G/C G.S. O'Brien, No.16 SFTS).

In a letter dated 2 December 1942, Air Commodore F.S. McGill wrote from Trenton:

When one realizes that there are over three thousand personnel on this Station and the Accounts Officer has to contend with pay and accounting for the Reselection Centre, which includes New Zealand, Australian, Free French, Navy, Army and other branches of the Service, all of which complicate things tremendously, it would only seem reasonable that he should have the rank called for on the establishment, namely Squadron Leader. It is recommended that he receive accelerated promotion to Temporary Squadron Leader.

Assessment dated 3 November 1943 by G/C R.E. McBurney - "This officer as Senior Accounts Officer does an excellent job. He has ironed out tremendous problems in connection with inventories that have

been outstanding for years at this station and is a stickler for obeying regulations. A popular and respected officer who could assume responsibilities of Wing Commander rank."

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FINK, F/L Donald Ian MacQueen (J4257) - **Air Force Cross** - Airborne Forces Experimental Establishment (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 16 March 1920; home in Hamilton, Ontario (bank official; also a Corporal in the Royal Hamilton Light Infantry, 20 April 1937 to 3 June 1938); enlisted there 22 July 1940. To No.2 ITS, 16 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.12 EFTS; graduated 11 December 1940 and posted next day to No.4 SFTS; graduated 21 February 1941 and promoted Sergeant; subsequently commissioned with effect from 22 February 1941). On obtaining his wings he was posted to Central Flying School to be trained as an instructor. It appears he deliberately failed the course and was posted to No.3 BGS, but then was allowed to go overseas. To "Y" Depot, 21 May 1941; embarked 30 May 1941, arriving in Britain 29 June 1941. Flew in No.15 Squadron, 6 September 1941 to 7 February 1942 (promoted Flying Officer, 1 January 1942); with No.218 Squadron, 16 March to 20 June 1942. Reported to AFEE on 26 June 1942, serving there until 20 February 1944 (promoted Flight Lieutenant, 22 February 1943). Posted to India for service with No.1577 (Special Duties) Flight, 10 June to 20 November 1944; repatriated to Canada, 27 February 1945; released 8 May 1945. He served again in the RCAF, 23 April 1951 to 1964, then became a Parole Probation Officer. RCAF photos PL-41164 (ex UK-15235) and PL-41165 (ex UK-15238, both dated 23 September 1944) show him. Died in Hamilton, Ontario, 25 February 1995. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation approved by "C.R.D., M.A.P." (not sure what it means but think it is "Chief of Research and Development, Ministry of Aircraft Production").

Following a tour of operational duty this officer has been engaged on experimental flying for the past eighteen months. He has taken part in many trials of major importance and the success of the original contractors' trials on the Hamilcar glider was largely due to his outstanding ability as a tug pilot. More recently he commanded a detachment detailed to clear a combination urgently required for tactical use by airborne forces, with excellent results. Flight Lieutenant Fink has performed onerous and often hazardous duties with great devotion, setting a fine example to all.

His story is unusual. He had deliberately failed an instructor's course to go overseas, but on operations he had unexpected difficulties. On 25 February 1942 he crashed a Stirling at Alconburg (undercarriage retracted). The cause was mechanical and no blame was attached to him. However, he proved unable to complete a tour with No.218 Squadron. On 29 July 1942 W/C P.D. Holder wrote, "This officer returned early from an operational sortie as he was unable to face the searchlights and flak. He stated on landing that he could not continue night operations as he lacked the courage to do so." He expressed willingness to fly daylight bombing operations. Instead he was posted to AFEE but also

attached to Uxbridge. A medical report from Uxbridge, dated 24 September 1942 described his tour - 14 sorties (61 hours 20 minutes) which must have been terrible; on his 6th sortie (and first as captain) there were navigational problems; on the 7th trip the Stirling was badly shot up; on the 11th the aircraft iced up badly; on the 14th he returned from Essen on three engines. It was on this occasion that he confessed his inability to continue night operations

His posting to AFEE had been immediate, and it is clear that every effort was made to give him a second chance, and that it was successful. On 24 July 1943, W/C G.D. Brice wrote, "An exceptionally good tug pilot who is very keen on work and who can be relied upon to carry out any job to the best of his ability. A very steady and conscientious type who sets a good example to those under him." On 5 April 1944, G/C J.R. Ubee wrote, "This is an above average officer who is a most keen and capable pilot. He has displayed a marked aptitude for test flying."

A form dated 10 February 1945 indicated he had flown the following types: Stirling I, II and IV (278 hours 40 minutes), Halifax II, III and V (109 hours ten minutes); Lancaster I, II and III (74 hours 30 minutes); Wellington I, III and X (69 hours 20 minutes), Hudson III and V (31 hours 25 minutes), and other types including the Boston, Albermarle, Ventura, Whitley, Warwick, Barracuda, Liberator, C-47, C-51 and C-53 (111 hours 50 minutes). He also claimed 674 hours 55 minutes flown, of which 589 hours 55 minutes were non-operational and 85 hours were operational. This latter figure does not square with that given in 1942, nor does his sortie claim (16 on the document dated 10 February 1945).

Fink himself wrote a narrative describing his experiences following his brief Bomber Command services:

After a short holding period and medical I was posted to Airborne Forces Experimental Establishment at Sherburne-in-Elment in Yorkshire. This was the unit I was with until my repatriation in 1945, although the whole station moved to Beaulieu on the south coast of England in 1944. During this period of my career I flew over 36 types of aircraft and 55 counting Marks. Some days I have flown eight different aircraft and many times 4-6 types in a single day. It was for experimental work on glider combinations that I received my Air Force Cross and I also have an exceptional rating as a pilot on the above type of work.

In 1943-44 I commanded a unit which was sent to Farnborough to carry out secret tests on the Hamilcar and Horsa gliders which I believe was responsible for the above decoration.

In February 1944 I was sent to India by the Royal Air Force to carry out the same type of work and spent some ten months there. These tests were carried out with Lancasters,

Dakota and Wellingtons towing gliders. At the end of this period I returned to England via Air Transport Command, serving as second pilot through to the Middle East, Malta and France. I first received word of my decoration, and thus I was not invested until my return to Canada in 1945.

On arriving in England I was called to Canada House and found to my amazement they had lost track of me completely and had not even known of my India incident.

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FINK, F/O Raymond Gordon (J21630) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born Winnipeg, 13 March 1920. Home there; auditor. Enlisted in Winnipeg, 25 June 1940 as Clerk/Accounts. To No.1 Training Command, 5 July 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. To No.31 ANS, 24 February 1941. Promoted Corporal, 1 November 1941. Remustered to aircrew, 20 June 1942 and posted that date to No.6 ITS; graduated 14 August 1942 and posted next day to No.9 AOS; graduated and commissioned 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 11 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 7 July 1945. Retired 16 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 10 October 1944 when he had completed 35 sorties (161 hours 31 minutes). See also F/L F.S. Steele (his pilot).

class=WordSection6>

16 June 1944 - Sterkrade/Holten (4.13)

22 June 1944 - Nimoyecques (3.14, day)

23 June 1944 - Saintes (7.17)

24 June 1944 - Flers (3.35)

27 June 1944 - Chateau Bernapre (3.47)

29 June 1944 - Domleger (3.18)

30 June 1944 - Oisemont/Neuville (3.49)

2 July 1944 - Domleger (3.37)

4 July 1944 - Orleans (6.07)
6 July 1944 - Foret St.Crois (3.41)
7 July 1944 - Caen (3.51)
12 July 1944 - Revigny (9.28)
16 July 1944 - Sannerville (3.50)
20 July 1944 - Wizernes (3.31)
23 July 1944 - Kiel (4.49)
1 August 1944 - Belle Croix les Bruyers (2.58)
2 August 1944 - Le Havre (3.27)
3 August 1944 - Trossy St.Maximim (4.32)
5 August 1944 - Pauillac (8.02)
8 August 1944 - Fontenay (3.34)
10 August 1944 - Dugney (5.13)
12 August 1944 - Falaise (3.37)
15 August 1944 - Cullot (3.20)
16 August 1944 - Stettin (8.29)
26 August 1944 - Russelheim (8.37)
29 August 1944 - Womurse Cappel (3.23)
30 August 1944 - Stettin (9.03)
5 September 1944 - Le Havre (3.48)
6 September 1944 - Le Havre (3.41)
8 September 1944 - Le Havre (3.58)
11 September 1944 - Le Havre (4.00)
26 September 1944 - Calais (3.16)
27 September 1944 - Calais (3.37)
28 September 1944 - Calais (3.48)
3 October 1944 - West Kapelle (3.01)

class=WordSection7>

This Canadian officer has shown great enthusiasm for operational flying and has now completed an extended tour comprising 35 successful sorties. He can be relied upon to successfully complete the most difficult tasks, displaying tenacity of purpose in execution and painstaking care in preparation.

Such a fine operational record, combined with his cheerful confidence and persistency to overcome all obstacles has been a source of encouragement and inspiration to the squadron. I strongly recommend that such devotion to duty and inspiring example be recognized by the award of the Distinguished Flying Cross.

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FINKELSTEIN, F/O Clive Leslie (J85089) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 8 January 1920 in Winnipeg; home there. Former COTC. Enlisted Winnipeg 29 September 1941. Granted Leave Without Pay until 3 December 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.3 BGS (guard), 13 February 1942. To No.7 ITS, 28 March 1942. Graduated and promoted LAC, 3 July 1942 but not posted to No.3 AOS until 18 July 1942. Graduated and promoted Sergeant, 11 November 1942. To "Y" Depot, 25 November 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 11 May 1943. Commissioned 15 January 1944. Promoted Flying Officer, 15 July 1944. Repatriated 13 August 1945. Retired 2 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 5 August 1944 when he had flown 38 sorties (235 hours 24 minutes), 3 November 1943 to 6 June 1944.

As navigator this officer has completed one tour of operations. He has carried out thirty-eight sorties in Germany, France, and minelaying operations. He has always been very steady and cool in emergencies and co-operated well with his crew at all times. His work has always been of a very high standard and the very accurate bombing runs achieved have in no small way been due to the excellent work of this officer.

For the completion of a most satisfactory tour of operations and for support of the squadron at all times I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

3 November 1943 - Dusseldorf (6.25)
19 November 1943 - Leverkusen (3.50, duty not carried out)
22 November 1943 - Berlin (8.12)
25 November 1943 - Frankfurt (8.25)
3 December 1943 - Leipzig (8.50)
29 December 1943 - Berlin (9.00)
6 January 1944 - Gardening (8.10)
20 January 1944 - Berlin (8.30)
28 January 1944 - Berlin (9.05)
2 February 1944 - Gardening (6.25)
5 February 1944 - Gardening (7.00)
15 February 1944 - Berlin (8.50)
19 February 1944 - Leipzig (7.05)
24 February 1944 - Gardening (7.10)
4 March 1944 - Gardening (6.07)
6 March 1944 - Trappes (6.10)
7 March 1944 - Le Mans (5.35)
13 March 1944 - Le Mans (6.10)
16 March 1944 - Amiens (5.35)
18 March 1944 - Gardening (5.35)
29 March 1944 - Paris (6.05)
30 March 1944 - Gardening (5.15)
9 April 1944 - Lille (4.45)
12 April 1944 - Gardening (5.00)
18 April 1944 - Gardening (5.45)
20 April 1944 - Gardening (5.05)
22 April 1944 - Laon (5.15)

23 April 1944 - Gardening (6.30)
26 April 1944 - Villeneuve (6.20)
27 April 1944 - Gardening (4.05)
9 May 1944 - Gardening (5.50)
11 May 1944 - Boulogne (4.05)
21 May 1944 - Gardening (4.40)
24 May 1944 - Trouville (4.45)
27 May 1944 - Gardening (4.40)
3 June 1944 - Gardening (3.25)
5 June 1944 - Merville (5.25)
6 June 1944 - Coutances (5.50)

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FINDELSTEIN, F/O Samuel Irwin (J41420)- **Distinguished Flying Cross** - No.692 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Toronto , 2 October 1911. Home Brantford, Ontario; merchant. Enlisted in London, Ontario 26 August 1942. To No.1 Manning Depot, 19 January 1943. To No.5 Equipment Depot, 9 March 1943. To No.5 ITS, 17 April 1943; graduated and promoted LAC, 26 June 1943 but not posted until 10 July 1943 when sent to Mountain View; to No.9 AOS, 18 September 1943; graduated and commissioned 11 February 1944. To No.1 Aircrew Graduate Training School, 25 February 1944. Taken on strength of No.3 PRC, 25 May 1944. Promoted Flying Officer, 11 August 1944. Repatriated 1 June 1945. Retired 14 July 1945. Died in Mount Hope, Ontario, 16 December 2001. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 19 May 1945 when he had flown 50 sorties (227 hours) as follows:

class=WordSection8>

28 November 1944 - Nuremburg
29 November 1944 - Hanover
1 December 1944 - Karlsruhe
4 December 1944 - Hagen

7 December 1944 - Cologne
18 December 1944 - Nuremberg
23 December 1944 - Limburg
28 December 1944 - Frankfurt
31 December 1944 - Berlin
1 January 1945 - Hanover
2 January 1945 - Berlin
5 January 1945 - Berlin
7 January 1945 - Hanover
10 January 1945 - Hanover
14 January 1945 - Berlin
17 January 1945 - Magdeburg
18 January 1945 - Sterkrade
29 January 1945 - Berlin
1 February 1945 - Berlin
3 February 1945 - Weisbaden
5 February 1945 - Berlin
19 February 1945 - Erfurt
21 February 1945 - Berlin
23 February 1945 - Berlin
24 February 1945 - Berlin
26 February 1945 - Nuremberg
1 March 1945 - Erfurt
3 March 1945 - Wurzburg
7 March 1945 - Berlin
8 March 1945 - Hanover
10 March 1945 - Berlin
11 March 1945 - Berlin
13 March 1945 - Bremen

www.bombercommandmuseumarchives.ca

14 March 1945 - Berlin
16 March 1945 - Berlin
17 March 1945 - Nuremburg
21 March 1945 - Berlin
23 March 1945 - Berlin
24 March 1945 - Berlin
27 March 1945 - Berlin
8 April 1945 - Dessau
10 April 1945 - Berlin
11 April 1945 - Berlin
13 April 1945 - Hamburg
15 April 1945 - Berlin
17 April 1945 - Ingoldstadt
18 April 1945 - Berlin
19 April 1945 - Berlin
23 April 1945 - Rendeburg
24 April 1945 - Munich

class=WordSection9>

This officer has completed 50 operational sorties against some of the most far distant and heavily defended targets in Germany including 24 attacks on Berlin. He has throughout shown a high degree of skill and accuracy in navigation and the utmost determination to bomb accurately all his targets. For his skill, courage and devotion to duty he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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FINLAY, F/O Samuel Stevenson (J14734) - **Distinguished Flying Cross** - No.48 Squadron - Award effective 2 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 26

June 1917. Home Toronto. Enlisted in Toronto 6 October 1941. To No.1 Manning Depot, 11 November 1941. To No.1 Training Command, 10 December 1941. To No.1 ITS, 15 December 1941. Promoted LAC, 11 April 1942; posted that date to No.9 EFTS; graduated 19 June 1942 and taken on strength of No.6 SFTS on 20 June 1942; graduated and commissioned 9 October 1942. To No.1 GRS, 30 October 1942. To No.31 OTU, 8 January 1943. To "Y" Depot, Halifax, 11 April 1943. To RAF overseas, 15 May 1943. Appears to have been attached to Ferry Command, 14 January 1945 but not formally repatriated until 27 June 1945. Released 3 August 1945. Photo PL-40389 shows Flying Officer Samuel S. Finlay, wounded during "Market Garden", recuperating with Flying Officer A.W. Farr, Flight Lieutenant H.G. Harrower, and Flying Officer K. Coles.

In September 1944 this officer was the pilot of an aircraft detailed to drop supplies to our forces near Arnhem. After the containers had been successfully dropped and course had been set for home the aircraft was attacked by fighters. Although Flying Officer Finlay manoeuvred with much skill his aircraft was hit by a hail of bullets. The starboard engine was put out of action. The starboard wing and part of the fuselage were set on fire. All attempts to extinguish the flames were unsuccessful. The port engine now became erratic. Flying Officer Finlay decided to attempt a crash landing. In spite of fumes and smoke which partially obscured his vision, this resolute pilot brought the aircraft down safely without injury to any of his crew. He set a splendid example of coolness, courage and determination in perilous circumstances.

Arie-Jan Van Hees, **"Green On !", A Detailed Survey of the British Parachute Re-Supply Sorties During Operation "Market Garden", 18-25 September 1944** (published in The Netherlands, 2004)), has a detailed account of his mission (page 230). The incident in question occurred on 21 September 1944. He was piloting Dakota KG404 (I2-AN) with one P/O Walsh, Flight Sergeant Roy Gray (navigator), P/O Rice (WOP) and four air despatchers of No.223 Air Despatch Company, RASC. He dropped his panniers at 1610 hours from 800 feet. Flak was observed but he was untouched until the homeward flight when enemy fighters were seen north of Eindhoven. Two Dakotas had already been observed being shot down. Flight Sergeant Gray, from the astrodome, observed six fighters some 5,000 yards astern. Finlay dived for cloud cover. A gaggle of fighters was engaging other Dakotas. Two of these then dived on his aircraft. One did not fire; the other closed from the port quarter. Finlay took evasive action passed to him from the astrodome. Nevertheless, hits were registered on the lower starboard side of the Dakota, presumably from another, unseen fighter. The starboard auxiliary fuel tank caught fire and the starboard wing and fuselage aft of the cockpit were alight; the starboard motor was put out of action. He dived further through cloud and at 2,000 feet the port motor threatened to quit as well. Finlay ordered the despatchers to jump, but they had already done so. The crew took crash positions. At 1,000 feet the fuselage was filled with smoke and fumes, obscuring vision. As Finlay made his final approach to crash land, a tree loomed ahead. With no control of the aircraft, he struck the tree about 20 feet from the ground. The cockpit window shattered; a branch thrust into the cockpit; and Finlay suffered two strained ankles. With the starboard wing and fuselage burning, the pilot and WOP escaped through an emergency hatch, the co-pilot and navigator dashed through the flames to the rear to rescue despatchers who had, in fact, already baled out. The crew were picked up by personnel of No.58 Light

Anti-Aircraft Regiment (11th Armoured Division), treated for wounds, and returned to their unit.

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FINLAYSON, F/O Colin Gowans (J13956) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 9 November 1920 in Killan, Alberta. Home Victoria, educated in Banff Public School, Sir James Douglas Public School, Victoria, Victoria High School, and Queen's University (banking courses). Enlisted Vancouver where he was a bank teller, 5 July 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 10 October 1941. To No.2 ITS, 4 January 1942; graduated and promoted LAC, 28 February 1942); posted that date to No.2 AOS; to No.8 BGS, 6 June 1942; to 1 CNS, 25 July 1942; graduated and commissioned 5 September 1942. To No.1 GRS, 11 September 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.1 Signal School, 16 December 1942. Promoted Flying Officer, 5 March 1943. Attached to No.51 OTU, 28 April 1943. Posted from No.1 Signal School to No.60 OTU, 18 May 1943. To No.418 Squadron, 7 September 1943. To No.60 OTU, 18 May 1944. Observer to F/L C.C. Scherf (RAAF), participated in the action of 16 May 1944 when they destroyed one He.111, one FW.190, one He.177, one Hs.123 and one Ju.86P. To No.62 OTU, 25 July 1944. To Headquarters, Air Defence Great Britain, 10 August 1944 and subsequent return to No.418 Squadron. Promoted Flight Lieutenant, 5 September 1944. Missing, presumed dead, 18 October 1944 (No.418 Squadron, Mosquito HR351)

This officer is an observer of high merit and his fine work throughout the many sorties in which he has taken part has earned great praise. In the course of his tour many airfields and much enemy transport has been successfully attacked. In addition to these successes, Flying Officer Finlayson has assisted in the destruction of three enemy aircraft at night and two by day. He has displayed great skill, courage and resolution.

NOTE: Public Record Office Air 2/9220 has recommendation by W/C Bennell dated 3 March 1944 when he had flown 20 sorties (60 operational hours).

Flying Officer Finlayson has now completed 20 operational sorties as a navigator with this squadron, seven of which have been in support of Bomber Command and one Day Ranger. He has shown the greatest determination and skill in locating enemy aerodromes under all weather conditions and there is no doubt that Flying Officer Finlayson has played a vital part in the successes achieved by the two pilots with whom he has flown.

On many occasions when acting as navigator to Lieutenant Luma (USAAF) he has

participated in the bombing of airfields and the destruction of trains and road transport. On the night of 12th February 1944, he directed his pilot to Bordeaux where success was achieved in the destruction of a Heinkel 177. On the night of 24th February 1944, whilst navigating for Flight Lieutenant Scherf he shared in the destruction of a Junkers 88 and an unidentified twin-engined enemy aircraft at Ambach near Numberg deep in Germany. Navigating to a target of this type demands extreme skill and Flying Officer Finlayson has shown that he has all and more than is needed.

This officer has also participated in one Day Ranger with Flight Lieutenant Scherf and on this particular sortie great success was achieved. Navigating at tree top height is difficult at all times but to penetrate 250 miles into occupied territory and to be able to direct a pilot exactly on to the dispersal area of an aerodrome is above all a job for the super-skilled navigator only. Flying Officer Finlayson achieved this object and his pilot was able to destroy two Junkers 52 and share in the destruction of a Bi-Heinkel and two Gotha 242 gliders.

Flying Officer Finlayson has been astute to pass on to the other observers less experienced than himself, the information gained during his 20 trips and in so doing is largely responsible for the high standard of efficiency attained by other observers on this squadron. The way he has discharged his duties both as a squadron member and as a part of an operational crew has set an example which will be hard to surpass.

A further note was added on 7 March 1944 by a Wing Commander (Station Commander but name illegible):

An excellent navigator with an outstanding operational record. Since above remarks were written this officer, with Lieutenant Luma (USAAF) destroyed a Focke Wulf 190 near Toulouse and they had to return nearly 600 miles on one engine. I strongly recommend the award of a Distinguished Flying Cross.

FINLAYSON, P/O Colin Gowans, DFC (J13956) - **Bar to Distinguished Flying Cross** - No.418 Squadron - Award effective 15 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944.

This officer continues to display the highest qualities of skill, bravery and devotion to duty. As observer he has taken part in a large number of sorties, many of them of a difficult and dangerous nature. On one occasion in May 1943 [1944 ?] he took part in a sortie far into enemy territory during which he assisted in the destruction of five enemy

aircraft. He has proved himself to be a most valuable member of the squadron.

Training: Interviewed in Vancouver, 5 July 1941 when he was described as "Intelligent and observant. Ambitious to be observer, he appears to be well qualified for this in view of his academic standing."

Course at No.2 ITS was 4 January to 25 February 1942. Courses and marks as follows: Mathematics (121/150), Armament (44/50), Signals (150/150), Anti-Gas (46/50), Aircraft Recognition (96/100), Drill (73/100), Law and Discipline (84/100), Navigation (169/200), General Studies (87/100). Placed 24th in a class of 112 Observers. "Alert, energetic and very clever, although he missed two weeks in the middle of his course; he finished with a good average. Very anxious to become an observer and should do well."

Course at No.2 AOS was 2 March to 6 June 1942. Flew in Ansons (24.45 as first navigator by day, 27.45 as second navigator by day, six hours 30 minutes as first navigator by night, nine hours 15 minutes as second navigator by night, 14 hours 45 minutes bombing). Under "Navigation" described as follows: "His air navigation is good and is able to do a great deal more than the exercise calls for. He is a particularly fast plotter and very accurate." Under "Armament" is the comment, "Very good bomb aimer. Neat in detailed work." General remarks - "Has a very active mind. Is very popular with his class and his appearance is good." Placed 6th in a class of 25.

Course at No.8 BGS was 8 June to 18 July 1942 (Battles and Ansons, 18 hours day bombing, 8.30 night bombing, 14.40 day gunnery). He dropped 55 bombs high level and 23 bombs low level. "Average ability as bomb aimer. Weak in low level work" and under "Gunnery" was the following: "Lacks aggressiveness to make a good air gunner. Showed improvement throughout." Placed 11th in a class of 25.

Course at No.1 ANS was 3 August to 5 September 1942 in Ansons (7.00 as first navigator by day, 6.35 as second navigator by day, 10.05 as first navigator by night, 10.25 as second navigator by night). Placed first in a class of 25. Air work described as follows: "In the air works hard and fast; maintains accuracy; uses all navigation methods continuously; above average air navigator." Ground assessment: "Does exceptional work; neat; fast; accurate; self confident. Very reliable."

Advanced course at No.1 GRS, 14 September to 10 October 1942 involved Anson aircraft on navigation exercises - 15 hours 50 minutes, all by day. Courses and marks were DR Navigation (138/200), Reconnaissance (145/200), Coding (79/100), Ship Recognition (150/200), Visual Signals (Pass). "A keen worker but with less aptitude for classroom work than for work in the air. Should prove a good officer on operations."

Course at No.1 Signals School was 28 December 1942 to 17 April 1943. This involved flying in Dominie (six hours 45 minutes, of which three hours 22 minutes were on W/T sets in air) and Proctor (seven hours 20 minutes, all on W/T sets in air). Extensive tests in Morse and VS work. Ground results graded in Technical Theory (89/150), Signals Organisation (99/150), Out-Station Procedure (81/150), Set Manipulation (184/250), D/F Loop manipulation (88/150), Daily Inspections and Fault Finding (95/150). Air tests in Air Operating (235/300), Frequency Changing (270/300), D/F Loop Manipulation (140/200), D/F Procedure (81/100) and Log Keeping (79/100).

Circumstances of Death: Mosquito HR351 was airborne at 1000 hours from Isegi Airfield, Italy, for a Day Ranger to eastern Austria (Vienna area). The crew was J4874 F/L S.H.R. Cotterill (pilot) and J13956 F/O C.G. Finlayson (observer). It failed to return. Postwar investigations revealed they had crashed in the vicinity of Burguce (near Lanisce), Yugoslavia.

The following is from website "Aviation Safety Network" under Mosquito HR351:

Missing on Intruder mission Eastern Austria. 18.10.1944

In the afternoon on 16.10.1944 took off from a base in the UK Hunsdon, two fighter bombers, de Havilland DH-98 Mosquito Day event called Ranger. The crew consisted of F/ L Stanley Herbert Ross Cotterill (DFC) with navigator F/O Colin Gowans Finlayson (DFC and Bar)(HR351), and the second machine saddled F/ L Stuart Newton May and navigator F/O Jack D. Ritch (PZ220). Both crews were from No.418 Squadron RCAF. After a stopover and refueling base at St. Dizier in France continued both crews in the early hours of 17.10.1944 to the east. Their objective was the airport Piestany.

Mosquito PZ220 crashed in enemy territory. Second machine with Frame Number TH-D (HR351) flew to the base of Ancona in Italy. The following day with the same crew F/ L Stanley Herbert Ross Cotterill (DFC) with navigator F/O Colin Gowans Finlayson (DFC and Bar) took off again to return to the UK. For unknown reasons was lost over Yugoslavia. Both pilots died and are buried in Belgrade.

Crew:

F/Lt (J/4874) Stanley Herbert Ross COTTERILL DFC (pilot) RCAF - killed

F/Lt (J/13956) Colin Gowans FINLAYSON DFC (nav.) RCAF - killed

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FINLAYSON, F/O Douglas Deane (J23412) - **Commended for Valuable Services** - No.9 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 14 August 1919. Home in Nanaimo, British Columbia; enlisted in Vancouver, 16 October 1941. To No.3 Manning Depot, 9 November 1941. To No.8 BGS, 19 December 1941 (guard duty). To No.4 ITS, 14 March 1942; graduated and promoted LAC, 5 June 1942; to No.5 EFTS, 1 August 1942; to No.3 SFTS, 10 October 1942; (graduated and commissioned on 5 February 1943. To Central Navigation School, 3 March 1943. To No.9 SFTS, 30 April 1943. To No.1 WS, 2 April 1945. To School of Technical Engineering, 4 May 1945. To Release Centre, 1 November 1945. Released 9 November 1945. Postwar a much respected leader of the British Columbia Conservative Party and civic organizer for Nanaimo as well as native communities there. Died in Nanaimo, 17 May 2005.

As a flying instructor, this officer has rendered exceptionally efficient and loyal service and during the past six months has been officer in charge of leadership training in which position he has also rendered highly meritorious service. He has set a fine example to instructors and pupils in all respects.

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FINLAYSON, P/O Douglas Malcolm (J88637) - **Distinguished Flying Cross** - No.524 Squadron - Award effective 26 January 1945 as per **London Gazette** dated 6 February 1945 and AFRO 508/45 dated 23 March 1945. Born 12 June 1924 in Moose Jaw, home Vancouver. Enlisted in Saskatoon 12 May 1942 and posted to No.2 Manning Depot. To No.2 WS, 18 July 1942; promoted LAC, 20 August 1942; graduated 5 March 1943 and posted to No.5 BGS; graduated and promoted Sergeant, 5 April 1943. To No.111 OTU, 11 May 1943. To No.31 Personnel Depot, Moncton, 5 September 1943. To United Kingdom, 12 September 1943. Commissioned 8 July 1944. Repatriated 9 July 1945. Released 22 September 1945. RCAF photo PL-33590 (ex UK-15007, dated 18 September 1944) shows three Canadian WAGs at briefing session- P/O Doug Finlayson (Vancouver), P/O Walter Nieradka (Selkirk, Manitoba) and P/O Jean Falardeau (Quebec City). Died 25 December 2008 in Surrey, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. These sources give his name as "Douglas B. Finlayson" but agree on service number. Public Records Office Air 2/9046 says recommendation made when he had flown 54 sorties (285 operational hours).

As air gunner, Pilot Officer Finlayson has participated in a large number of operational sorties in the face of the enemy. He has always shown courage and initiative directing his captain calmly and skilfully however closely his aircraft was threatened.

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FINLAYSON, Sergeant Sidney Edward (R71000, later J18520) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 1 May 1921 in Broadview, Saskatchewan. Home there. Café waiter, farm hand and service station attendant. Enlisted in Regina 25 October 1940. To No.3 SFTS, 30 December 1940 (guard duty). 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. To No.2 Signal School, 10 October 1941. To No.22 OTU, 23 December 1941. Promoted Flight Sergeant, 18 February 1942. To No.156 Squadron, 16 June 1942. Promoted WO2, 1 November 1942. To

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No.424 Squadron, 17 December 1942. Served with that unit in North Africa, 3 June 1943 to 12 August 1943 (injured in a fall down a well). Promoted WO1, 1 May 1943. Commissioned 27 July 1943. To United Kingdom, 3 November 1943. Promoted Flying Officer, 27 January 1944. Repatriated to Canada, 4 March 1944. To No.2 Training Command, 16 September 1944. To Reserve, 28 October 1944. Released 29 October 1944. Died 13 October 1989 at Broadview, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1989.

This airman has completed numerous flights over enemy objectives, several of which have been against dangerous and difficult targets in Germany. The coolness displayed by him in his duties as wireless operator air gunner has, to a large extent, been responsible for the very successful outcome of many sorties. Throughout all his operations he has proved himself to possess a fine fighting spirit and a strong desire to engage the enemy.

Training: Interviewed in Regina, 16 August 1940 - "Immature but intelligent, keen, pleasant, clean and neat."

Course at No.2 WS was 3 March to 20 July 1941. Spent 25 minutes in Flying Classroom as First Operator, two hours 35 minutes in Flying Classroom on listening watch and six hours as sole operator in two-seat aircraft. Course in Theory (34/50), Radio Equipment (168/250), Morse, buzzer and lamp (187/200), Procedure (134/200), Signals Organization (125/150), Armament (62/100) and Drill/PT (34/50). Placed 51st in a class of 209.

Course at No.5 BGS was 21 July to 18 August 1941. Battle aircraft (6.30 on gunnery by day). Fires 200 rounds on ground, 400 air-to-ground and 2,200 air-to-air. Scores two percent hits on Beam Test, four percent hits on Beam Relative Speed Test and three percent hits on Under Tail Test. Scored 70/100 on written test, 69/100 on practical and oral test, rated 150/250 on "ability as firer." Described as "A good practical man." Placed 25th in a class of 31.

Notes: Application for Operational Wing dated 19 April 1944 stated he had flown 30 sorties (164 hours 25 minutes), 30 May 1942 to 6 August 1943.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/ms481.html> provides the following:

WELLINGTON MS481 DAMAGED BY FLAK, RETURNED TO TOPCLIFFE AIRFIELD.

This aircraft took off from Topcliffe airfield at 18.19hrs on 3rd March 1943 to undertake an operational flight to bomb Hamburg. The aircraft carried only one 4000lb bomb and this hung-up over the target. The aircraft returned to base with the bomb and landed safely at 00.55hrs on 4th March 1943 and the unit record book stated that it had received many flak holes. With this being a Wellington the holes were probably holes in the doped canvas and were easily repaired.

Pilot - Acting S/Ldr William Ezekiel Allison RAFVR (115784), of Greatham, Hartlepool, Co.Durham.

Navigator - F/Sgt D. R. P. Henderson.

Bomb Aimer - FS A. J. Irvine.

Wireless Operator - Sergeant Sidney Edward Finlayson RCAF (R/71000), of Broadview, Saskatchewan, Canada.

Air Gunner - F/Lt Jack Stansbury McCrae RCAF (C/15018), of Winnipeg, Manitoba, Canada.

Air Gunner - F/Sgt Ernest Arthur Spencer-Matthews RAFVR (751813).

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FINLEY, S/L Charles Armstrong (C8991) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Meaford, Ontario, 30 April 1908. Salesman for Maple Leaf Milling Company, Meaford, 1928-1930,

Manager, Crowes and Bennett Sporting Goods Limited, Meaford, 1931-1936; Art Director, Advertising Manager for T. Eaton Company, Toronto, 1937 to 1941. Enlisted in Toronto, 29 November 1941 in Administration Branch; commissioned that date. To Trenton on 29 November 1941 for Administrative Officers Course. . To No.9 SFTS, Summerside, 30 December 1941; school later relocated at Centralia.. Promoted Flying Officer, 1 June 1942. From Centralia to "Y" Depot, 3 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Attached to Station Digby, 27-29 March 1943. Attached to Station Burn, 16-17 April 1943. Attached to Highgate, 24 April to 3 May 1943. Posted to Middleton St. George, 6 May 1943. To Headquarters, No.6 Group, 1 July 1943. Promoted Flight Lieutenant, 9 August 1943. Promoted Squadron Leader, 30 June 1944. Repatriated 21 December 1944. To No.1 Composite Training School, 14 March 1945. To Release Centre, 26 July 1945. Released 11 September 1945. Died in Meaford, Ontario, 27 February 1985 as per **Airforce Magazine**, issued of October-November-December 1985. No citation. Shown in RCAF photo PL-1705 in 1941.

He initially failed the Administrative Officer's course at Trenton and his release was considered. It was decided to retain him on probation. By 26 March 1942, F/L W.H. Lewis (No.9 SFTS) was writing of him, "This officer is neat in appearance, conscientious, hard working and has a very fine manner with his subordinates and superiors." On 18 August 1942, F/L Lewis wrote, "Very interested in camouflage work. This officer is quite an artist and was Art Director of T. Eaton Company in civil life."

Overseas he was employed as an Intelligence Officer with No.6 Group

Assessment of 22 May 1944: "This officer is steadily acquiring a sound knowledge of Intelligence work and is rendering very good service. He is most painstaking, hard working and loyal and deservedly popular with everyone with whom he associates. I consider him a valuable Intelligence Officer." (W/C Charles Harry Ashlin).

Assessment of 4 December 1944: "This officer during his service overseas has at all times given his best efforts." ((W/C Thomas S. MacKay.

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FINLEY, S/L Eric Duff (J8425) - **Air Force Cross** - No.14 SFTS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born in Saskatoon, 31 May 1912. Service with Cameron Highlanders, 30 April to 2 October 1928. Home in Vancouver. Enlisted in Ottawa, 3 October 1928 as "Boy" and Labourer. To be Storekeeper, 30 October 1930. Promoted LAC, 1 July 1931. Acquired Private Pilot's License at Ottawa Flying Club, 11 March 1934 to 18 July 1935 (trained on CF-CBJ and CF-CDK, 58 hours 35 minutes). Promoted Corporal, 1 April 1938. To Equipment Branch, 29 April 1939. To No.4 (BR) Squadron, 12 December 1938. Promoted Sergeant, 1

April 1939. Promoted Flight Sergeant, 1 January 1940. To Calgary, 8 April 1940. Remustered to aircrew, 26 October 1940 and posted to No.2 ITS that date (reverting to AC2 as of 27 October 1940); graduated and promoted LAC, 27 November 1940 and posted that date to No.8 EFTS; developed medical problems with sinus and reverted to Equipment Trade, 15 February 1941 when posted to No.2 Manning Depot. To No.15 Explosives Depot, 12 March 1941. To No.14 Explosives Depot, 19 March 1941; remustered again to aircrew, 21 June 1941 and posted to No.1 EFTS; graduated 8 August 1941 and posted that date to No.5 SFTS; graduated and commissioned on 24 October 1941. To No.2 SFTS, 1 February 1942. Promoted Flying Officer, 15 May 1942. To Central Flying School, 26 June 1942 and subsequent service with Visiting Flight. Promoted Flight Lieutenant, 1 October 1942. To No.14 SFTS, 1 March 1944. Promoted Squadron Leader, 1 February 1945. To No.1 Communications Flight, Trenton, 1 August 1945. As of recommendation he had flown 1,754 hours, 1,468 as instructor, 86 in previous six months. Awarded Long Service and Good Conduct Medal while with RCAF Station Trenton (**Canada Gazette** dated 23 November 1946). Remained in postwar RCAF, reverting to Flight Lieutenant as of 1 October 1946. Promoted Squadron Leader, 1 June 1950. He was Trenton in various roles until 7 September 1954 when posted to Clinton. To Toronto, 17 July 1957. Released 31 May 1959. Died in North Vancouver, 7 February 1970 as per **Legion Magazine** of May 1970. Recommendation dated from 5 May 1945 (by W/C G.G.N. Barrett) when he had flown 1,754 hours (86 in previous six months), of which 1,468 hours had been instructional.

This officer has been engaged on flying instructional duties for a long period of time during which he has served with distinction as Flight Commander, Examining Officer, Squadron Commander, as well as a long tour of duty as a member of a Visiting Flight. He has displayed outstanding ability and efficiency in each capacity, and has demonstrated keenness for his work and devotion to duty that has been most exemplary.

Note: Much of his prewar service was with No.111 (CAC) Squadron, which he joined in December 1935. An assessment dated 31 December 1937 noted:

LAC Finley has acted as Pay Clerk and Assistant Storekeeper for No.111 (CAC) Squadron, and has carried out his duties in a very efficient manner. Has a good knowledge of Storekeeping Regulations. Acts as assistant instructor in Storekeeping to Non-Permanent personnel and takes a very keen interest in same. Applies himself well to his work.

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FINLEY, F/L Hartland Ross (J14030) - **Distinguished Flying Cross** - No.443 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in

Montreal, 19 August 1920; home there. Educated at McGill University. Timekeeper. Former COTC and RCA. Enlisted in Montreal, 14 September 1940. To Trenton, 6 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 22 December 1940, posted that date to No.4 EFTS; graduated 20 February 1941 and sent to No.4 Manning Depot until 5 March 1941 when taken on strength of No.9 SFTS; graduated and promoted Sergeant, 28 May 1941. To Trenton, 29 May 1941. Returned to No.9 SFTS as instructor, 30 August 1941; to No.2 SFTS, 11 May 1942. Commissioned 1 July 1942. To "Y" Depot, 28 December 1942. Promoted Flying Officer, 1 January 1943. To RAF overseas, 3 February 1943. Promoted Flight Lieutenant, March 1944. Repatriated 18 December 1944. To "Y" Depot, 28 December 1944; to United Kingdom, 18 February 1945. Missing (safe), 2 May 1945. Repatriated 26 September 1945 and released 30 October 1945. Much postwar volunteer work with Scouts, Habitat for Humanity and the Parkinson's Society. Moved from Ottawa to Victoria in 2005. Died in Victoria, 22 January 2009. For photograph see PL-26638. Victories as follows: **30 December 1943**, one Bf.109 destroyed (No.403 Squadron); **21 January 1944**, one Bf.109 destroyed (No.403 Squadron); **30 June 1944**, one Bf.109 damaged (No.403 Squadron); **23 April 1945**, one FW.190 destroyed (No.403 Squadron); **25 April 1945**, one FW.190 destroyed plus two Ju.87s damaged and one unidentified enemy aircraft damaged (all on ground, No.443 Squadron); **2 May 1945**, one Ju.88 destroyed (shared with another pilot).

Flight Lieutenant Finley has destroyed four enemy aircraft and damaged one more. In addition, whilst leading low level attacks he has destroyed one enemy aircraft and damaged three more on the ground. He has always shown courage and determination on all his sorties despite heavy opposition from anti-aircraft fire. Flight Lieutenant Finley has at all times shown skill and devotion to duty of the highest order.

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FINN, WO1 Harold Edward (Can 11602) - **Mention in Despatches** - No.423 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 14 January 1914 in Halifax. Home in Sydney, Nova Scotia. Service with 7th Fortress Signal Company, 27 May 1928 to 20 September 1929; service with RCNVR, 14 April 1930 to 13 April 1933 (stoker). Worked as a Halifax life guard for one year, seaman on CN ships, 15 months, shipper and baggage man, and labourer. Enlisted in Halifax, 11 September 1939 for General Duties at Dartmouth, working in Officers Mess. Applied unsuccessfully for motor boat training. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 15 January 1941. Remustered for aircrew, 29 March 1941 and posted to No.1 WS, reverting to AC2. Promoted LAC, 1 May 1941; to No.6 BGS, 11 October 1941; graduated and promoted Sergeant, 7 November 1941; to "Y" Depot, 8 November 1941; to RAF overseas, 12 December 1941. To No.1 Signal School, 20 January 1942. To No.1 Radio School, 19 March 1942. Promoted Flight Sergeant, 4 May 1942. To No.4 (Coastal) OTU, 9 June 1942. To No.423 Squadron, 18 August 1943. Promoted WO2, 7 November 1942. Promoted WO1, 7 May 1943. To Castle Archdale, non-effective (sick), 22 August 1943. To No.2 Convalescent Depot, 13 December 1943. Repatriated to Canada, 15 February 1944 and posted to Eastern Air Command Headquarters, 31 March 1944. To No.121 Squadron, 21 February 1945. To United Kingdom again, 22 November 1945; repatriated 29 January 1946, being

reassigned to Eastern Air Command. To EAC Marine Squadron, 19 June 1946. Lost kit, August or September 1946 in sinking of RCAF ship **Beaver** off Cape Jones, James Bay. Released, 28 October 1946. Died in Halifax, 10 November 1989 as per **Legion Magazine** of March 1990. No citation in AFRO which gives unit only as "Overseas". DHist files give unit and following recommendation dated 8 June 1944. The incident was the sinking of **U-489** on 4 August 1943; see entry for F/O A.A. Bishop (awarded DFC).

Warrant Officer 1 Finn was a member of a Sunderland which successfully attacked a U-boat in the North Atlantic. During the approach and attack, WO1 Finn, who was assisting with loading of the front gun, was injured and knocked down, only to get up and carry on the best he could before being knocked down again by cannon shell bursts. Immediately after the attack the Sunderland crashed and broke up, leaving Warrant Officer 1 Finn swimming in the water. Although seriously injured he managed to hang on with a little help until rescued by a destroyer. Although he suffered great pain, Warrant Officer 1 Finn remained remarkably cheerful and was an inspiration to the other members of the crew, both on the destroyer and later in the hospital. Warrant Officer 1 Finn is a good crew member and a very conscientious worker while he was with this squadron.

Notes: On 4 August 1943 his aircraft crashed at sea. He was picked up and taken to RAF Hospital Iceland with compound fractures of humerus and right femur. Transferred to RAF Hospital Halton, 22 August 1943. Concluded that he would be non-effective for six months and repatriation to Canada arranged.

Application for Operational Wing dated 10 April 1944 listed the following sorties totaling 429 hours five minutes as follows:

- 29 August 1942 - Oban, Scotland - Convoy Patrol (11.40)
- 29 October 1942 - Oban, Scotland - Convoy Patrol (12.15)
- 3 November 1942 - Northern Ireland - Convoy Patrol (12.45)
- 16 November 1942 - Northern Ireland - Mercy flight (12.45, twelve men in dinghy)
- 24 November 1942 - Northern Ireland - Sweep (13.15_)
- 29 November 1942 - Northern Ireland - Sweep (11.05)
- 1 December 1942 - Northern Ireland - Convoy Patrol (11.25)
- 3 December 1942 - Northern Ireland - Sweep (14.00)
- 20 December 1942 - Northern Ireland - Escort to conoy (3.20, early return to base)
- 22 December 1942 - Northern Ireland - Convoy Escort (12.40)

26 December 1942 - Northern Ireland - CLA Sweep (11.40, unidentified tanker)
28 December 1942 - Northern Ireland - Escort (6.30, recalled)
8 January 1943 - Northern Ireland - Sweep (7.00)
10 January 1943 - Northern Ireland - Escort (7.05, returned, engine trouble)
12 January 1943 - Northern Ireland - Sweep (10.45)
16 January 1943 - Northern Ireland - I.V. Escort, Louis Pasteur (12.00)
8 March 1943 - Northern Ireland - Escorting stragglers (12.10)
24 April 1943 - Northern Ireland - secret force, HMS Malaya (13.00)
2 May 1943 - Northern Ireland - Convoy patrol (15.00)
14 May 1943 - Northern Ireland - Escort to convoy (12.40)
16 May 1943 - Northern Ireland - Escort to convoy (16.25)
20 May 1943 - Northern Ireland - Escort to convoy (16.30)
23 June 1943 - Northern Ireland - Escort to convoy (15.35)
26 June 1943 - Northern Ireland - Sea Slug (15.25)
30 June 1943 - Northern Ireland - Escort to convoy, twelve troop ships (16.05)
4 July 1943 - Northern Ireland - Escort to convoy (14.40)
5 July 1943 - Northern Ireland - Escort, MV David Brewster (14.25)
9 July 1943 - Northern Ireland - Escort to disabled destroyer (16.00)
16 July 1943 - Northern Ireland - Convoy escort (15.40)
19 July 1943 - Bay of Biscay - Sea Slug (14.50)
22 July 1943 - Bay of Biscay - Sea Slug (15.15)
25 July 1943 - Bay of Biscay - Sea Slug (14.50)
2 August 1943 - Bay of Biscay - Convoy escort (15.45)
4 August 1943 - Iceland - Sea Fox (4.40, shot down but destroyed submarine)

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FINNER, F/O Francis Sylvster (J19708) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February

1946. Born 24 March 1920. Enlisted in Ottawa, 9 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.16 Explosives Depot, 20 March 1941. To "S", 1 May 1941. To No.1 WS, 24 May 1941. Promoted LAC, 26 June 1941; to No.6 BGS, 11 October 1941; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 12 December 1941. Commissioned 16 January 1944. As of August 1944 he was Night Vision Officer at No.1664 Heavy Conversion Unit, an instructional role. Repatriated 28 August 1945 via St. Hubert. Released 11 September 1945. Re-engaged with RCAF, 13 August 1946 with rank of Leading Aircraftman in Clerical Trade. Promoted Corporal, 1 October 1949. Promoted Sergeant, 1 August 1951. Promoted Flight Sergeant, 1 October 1953. Promoted WO2, 1 April 1957. Died 1986. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 May 1945 when he had completed two tours - 25 June 1942 to 13 March 1944 (29 sorties, 207 hours 40 minutes) and 6 December 1944 to 22 April 1945 (19 sorties, 127 hours). The very long first tour has a break; between 31 July 1942 (Dusseldorf) and 11 March 1943 (Stuttgart) there are no operations. Why?

Flying Officer Finner, as air bomber, has completed two operational tours, his first consisting of twenty-nine sorties, five of them to Berlin, and his second comprising nineteen trips. Throughout both tours he displayed outstanding devotion to duty and eagerness to come to grips with the enemy. His unfailing accuracy has been responsible for the high efficiency of his crew. His captain has high praise for the coolness and skill of this officer who never hesitated to face the enemy even under the most trying conditions when operations were at their heaviest. Flying Officer Finner has been an inspiration to his fellow air bombers, both in the air and on the ground, and has set a splendid example to all members of the squadron.

The sortie list was as follows:

First tour:

25 June 1942 - Bremen (6.10)

19 July 1942 - Vegasack (6.00)

21 July 1942 - Duisburg (4.40)

26 July 1942 - Hamburg (5.30)

31 July 1942 - Dusseldorf (4.45)

11 March 1943 - Stuttgart (7.45)

12 March 1943 - Essen (2.30, duty not carried out)

25 March 1943 - Duisburg (5.15)
22 August 1943 - Leverkusen (2.30, duty not carried out)
23 August 1943 - Berlin (8.30)
27 August 1943 - Nuremberg (9.20)
30 August 1943 - Munchen Gladbach (6.00)
31 August 1943 - Berlin (9.00)
5 September 1943 - Mannheim (8.20)
22 September 1943 - Hanover (6.35)
4 October 1943 - Frankfurt (7.50)
8 October 1943 - Hanover (7.25)
3 November 1943 - Dusseldorf (5.45)
18 November 1943 - Mannheim (7.45)
19 November 1943 - Leverkusen (7.15)
22 November 1943 - Berlin (7.10)
25 November 1943 - Frankfurt (7.10)
26 November 1943 - Stuttgart (8.15)
20 January 1944 - Berlin (7.30)
21 January 1944 - Magdeburg (6.55)
2 February 1944 - Gardening, Kiel (5.50)
15 February 1944 - Berlin (6.35)
19 February 1944 - Leipzig (7.30)
22 February 1944 - Gardening (4.00, no sortie)
24 February 1944 - Gardening (6.25)
4 March 1944 - Gardening, Brest (5.45)
13 March 1944 - Le Mans (5.45)

Second Tour (same as that of F/O John Bompas Mannix):

6 December 1944 - Osnabruck (6.15)
18 December 1944 - Duisburg (6.15)

28 December 1944 - Opladen (5.40)
30 December 1944 - Cologne (5.55)
2 January 1945 - Ludwigshaven (6.50)
6 January 1945 - Hanau (7.10)
1 February 1945 - Mainz (7.20)
4 February 1945 - Osterfeld (6.00)
13 February 1945 - Bohlen (8.00)
8 March 1945 - Hamburg (6.00)
9 March 1945 - Gardening, Oslo (7.40)
11 March 1945 - Essen (6.20)
13 March 1945 - Wuppertal (5.45)
14 March 1945 - Zweibrucken (7.05)
15 March 1945 - Castrop Rauxel (6.05)
31 March 1945 - Hamburg (5.55)
4 April 1945 - Merseburg (9.20)
10 April 1945 - Leipzig (8.10)
22 April 1945 - Bremen (5.15)

Application for Bar to Operational Wing dated 28 April 1945 states he had flown 19 sorties (127 hours), 6 December 1944 to 22 April 1945.

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FINNERTY, Sergeant George Patrick (R107186 and J17279) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born 8 February 1923 in Rosetown, Saskatchewan; home there. Student. Enlisted in Saskatoon, 4 June 1941. Trained at No.2 ITS (graduated 10 September 1941), No.18 EFTS (graduated 22 November 1941), and No.7 SFTS (graduated 14 March 1942). To "Y" Depot, 24 March 1942. To RAF overseas, 23 April 1942. Commissioned 21 March 1943; F/O 21 September 1943; F/L 12 May 1944. First tour was with No.115 Squadron (Wellingtons and Lancasters), 26 October 1942 to 18 June 1943 (28 sorties, 151 hours 40 minutes). Non-operational tour was 30 June 1943 to 30 October 1944 (No.1678 Conversion Unit and No.3 Lancaster Finishing School). Second tour was 15 December 1944 to 15 June

1945 with No.692 Squadron (Mosquitoes, 40 sorties). Repatriated 2 August 1945. To No.2 Air Command, 18 August 1945. Some postings unclear. To No.6 OTU, 9 November 1945. To Release Centre, 6 December 1945. Retired 7 December 1945.

A pilot of the highest skill, Sergeant Finnerty has completed numerous operational sorties, many of which have been against the enemy's most heavily defended targets such as Essen, Berlin, Kiel and Duisburg. He has always shown great courage and coolness in emergency. As captain of aircraft this airman's leadership has been an inspiration to his crew.

NOTE: Public Record Office Air2/8955 has recommendation drafted 21 April 1943 when he had flown 22 sorties (120 hours 20 minutes). Sortie list and submission as follows:

| | |
|------------------|-------------------------------|
| 3 November 1942 | GARDENING, La Rochelle (6.40) |
| 6 November 1942 | GARDENING (6.40) |
| 22 November 1942 | Stuttgart (7.40) |
| 11 December 1942 | GARDENING, La Rochelle (6.10) |
| 15 December 1942 | GARDENING, Lorient (5.55) |
| 17 December 1942 | Fallersleben (6.10) |
| 20 December 1942 | Duisburg (3.30) |
| 31 December 1942 | GARDENING, La Rochelle (6.20) |
| 2 January 1943 | GARDENING, La Rochelle (6.10) |
| 14 January 1943 | GARDENING, La Rochelle (6.10) |
| 15 January 1943 | Lorient (5.20) |
| 18 January 1943 | GARDENING, Frisians (2.45) |
| 20 January 1943 | GARDENING, Frisians (3.40) |
| 26 January 1943 | Lorient (5.20) |
| 27 January 1943 | GARDENING, La Rochelle (6.00) |
| 3 February 1943 | GARDENING, St. Nazaire (5.15) |
| 12 March 1943 | Essen (4.00) |
| 2 April 1943 | GARDENING, La Rochelle (5.10) |

| | |
|---------------|------------------|
| 4 April 1943 | Kiel (5.05) |
| 8 April 1943 | Duisburg (4.00) |
| 10 April 1943 | Frankfurt (5.00) |
| 16 April 1943 | Pilsen (7.20) |

This Non-Commissioned Officer has completed no less than 22 operational sorties as captain of aircraft during his tour with this squadron, several against the more heavily defended targets such as Essen (twice), Berlin, Kiel and Duisburg. He has always shown great courage and coolness, which has been an inspiration to the other members of his crew. Sergeant Finnerty is a pilot of the highest skill and determination and is a credit to any squadron.

FINNERTY, F/L George Patrick, DFM (J17279) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 23 November 1945 as per **London Gazette** of 4 December 1945 and AFRO 212/45 dated 1 March 1946.

This officer has taken part in two tours of operational duty. Since the award of the Distinguished Flying Medal he has attacked many of the most heavily defended targets in Germany, including Berlin. Flight Lieutenant Finnerty has proved to be a zealous and courageous captain of aircraft who has always pressed home his attacks with skill and determination.

RCAF Press Release 10811 of 19 July 1945 deals with several Saskatchewan aircrew at Torquay, waiting for repatriation. Of Finnerty (spelled "Fennerty" in the document) it says:

Fennerty did two tours as a pilot. One on Lancasters and the other on Mosquitos. He flew to Berlin 24 times in his Mosquito. Early in his tour he brought a Wellington bomber home from Essen after being shot up by a fighter although it was very badly damaged. For this he was awarded the DFM.

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FINNIE, P/O Gilbert Kingdom (J1095) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born at Northam, Devon, 8 August 1917; home in Ottawa. Enlisted in Ottawa, 13

February 1941. To No.1 Manning Depot, 27 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941; posted that date to No.6 EFTS; posted on 3 January 1942 to No.4 SFTS; ceased training on 18 February 1942 and posted elsewhere; to No.5 BGS on 28 March 1942; graduated and promoted Sergeant on 27 April 1942. To "Y" Depot, Halifax for embarkation, 28 April 1942. To RAF training pool, 15 May 1942. Promoted Flight Sergeant, 21 April 1943. Subsequently commissioned with effect from 31 March 1943. Promoted Flying Officer with effect from 6 April 1943. Repatriated to Canada, 4 July 1944.. Promoted Flight Lieutenant, 1 December 1944. Remained in RCAF, retaining rank of Flight Lieutenant as of 1 October 1946. Transferred to Administration Branch, 1 April 1952. Promoted Squadron Leader, 15 September 1955. PL-26915 (ex UK-8715 dated 10 March 1944) shows S/L James Walker (Edmonton), F/O G.K. Finnie (Ottawa), F/L R.M. Williams (Vancouver), G/C D.A.R. Bradshaw (London, Ontario) and S/L G.U. Hill (Pictou, Nova Scotia) after investiture. RCAF photo PL-26917 (ex UK-817 dated 10 March 1944) taken outside Buckingham Palace after investiture. RCAF photo PL-26920 (ex UK-8720 dated 10 March 1944) taken after investiture with his two brothers, Gunner Don Finnie (4th Canadian Field Artillery) and Sergeant James Finner (RCAF air gunner). Died in Ottawa, 20 October 2015.

This officer has completed a large number of operational sorties. A very efficient air gunner, he consistently shows a coolness under fire which is commendable. On many occasions his vigilant watch and able directions to his captain has resulted in the successful evasion of enemy fighter attacks.

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FIRTH, F/L Louis Keith (J14105) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Winnipeg, 1915. Home in Victoria; educated at Victoria Collegiate. Labourer. Enlisted in Vancouver, 28 May 1937. Trained at No.7 ITS (graduated 27 February 1942), No.6 EFTS (graduated 22 May 1942) and No.4 SFTS (graduated 11 September 1942). Repatriated to Canada, 13 August 1945. To No.7 REMU, 1 November 1945. To No.1 Composite Training School, 15 November 1945. Remained in post-war RCAF; awarded Queen's Coronation Medal, 23 October 1953, while a Flight Lieutenant with No.3 (F) Wing although he had been promoted Squadron Leader with effect from 1 July 1953. Retired 10 January 1965. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 13 March 1945 when he had flown 26 sorties (181 operational hours), 27 November 1944 to 16 March 1945.

class=WordSection11>

27 November 1944 - Freiburg

29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
17 December 1944 - Ulm
22 December 1944 - Coblenz
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Royan
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
16 March 1945 - Nuremburg

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This Canadian captain of aircraft has completed 26 sorties against some of the most

heavily defended cities of Germany. Without consideration of his personal safety Flight Lieutenant Firth has consistently pressed home his attacks in the face of all the defences the enemy can muster.

His splendid record, quiet but dogged determination and his cheerful confidence have inspired a high standard of morale in his crew and has set a fine example to all members of the squadron.

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

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FISSET, F/O George Campbell (J28322) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Montreal, 19 November 1913; home there. Educated at Luke Callaghan School (1920-1928), Montreal Catholic High School (1928-1932), Junior Board of Trade School (evening courses, 1936-1938) and correspondence course in aircraft, 1941-1942. Office clerk, 1936-1938; chauffeur for Coca Cola, 1940-1941; stock chaser for Noorduyn Aviation, 1941 to enlistment. Reserve Guardsman, Canadian Grenadiers, 1940 to enlistment, Enlisted in Montreal, 29 April 1942 and granted leave without pay until 18 May 1942 when posted to No.5 Manning Depot. To No.5 ITS, 26 September 1942; graduated and promoted LAC on 5 December 1942; to No.10 EFTS on 29 December 1942; to No.9 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, 31 October 1943 but actually embarked from Canada 1 November 1943 disembarked in Britain 9 November 1943. Promoted Flying Officer, 9 January 1944; To No.14 (Pilots) AFU, 1 February 1944. Attached to No.1512 Beam Approach Training Flight, 22-27 March 1944. To No.12 OTU, 2 May 1944. To No.16 OTU, 27 June 1944. To No.51 Base, 4 September 1944; attached No.1661 Conversion Unit, 5 September to 23 October 1944. To Lancaster Finishing School, 23 October 1944. To No.514 Squadron, 26 November 1944. To No.24 OTU, 8 May 1945. To No.76 Base, 16 July 1945. Repatriated 13 August 1945; released 8 October 1945. Rejoined RCAF Reserve as a pilot, Montreal, 5 October 1949 (121310) with No.2401 Aircraft Control and Warning Unit; retired again 5 March 1954. Died 26 November 1989.

This officer has completed a large number of attacks against many heavily defended enemy targets. In March 1945, during an attack against Heimrichsmutte, his aircraft sustained heavy damage. The port outer engine was holed and the hydraulic system rendered unserviceable. At all times this officer has set a high example of determination and devotion to duty.

Notes: Application for Operational Wing dated 21 April 1945 stated he had flown 35 sorties (199 hours 35 minutes), 27 November 1944 to 18 April 1945.

Repatriation form dated 3 August 1945 stated he had flown 35 sorties (200 operational hours), last on 18 April 1945. Also flew 265 non-operational hours. Types flown were Oxford (80 hours), Wellington (100), Stirling (50) and Lancaster (235).

Training: Interviewed 14 March 1942. "Has been studying Aero I.T.I. 1941-42. Driving car for five years. Average. Mechanically minded. Very serious minded. Has a brother pilot at No.13 SFTS. Realizes course requires much study. Good personable young man."

Course at No.5 ITS was 28 September to 5 December 1942. Courses in Mathematics, Navigation, Airmanship, Anti-Gas, Armament, written, Aircraft Recognition, Drill, Signals, written, and Meteorology. Scored 827 out of possible 1,000 points. Placed 37th in a class of 129. "A very thorough, hard-working airman, sensible, a good organizer, sincere, neat, reliable, cooperative, self assured, a good prospect."

Course at No.10 EFTS was 29 December 1942 to 26 February 1943. Tiger Moth aircraft - 10.50 dual to first solo, 33.15 total day dual, 29.00 day solo, 3.10 night dual, 1.30 night solo. Was 7.05 on instruments; logged 12.15 in Link. Courses in Navigation, Airmanship, Armament, written, Aircraft Recognition, Signals, written. Scored 562 out of possible 700 points. Placed 11th in a class of 32. "An above average trainee; hard worker, keen, no particular faults."

Course at No.9 SFTS was 22 March to 9 July 1943. Anson aircraft - 8.35 dual to first solo, 78.15 total day dual, 55.35 day solo, 13.20 night dual, 12.50 night solo. Flew 14.15 in formation, 29.15 on instruments. Logged 25 hours in Link. Course in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 577 out of possible 750 points. Placed 26th in a class of 53. "Good average test. Slips in on turns to the left. Shows good airmanship and judgement. Instrument flying average."

Course at No.1 GRS was 2 August to 1 October 1943. Anson aircraft - 46 hours 45 minutes, all by day. Tested in DR Navigation, intermediate (75/100), DR Navigation, final (205/300), DR Navigation, air work (210/300), Reconnaissance (126/200), Reconnaissance air work (66/100), Astro Navigation (55/100), Compasses and Instruments (156/200), Meteorology (125/200 on supplemental), Signals (75/100), Coding (71/100), Ship Recognition (164/200), Photography (72/100) and Visual Signals (Pass). Placed 15th in a course of 24. "Mediocre, Pleasant disposition. Not much drive - sense of humour suited to routine employment."

Course at No.14 (Pilots) AFU was 1 February to 2 May 1944. Oxford aircraft - 5.00 day dual to first day solo, total 22.50 day dual, 26.15 day solo, 1.05 night dual to first night solo, total 7.05 night dual, 7.10 night solo. Was 2.35 in formation, 7.55 on instruments. Logged 10.50 in Link. Flying Test Grades in General Flying (220/400), Applied Flying (110/200), Instrument Flying (125/250), Night Flying (55/100) and Link (30/50). "His work throughout the course has shown signs of carelessness; his flying needs to be much more precise. He has had trouble with instrument flying due to his slowness of reaction to his instruments. With more experience and a realization of the importance of flying accurately, he should do well." (G/C A.H. Peck, 30 April 1944)

Course at No.1512 Beam Approach Training Flight, 22-27 March 1944. Oxford aircraft (10.25, all dual and on instruments. Also logged five hours in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (120/200), Receiver Operation (60/100), Instrument Flying (120/250), Cloud and Night Flying (120/250) and General Application of Beam Approach Procedure, Flying (115/200). "Owing to erratic instrument flying this pilot did not derive the full benefit on the course. When he has improved he should have another course."

Course at No.16 OTU was 27 June to 12 August 1944. Wellington aircraft - 40 minutes day dual to first day solo, total 2.40 day dual, 25.35 day solo, 1.00 night dual to first night solo, total 2.15 night dual, 26.50 night solo. Was 17.30 on instruments. Logged 14.10 in Link. Flying Test Grades in General Flying, Applied Flying, Instrument Flying, Night Flying and Link. Ground courses in Airmanship, Armament, Meteorology, Navigation and Signals. "An average pilot who will probably develop into good average. A good captain who exercises control over his crew, particularly in the air." (W/C C.W. Scott, Officer Commanding Training, 28 August 1944).

Records from No.5 Lancaster Finishing School identify his crew as 1316749 Sergeant Shawfield (Flight Engineer), R189208 Flight Sergeant Kay (Navigator), R170632 Flight Sergeant Hamilton (Air Bomber), A425363 Warrant Officer Rutherford (Wireless Operator), R201136 Sergeant Mulhall (Mid-Upper Gunner) and R258925 Sergeant May (Rear Gunner). Fiset assessed as follows: "Flying quite sound. Should make a good operational pilot with experience. Captaincy and crew cooperation above average." Flew 5.05 day dual, 2.40 day solo, 2.45 night dual, 3.35 night solo. W/c A. Heward concluded, "Gunnery should be watched. An above average captain with an average crew. Should do well."

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FISSET, F/L (now S/L) Kenneth James (J9078) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 7 August 1915 in Montreal; home in Outremont. Educated at Luke Callaghan Memorial School and Sir George Williams University. Manager of waterworks at Ste. Therese, Quebec. Enlisted in Montreal, 11 February 1941 and posted to No.1 Manning Depot. To No.20 EFTS (non-flying duty), 23

March 1941. To No.3 ITS, 27 May 1941; promoted LAC, 2 July 1941 and posted to No.21 EFTS; to No.9 SFTS, 1 September 1941; graduated and commissioned, 21 November 1941. To Trenton, 22 November 1941; to No.13 SFTS, 13 March 1942 as instructor; promoted Flying Officer, 15 July 1942; promoted Flight Lieutenant, 1 April 1943; to No.1 OTU, 24 April 1943; to "Y" Depot, 10 July 1943; to RAF overseas, 15 July 1943. Attained rank of Squadron Leader, 6 January 1945. Repatriated to Canada, 16 February 1945. Released 12 April 1945. Died in Montreal about 1975. Shown alone in RCAF photo PL-29024 (ex UK-8699 dated 18 March 1944).

Flight Lieutenant Fiset has completed many sorties, involving attacks on a wide range of targets. In July, 1944, he led the squadron in a successful attack on a concentration of enemy forces massing for a counter attack in a wood near Tilly. The operation was executed during the most adverse weather in the face of intense anti-aircraft fire. A few days later Flight Lieutenant Fiset again led his squadron in a similar type of sortie with great success. Flight Lieutenant Fiset has displayed outstanding powers of leadership, courage, and skill.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by S/L H.H. Norseworthy, 28 August 1944 when he had flown 64 sorties (64 hours 25 minutes).

This officer has completed 64 operational sorties on Typhoon bombers, 47 of them as a Flight Commander. He has attacked all kinds of targets and has led the squadron on many occasions. On July 9th, 1944, he led the squadron in an attack on a wood near Tilly. The target was the forming up area for a German counter-attack. Flight Lieutenant Fiset made a successful attack under weather conditions which prevented two other squadrons from attacking, and in the face of intense light flak. After bombing, he led his squadron down and strafed the whole area. The army signalled that the failure of this counter-attack was entirely due to the success of this air operation. On July 31st, 1944, this officer led his squadron in an attack against the Bois du Homme, near Villers Bocage. On this occasion the army again sent thanks and stated that nearly a Company of infantry had been killed by the bombing and numerous tanks destroyed. Flight Lieutenant Fiset has outstanding powers of leadership and his courage and skill in the air are of the highest order.

This was supported by Group Captain P.Y. Davoud (28 August 1944), by the Air Officer Commanding of No.83 Group (31 August 1944) and by the Air Officer Commanding, Tactical Air Forces (7 September 1944) before final approval by Air Chief Marshal Trafford Leigh-Mallory (11 September 1944).

RCAF Press Release No. 8036 dated 3 January 1945 from: F/O George Sinclair read:

WITH RCAF IN BRITAIN: -- The exploit that won sportsman S/L Kenneth J. Fiset, Montreal, Quebec (875 Stuart Avenue) his DFC was a temporary disappointment to himself and the others who took part in it. He is now on his way home to Canada.

In July, he led a formation of eight Typhoons to break up German preparations for a counter attack. "The target, an orchard, was marked by British Army units red smoke. We bombed and strafed it pretty thoroughly but Jerry was really hidden and when we landed we couldn't make a single claim."

"We were pretty disappointed until about five minutes later when army officials from all over the area began phoning through. Apparently, we had really done a job and they couldn't have been any more enthusiastic."

On another occasion when Fiset led his squadron in an attack on German tanks, he found a more satisfying target. "Jerry was in a corner of a big wood and we went in just at dusk with 1000- pounders. After bombing and strafing, we claimed 30 tanks destroyed", he said. A day or two later when British units took the wood, 37 derelict tanks were found, and about a company of German dead.

S/L Fiset began operations in 1943 with an RAF squadron, but joined an all-Canadian wing in early 1944. He received the DFC and command of his squadron on the same day last summer.

In peace-time, S/L Fiset was well-known in Montreal sports. He was tennis champion of the city at one time, and bowled in open and parochial bowling leagues. In addition, he took part in baseball and swimming meets and was a member of the North Branch YMCA.

Before going overseas, he was stationed at St. Hubert's. A native of Montreal, he attended Luke Callaghan Memorial School and Sir George Williams College. Formerly, he was manager of the waterworks division at Ste. Therese. He is on his way home to Canada.

* * * * *

FISH, F/O Frank Hamilton (J36391) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Lethbridge, Alberta, 6 May 1924; home in Calgary; enlisted there 8 September 1942 and granted Leave Without Pay. To No.3 Manning Depot, 27 October 1942. To No.4 ITS, 28 December 1942; promoted LAC, 30 April 1943; posted on 15 May 1943 to No.2 AOS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 5 August 1945. Released 14 September 1945, settling in Calgary. Rejoined RCAF Auxiliary as Photo Officer, 5 May 1948; retired again 1 October 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 12 November 1944 when he had flown 31 sorties (169 hours 30 minutes).

class=WordSection13>

3 August 1944 - Trossy St.Maximim

4 August 1944 - Pauillac

5 August 1944 - Pauillac

15 August 1944 - Le Culot

16 August 1944 - Stettin

18 August 1944 - Reime

25 August 1944 - Russelsheim

26 August 1944 - Kiel

29 August 1944 - Stettin

31 August 1944 - St.Roquier

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

20 September 1944 - Sangatte

23 September 1944 - Neusse

5 October 1944 - Saarbrucken

7 October 1944 - Emmerich

13 October 1944 - Duisburg

14 October 1944 - Duisburg

19 October 1944 - Stuttgart

25 October 1944 - GARDENING

28 October 1944 - Cologne

31 October 1944 - Cologne

2 November 1944 - Dusseldorf

4 November 1944 - Bochum

9 November 1944 - Wanne Eickel

11 November 1944 - GARDENING

16 November 1944 - Duren

class=WordSection14>

This Canadian navigator has now completed 31 sorties over enemy territory, including attacks on industrial targets in Germany and operations in support of our armies in the field. Throughout these sorties, under a calm and quiet manner, this officer has displayed great devotion to duty and a fine operational spirit. During hazards of bad weather and heavy enemy opposition he has quietly concentrated on his work and has undoubtedly contributed a great deal to the success of his crew.

His own discipline and high morale have been an example to the other navigators and he is regarded as one of the most skilful navigators on the squadron. For his high sense of duty, his calmness in the face of danger and undoubted skill he is recommended for the award of the Distinguished Flying Cross.

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FISHER, F/L Alvin Robert (J22571) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45

dated 31 August 1945. Born 2 September 1920 (pay card and service file) although MI.9 report says 20 September 1920. Home in Wadena, Saskatchewan where he was a farmer. Enlisted in Saskatoon, 4 December 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.12 SFTS, guard duty, 13 February 1942. To No.2 ITS, 28 March 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.3 AOS until 4 July 1942; graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 22 November 1942, disembarking 30 November 1942 in Britain. Attached to ACOS, Sidmouth, 10 April to 8 May 1943. Promoted Flying Officer, 23 April 1943. To No.2 (Observer) AFU, 11 May 1943. Attached to No.1484 Beam Approach Training Flight, 28 May to 5 June 1943. To No.24 OTU (Honeybourne), 15 June 1943. To No.1659 Conversion Unit (Topcliffe), 4 August 1943. To No.431 Squadron, 28 September 1943. To No.1659 Conversion Unit, 20 October 1943. To No.428 Squadron, 29 November 1943. Missing, 20 January 1944. Safe in United Kingdom, 2 May 1944. To Canada, 7 June 1944. To "Y" Depot, 27 July 1944. Taken on strength of No.3 PRC, Bournemouth, 3 August 1944 but did not actually disembark until 10 August 1944. To No.61 Base, 22 August 1944. Attached to No.1664 Conversion Unit, 30 August to 10 October 1944. To No.419 Squadron, 10 October 1944. Promoted Flight Lieutenant, 23 October 1944. Repatriated 3 May 1945. Released 5 July 1945. Died 17 January 1996 in Yorkton, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1996. RCAF photo PL-42513 (ex-UK-19622 dated 16 March 1945) shows interrogation of No.419 personnel; left to right are F/L J.E.R. Armstrong (intelligence officer, Saskatoon), F/L A.R. Fisher (navigator, Wadena, Saskatchewan) and F/L F.G. Dawson (pilot, Calgary). DHH file 181.009 D.1941 (National Library and Archives of Canada RG.24 Volume 20612), has recommendation for a non-immediate DFC filed 22 May 1945 by W/C M.E. Ferguson on Fisher's completion of 21 sorties (151 hours 35 minutes). Name on sheet given as "Alvin Albert" includes following sortie list and text:

20 January 1944 - Berlin (9.20) - shot down, evaded capture, returned to England on 2 May 1944; leave in Canada and then returned to squadron.

23 October 1944 - Essen (6.50)

4 November 1944 - Bochum (5.55)

6 November 1944 - Gelsenkirchen (5.35, day)

27 November 1944 - Neuss (5.55)

2 December 1944 - Hagen (6.45)

5 December 1944 - Soest (6.45)

6 December 1944 - Osnabruck (6.10)

17 December 1944 - Duisburg (7.15)

21 December 1944 - Cologne (7.05)

24 December 1944 - Dusseldorf (5.25, day)

29 December 1944 - Gelsenkirchen (6.45)

30 December 1944 - Cologne (6.40)
14 January 1945 - Merseburg (9.15)
16 January 1945 - Zeitz (8.35)
28 January 1945 - Stuttgart (7.35)
2 February 1945 - Weisbaden (6.50)
28 February 1945 - Neuss (3.10, day, recalled)
1 March 1945 - Mannheim (7.15, day)
2 March 1945 - Cologne (6.25)
5 March 1945 - Chemnitz (10.25)
11 March 1945 - Essen (6.25, day)

This officer has completed a tour of 21 operational sorties, the majority of which were against Germany's most heavily defended targets. On his first sortie on 20th January 1944, target Berlin, he was shot down deep in enemy territory but very skilfully evaded capture and returned to England on 2nd May, 1944.

In October 1944, Flight Lieutenant Fisher commenced operations again. On the night of 5th March 1945, when returning from a raid on Chemnitz, on his twentieth trip, the aircraft in which Flight Lieutenant Fisher was navigator was turned upside down. When the pilot regained control, they resumed course. GEE and H2S was rendered unserviceable and navigator's equipment strewn around the aircraft. Fortunately the D.R.C. compass remained serviceable. The navigator gathered up some of his equipment and found a D.R. position by use of the A.P.I. This position showed them eleven miles off track. He altered course to regain track and continued to take D.R. position until they were able to obtain an M.F. fix. After going on D.R. for an hour and a half this fix showed them only three miles off track. From here on he continued to navigate by use of pundits and occults. Track keeping and E.Q.A. checks were good back to base. Considering the difficulties under which this navigator worked on the return trip and the general shaking up, we feel that he showed exceptional coolness and presence of mind.

In recognition of this officer's consistent devotion to duty and courageous example to all his fellow aircrew I strongly recommend the award of the Distinguished Flying Cross (non-immediate).

Public Record Office WO 208/3319 has MI.9 report based on interview of 2 May 1944. He had been shot down, 20 January 1944, left Gibraltar on 1 May 1944 and reached Whitechurch on 2 May 1944. Report also covered J22704 F/O J.G.Y Lavoie, bomb aimer, (which see). Others in crew listed as R131517 FS Reain, pilot (this was later F/O F.F.E. Reain, Mentioned in Despatches), R11857 Sergeant William E. Fell, flight engineer (evader), 1336395 Sergeant W.T. Banner, wireless operator, R187677 Sergeant W.R. Wynveen, rear gunner (POW), and R137350 Sergeant Leo Fryer, mid-upper gunner (evader). Aircraft was Halifax V, serial LK739.

We took off from Middleton St. George about 1640 hours on 20 January 1944 in a Halifax to bomb Berlin.

About 20 minutes before we reached the target we were hit by flak in the petrol tank. The aircraft began to lose height and the pilot turned for home. I believe we were again hit by flak. And as we had only enough petrol to last us for about two minutes the pilot gave the order to bale out.

F/O Fisher:

I came down in some woods somewhere east of St. Etienne au Temple (T 5852). I buried my parachute under some moss and, taking my directions from my compass, I started walking south and then west. I walked for about three hours and spent the remainder of the night in a small wood. At daybreak the next day (21 January) I discovered I was about two miles from Chalons-sur-Marne. During the day I managed to dry my clothes and also took off all my identification marks. About 1730 hours I went to a small house and asked for help. I was taken in and given some food and at night I was allowed to sleep in a barn. On the morning of 23 January a man who spoke a little English was brought to see me. I remained at this house for four days and from this point my journey was arranged for me.

Notes: On repatriation form dated 19 April 1945 he stated he had flown 21 sorties (the last on 11 March 1945) and 150 hours 45 minutes on operations; 301 hours 42 minutes non-operational. Types listed as DH.82 (36.15), Anson (45.25), Whitley (66.15), Halifax II and V (114.00) and Lancaster X (190.32).

Application for Operational Wing dated 15 March 1945 states he had flown 20 sorties on second tour (142 hours 40 minutes), 10 October 1944 to 13 March 1945. Not credited with two tours because of the brevity of operational time before going missing.

Account of being shot down: The captain (Flight Sergeant F.E. Reain) was on his second operation; for all others it was their first. Following on Fisher's file, unattributed:

The Engineer, Mid-Upper and Rear Gunners jumped first from the entrance door in the fuselage, followed by the Navigator, Air Bomber and Wireless Operator and Pilot, all from the front exit. The Air Bomber had been sick and when he jumped, feet first, facing aft, his parachute got caught on the edge of the hatch; he put his elbows out and was able to jump free. The Wireless Operator tried at first to pull him back but was unable to do so and he presently got free of his own accord.

The ground was obscured by low cloud and sleet and there was strong wind blowing. The Wireless Operator fell in some trees before he could see the ground. When he unfastened his harness he fell 15/20 feet and was knocked out. The pilot states that the port outer engine cut as he was about to jump, but he got out all right. When he opened his 'chute he found himself hanging by one strap only - the metal ring connecting the other strap to his harness had pulled open - and he fell heavily, hurting his spine. The Engineer sustained cuts about the jaw and mouth when his 'chute opened, as the straps hit his face, and thinks he may have been knocked out, but he made an easy landing. Both Air Bomber and Navigator made easy descents, falling on soft ground and 8/10 miles N.E. of Chalons-sur-Marne.

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FISHER, F/L Carson Clarence (J15636) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 20 September 1920 in Englehart, Ontario; home there. Enlisted in Sudbury, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.1 AOS, 17 August 1940; may have graduated 8 November 1940 but not posted to No.1 BGS until 10 November 1940; graduated 21 December 1940 when promoted Sergeant and posted to No.1 ANS; graduated 20 January 1941 and posted to Embarkation Depot. Overseas as of 11 March 1941. Commissioned 8 July 1942. Promoted Flying Officer, 8 January 1943. Promoted Flight Lieutenant, 15 March 1943. Repatriated 9 November 1944. To No.1 Air Command, 18 December 1944. To No.1 AOS, 2 February 1945. To No.1 Central Navigation School, 9 February 1945. To No.3 ANS, 13 March 1945. To No.7 Photo Wing, 15 April 1945. To No.1 Composite Training School, 15 November 1945. To No.7 Photo Wing again, 22 December 1945. To No.14 Photo Squadron, 1 April 1946. To Release Centre, 1 July 1946; retired 4 July 1946. NOTE: described as a pilot and captain, although training is that of an Air Observer. 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 40 sorties (175 hours 11 minutes), 8 September 1943 to 17 July 1944.

* duty not carried out; not counted as an operation

daylight operation

DMB=Deputy Master Bomber

class=WordSection15>

8 September 1943 - Boulogne (3.30)

22 October 1943 - Kassel (4.30)

3 November 1943 - Dusseldorf (6.05)

11 November 1943 - Cannes (9.50)

18 November 1943 - Mannheim (8.35)

19 November 1943 - Leverkusen (6.45)

25 November 1943 - Frankfort (7.20)

20 December 1943 - Frankfort (6.40)

29 December 1943 - Berlin (7.40)

20 January 1944 - Berlin (7.35)

19 February 1944 - Leipzig (3.40)*

20 February 1944 - Stuttgart (4.15)*

24 February 1944 - Schweinfurt (7.25)

9 April 1944 - Lille (3.00)

10 April 1944 - Laon (3.35)

11 April 1944 - Aachen (3.30)

18 April 1944 - Paris (3.35)

22 April 1944 - Dusseldorf (3.45)

24 April 1944 - Karlsruhe (4.55)

26 April 1944 - Essen (3.55)

3 May 1944 - Montdidier (3.05)

6 May 1944 - Nantes Gassicourt (3.05)

8 May 1944 - Haine St.Pierre (2.45)
10 May 1944 - Ghent (2.25)
11 May 1944 - Boulogne (2.30)
27 May 1944 - Rennes (4.00)
28 May 1944 - Mardyck (2.05)
31 May 1944 - Mont Couple (1.55)
5 June 1944 - Longues (3.15)
7 June 1944 - Foret de Cerisy (3.20)
9 June 1944 - Rennes (4.05)
11 June 1944 - Tours (5.00)
14 June 1944 - Cambrai (2.40, DMB)
16 June 1944 - Sterkrade (3.45)
17 June 1944 - Oisemont-au-Bois (2.45, DMB)
21 June 1944 - Oisemont-au-Bois (2.45, DMB)#
24 June 1944 - Bonnetot (2.05, DMB)#
27 June 1944 - Wizerne (1.40)
28 June 1944 - Metz (5.10)
1 July 1944 - Oisemont-au-Bois (2.48)
2 July 1944 - Oisemont-au-Bois (2.10)
17 July 1944 - Caen (2.43)

class=WordSection16>

Flying Officer Fisher is a very capable and determined Captain and is now commencing his second to tour of operations. Most of the sorties carried out by this officer have been against heavily defended enemy targets, but this has not deterred him in any way from making his attacks successful ones. He is an excellent leader with a cheerful disposition and possesses an unconquerable spirit which acts as an incentive to all members of his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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FISHER, Sergeant Charles Allan (R82738, later J18292) - **Distinguished Flying Medal** - No.502 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 8 April 1922. Home in Iroquois, Ontario. Enlisted in Ottawa, 29 January 1941 and posted to No.2 Manning Depot. To No.11 SFTS (guard), 24 March 1941. To No.2 WS, 24 May 1941. Promoted LAC, 26 June 1941. To No.5 BGS, 8 November 1941; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. Commissioned 10 July 1943. Relinquished commission, 10 January 1944. Repatriated 3 February 1944. To No.32 OTU, 18 March 1944. To No.6 OTU, 31 May 1944. To "Y" Depot, 31 October 1944. Overseas posting cancelled as he goes to No.3 Release Centre, 27 February 1945. Retired 28 March 1945. Photo PL-23985 shows him on repatriation to Canada. Photo PL-21655 is a portrait. Died in Ottawa, 10 August 1999.

On July 16th, 1943, Sergeant Fisher was rear gunner of an aircraft engaged on an anti-submarine patrol, when four Junkers 88 were sighted. In the ensuing combat, which lasted twenty-five minutes, Sergeant Fisher used his guns to such good effect that one enemy aircraft was probably destroyed and the [remaining ?] enemy aircraft driven off. Throughout his operational career this airman has displayed courage and devotion to duty worthy of the highest praise.

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FISHER, F/L Charles Harold (J19844) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 16 August 1944 as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946. Born in Battleford, Saskatchewan, 27 August 1923. Home in Watrous, Saskatchewan. Student and store clerk. Four years in Boy Scouts and served as a Scoutmaster. Enlisted in Saskatoon, 20 September 1941. To No.3 Manning Depot, Edmonton, 13 November 1941; to No.4 ITS, Edmonton, 29 March 1942; promoted LAC, 22 May 1942 but not struck off strength of No.4 ITS until 1 August 1942, when posted to No.5 EFTS, High River. This delay seems to have been due to medical reassessment following pneumonia late in 1941. Graduated from No.5 EFTS on 10 October 1942 and posted next day to No.3 SFTS, Calgary; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 20 February 1943. To RAF Trainee Pool, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.11 (P) AFU, 4 May 1943. Attached to No.1534 BAT Flight, 1-7 June 1943. Taken on strength of Station Pershore, 6 July 1943. Appears to have gone to No.23 OTU at this point. Promoted Flight Sergeant, 5 August 1943. To No.1659 Conversion Unit, 25 September 1943; to No.427 Squadron, 20 October 1943. Promoted WO2, 5 February 1944. Subsequently commissioned with effect from 24 January 1944. To No.405 Squadron, 1 March 1944. Flying Lancaster JB644, 22/23 May 1944 the port main plane was struck by an incendiary bomb from above, damaging flap, trailing edge and one rib; no fire and crew unaware of strike until they landed. Killed in action 16/17 August 1944 (Lancaster "D", PB239). DFC subsequently presented to his mother, Mrs. Estalla F. Fisher (Watrous) at Government House, 7 November 1949;

photo PL-48173 shows her after presentation.

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

The website "Lost Bombers" has the following on his last sortie. Lancaster PB239, No.405 Squadron (LQ-D), target Kiel, 16/17 August 1944. PB239 was a Mark III, was delivered to No.405 Squadron from No.32 Maintenance Unit in July 1944. It took part in the tactical support of the Normandy Battle Area, 7/8 August 1944. When lost this aircraft had a total of 56 hours. Airborne at 2115 hours, 16 August 1944 from Gransden Lodge. Crashed in the sea off the west coast of Denmark. Crew (all killed) were F/O C.H.Fisher DFC, RCAF and a veteran of 53 sorties; Sergeant E.N.Jolly; F/L J.S.Bruce, F/O K.D.Kemp, RCAF; WO1 F.D.Billingsley, RCAF; F/O K.A.Nordheimer, RCAF; Flight Sergeant J.W.Carter RCAF.

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FISHER, Sergeant (now F/O) David Scott (R62101/J15154) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 22 January 1942 as per **London Gazette** dated 30 January 1942 and AFRO 358/43 dated 18 February 1943. Born in Biggar, Saskatchewan, 19 May 1918; home there; student. Enlisted in Saskatoon, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 AOS; to No.1 BGS, 13 October 1940. Graduated and promoted Sergeant, 25 November 1940, although date of posting to No.1 ANS is given as 24 November 1940. To Embarkation Depot, 4 February 1941; to RAF overseas, 2 March 1941. Commissioned 19 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 January 1944. Repatriated 13 October 1944. To No.13 SFTS, 26 November 1944. To No.1 Central Navigation School, 9 March 1945. To Release Centre, 4 September 1945; retired 17 September 1945.

This airman has successfully navigated his aircraft on many long operational flights and he has shown a complete disregard for personal safety in the face of enemy opposition. He has participated in attacks on Brest, Cologne, Rotterdam, Kiel, Bremen, Berlin and Turin. Sergeant Fisher's tenacity, fine spirit and cheerful confidence have set a high standard.

NOTE: The AFRO gives unit as No.203 Squadron - a misprint. Public Record Office Air 2/9578 has recommendation dated 24 November 1941 when he had flown 20 sorties (127 hours 55 minutes). Sortie list is interesting, and original text bears comparison with the final version.

class=WordSection17>

13 June 1941 - Brest (5.20)

23 June 1941 - Cologne (6.05)

26 June 1941 - Dusseldorf (5.05)

20 July 1941 - Rotterdam (3.20)

24 July 1941 - Emden (5.20)

5 August 1941 - Frankfort (6.30)

14 August 1941 - Hanover (7.00)

17 August 1941 - Duisberg (4.00)

19 August 1941 - Kiel (7.30)

22 August 1941 - Mannheim (7.20)

10 September 1941 - Turin (10.20)

12 September 1941 - Frankfurt (9.05)

15 September 1941 - Texel (4.40)

20 September 1941 - Berlin (9.50)

29 September 1941 - Stettin (1.45, aborted)

30 September 1941 - Stettin (8.30)

12 October 1941 - Bremen (6.30)

13 October 1941 - Dusseldorf (5.10)

22 October 1941 - Mannheim (7.05)

7 November 1941 - Emden (7.20)

class=WordSection18>

For many months the coolness and skilful navigation of this Observer has contributed largely to the successful operations carried out by his crew. This Non-Commissioned Officer has continually shown a complete disregard for his own personal safety, even when held by searchlight cones and subjected to intense flak fire, and his coolness and fearlessness in the face of danger has been an inspiration to his crew. This Non-

Commissioned Officer's tenacity, endurance and fine offensive spirit, together with his cheerful confidence has further inspired a high standard of morale in his crew and his fine record of achievement deserves recognition.

The Officer Commanding, RAF Station Elsham Wolds (G/C H.A. Constantine) added on 25 November 1941:

This Non-Commissioned Officer successfully navigated his crew on many long operational flights, during which he has always shown gallantry of the highest order, and by his cheerful confidence he has inspired a high standard of morale in his crew. I strongly recommend him for the award of the Distinguished Flying Medal.

This was further endorsed on 28 November 1941 by the Air Officer Commanding, No.1 Group, who wrote, "Recommended for the non-immediate award of the Distinguished Flying Medal".

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FISHER, F/L Gordon Clayton (J4690) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 November 1942 as per **London Gazette** dated 24 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in St.Boniface, Manitoba, 2 October 1913; home in Regina (motor mechanic with Ford). Enlisted in Regina, 26 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 AOS; graduated 8 December 1940 when posted to No.1 BGS; graduated and promoted Sergeant, 18 January 1941 when posted to No.1 ANS; commissioned 23 February 1941; granted rank of Flying Officer, 25 February 1941. Posted to Embarkation Depot, 12 March 1941. Embarked from Canada 10 April 1941; disembarked in Britain, 19 April 1941. To No.16 OTU, 26 April 1941. To No.106 Squadron, 4 July 1941. To No.408 Squadron, 10 July 1941. To No.1 Air Armament School, 10 August 1941, then back to No.408 Squadron. Promoted Flight Lieutenant, 25 September 1941. Shot down over Belgium with crew of W/C Twigg's aircraft, 28/29 August 1942. Evaded capture and, with F/L Van der Bok, made Gibraltar (see unit ORB entry of 2 October 1942). Long interview held in DHist biographical file. Repatriated 15 November 1942. To No.15 EFTS, 17 December 1942. To No.16 SFTS, 3 April 1943. Graduated and qualified as pilot, 25 July 1943. To No.16 SFTS, 6 August 1943. To No.1 GRS, 20 August 1943. To No.164 Squadron, 6 November 1944. To Transport Conversion Squadron, Penfield Ridge, 16 November 1944. To No.164 Squadron again, 3 February 1945. To AFHQ, 11 August 1946. Remained in postwar RCAF (19979), retaining rank of Flight Lieutenant as of 1 October 1946. To No.1 Composite Training School, Toronto, 8 August 1947. To RCAF Staff College, Toronto, 10 October 1947. To AFHQ, 28 July 1948. Promoted Squadron Leader, 1 January 1949. To Station Lachine, 1 January 1951. To No.426 (Transport) Squadron, 10 August 1951. To AFHQ, 25 February 1952. Promoted Wing Commander, 1 July 1953. To No.1 Air Division, 27 January 1955. To NATO Defence College, 30 July 1955. To SHAPE for staff duty, 1 August 1955. To AFHQ/Comptroller/Statistics, 6 July

1958. Reclassified as Personnel/Administration, 12 January 1962. Retired 27 April 1965. Died in Ottawa, 4 April 1988.

In August 1942, Flight Lieutenant Van Den Bok and Flight Lieutenant Fisher were wireless operator air gunner and navigator, respectively, of an aircraft detailed to attack Saarbrücken. On the return flight the bomber was attacked by enemy aircraft, sustaining much damage. Flight Lieutenant Van Den Bok, who was wounded in the leg by a piece of shrapnel, and Flight Lieutenant Fisher displayed outstanding courage, determination and fortitude. Both have completed many sorties and have invariably displayed similar qualities.

Directorate of History and Heritage file 181.009 D.2617, National Library and Archive RG/24 Volume 20627 has recommendation drafted 28 October 1942, noting he had completed 25 sorties and had the appointment of Squadron Bombing Leader.

Since the beginning of his tour on operations, 18 September 1941, Acting Flight Lieutenant Fisher has made 26 sorties over enemy territory. Among these sorties are targets such as Hamburg, Düsseldorf, Paris, Cologne, Essen, Bremen, Rostock (twice), Saarbrücken (twice), including a day trip to Abbeville where he got good photographs.

He has navigated his pilot to these targets with grave and dogged determination through heavy enemy defences.

On his 26th operational sortie, target Saarbrücken, 28 August 1942, while returning from the target over Belgium, he was intercepted by enemy aircraft and shot down. Flight Lieutenant Fisher baled out of the aircraft at the order of his captain and landed in Belgium. Within three weeks he reached Gibraltar, covering some 3,000 [sic] miles.

Throughout his tour he has proved himself a leader and shown great devotion to duty.

Public Record Office WO 208/3310 has MI.9 interview report of his evasion. He had left Gibraltar on 30 September 1942, reached Greenock 5 October 1942, and been interviewed on 7 October 1942.

I was the navigator of a Hampden aircraft which took off from Balderton at 2008 hours on 28 August 1942 to bomb Saarbrücken. We were shot down by a fighter at 2235 hours and three of us baled out south of Charleroi. The rest of the crew were:-

W/C J.D. Twigg (killed baling out)

F/O Van den Bok (wireless operator, S/P/G.867)

F/L Maitland (rear gunner, killed)

I hid my parachute and Mae West and taking a compass bearing went south as fast as I could across country. I travelled south for three nights, sleeping in the woods by day. On the third night I went through the Bois de Cimnay, skirted Chimnay itself and reached the frontier at Maquenoise. Just south of Chimay a Belgian farmer found me in his field. He gave me food and civilian clothes and put me on the road for France. I avoided the frontier guard at Maquenoise by going through woods and across country. It was easy to avoid bicycle patrols.

I went down the main road to the Foret St. Michel and reached Hirson at about 2215 hours on 30 August, but as it was pouring with rain and there was no shelter I had to keep going. Then I hid in a cave but finding a German sentry walking up and down near me, I left hurriedly and went into a lighted house, which turned out to be a bar with four Germans in it. One of them thinking I looked cold and miserable stood me a drink. I got out of there and went on across country till I reached a railway and could get no further. I therefore stood under a tree shivering in the pouring rain. A day break I found a road (Route Nationale 7) to Charleville. I left this road at Maubert Fontane and went south. I got some food in a house but they were too frightened to put me up. There was a German soldier billeted in the second house I tried, but the owner, who was of German origin with French sympathies, consented to put me up. He turned me out at 0600 hours on 1 September.

I pushed on and got back to R.R. 7 at Liart following it to Novion Porcien. Being dead beat I then approached a French woman who put me up and fed me. My feet were in a terrible state and I stayed there for five days. The family, which consisted of father, mother, son and daughter, were very kind to me. They got me an identity card and took me to Reims in a car belonging to the local lady of the manor, using German petrol. The son and daughter accompanied me by train to Paris. There was no control on the train and we arrived at 2000 hours on 5 September. We had dinner near the Gare du Nord (very poor food) and caught the night express to Bordeaux from the Gare d' Austerlitz, travelling second class (the Germans had four or five reserved coaches in front). Some German women in uniform tried to get into our compartment, but the French would not allow them in and sent them to the German coaches.

We arrived at Bordeaux at 0700 hours on 6 September and caught the local train to Cerons at 1030 hours. We crossed the Garonne on foot to Cadillac and went to the house of some relations of my guides. These relations provided bicycles and we rode to Grand Pierre just south of St. Germain de Graye on the Line of Demarcation. We spent the night in a hotel and here my guides left me and a woman took me across the Line to St. Pierre d'Aurillac without difficulty. She asked me for 150 francs and I gave her 200. I caught the train to Marmande and on the way the train was controlled three times. There was at this time some excitement about Jews and the men who had broken out of Fort de la Revere; however, my identity card satisfied them. At Marmande I got the express to Marseilles. There was a control at the ticket office at Marmande, but this did not take place until I had bought my ticket. There was no control on the night train to Marseilles where I arrived at 0700 hours on 8 September. I had no trouble at the barrier and went to the American Consulate. From there I was put in touch with an organization which arranged for my repatriation to the United Kingdom.

Public Record Office Air 40/258 has report on loss of Hampden AE197 based on information provided by Fisher and F/O R. Van Den Bok. It noted that the other crew members (W/C J.D. Trigg and F/L I. Maitland) were dead.

This crew of officers took off from Balderton, a satellite of Syerston, at 2000 hours on 28 August 1942 to attack Saarbrücken.

The Belgian coast was crossed near Furnes on track at 11,000 feet. A few searchlights tried to pick up the aircraft, but were unsuccessful. The aircraft was attacked by flak, which the crew did not expect at this stage, as none of them knew that any flak was stationed near there.

The searchlights and flak were passed without any trouble, after which the aircraft was at 9,000 feet. The track was via Mons, and to the south of Luxembourg.

Flight Lieutenant Fisher saw one aircraft burning on the ground and another going down in flames.

While over Marienburg, 22 miles south of Charleroi at 2215 hours some fighter flares were seen by Flight Lieutenant Maitland, the rear gunner, and the pilot commenced to weave at once, but at that moment the aircraft was attacked by a Junkers 88 from below and astern.

The rear gunner was killed immediately, the elevator and rudder controls were shot away, the inter-com became unserviceable and the port gun of the WOP/AG was hit and "bent", but Pilot Officer Van Den Bok managed to sight the Junkers 88 at 150 yards with the other gun and let off a pan of ammunition at it, and claims hits in the wing.

The "nickels" started to burn and the fire was further aggravated by the oxygen from the bursting oxygen bottles.

The pilot endeavoured to turn for home, an Flying Officer Van Den Bok went to see if he could do anything for the rear gunner, and managed to put on his parachute and had hopes of getting him out of the aircraft with the idea that a doctor might be able to do something for him. Unfortunately he could not open the door to release him, so had to give up the idea, but had little compunction in doing so as he realised that Flight Lieutenant Maitland could not possibly have been alive with such head injuries.

The lighting in the aircraft ceased to work and the crew were unable to find the fire extinguishers and as the aircraft was rapidly losing height and very difficult to control it became evident that they would have to bale out.

With the altitude indicator at 4,500 feet - the ground was about 2,000 feet - Flight Lieutenant Fisher was the first to bale out, followed by Flying Officer Van Den Bok.

Wing Commander Twigg's body was subsequently found attached to his parachute which had not opened. In view of the altitude at which the two survivors had baled out, it is possible that he baled out too low or may have hit his head on the tail unit.

Flight Lieutenant Fisher and Flying Officer Van Den Bok landed near Silenrieux, and Wing Commander Twigg's body was picked up near Boussu-sur-Walcourt. The aircraft landed in soft ground west of Wing Commander Twigg.

The survivors do not know if the IFF was detonated, nor if the flimsies or other papers were destroyed.

Flight Lieutenant Fisher while in Belgium in early September noticed a number of

Dornier 217, some painted black and some with day camouflage, flying singly at 1,000 feet.

Flying Officer Van Den Bok saw a number of dummy aircraft in a field to the right of the railway line from Lille o Douai and on 2 September 1942 saw a trainload of Canadian prisoners near Silenrieux going towards Germany.

Application for Operational Wing: Submitted 27 February 1944, it listed the following sorties. All were in Hampden aircraft except that of 1 June and 20 June 1942 (Manchesters).

6 July 1941 - Brest (6.55)

9 July 1941 - Aachen (5.45)

11 July 1941 - Wilhelmshaven (7.20)

17 July 1941 - search area 40 degrees east of Hook of Holland (7.30)

18 September 1941 - Abbeville (3.15)

20 September 1941 - Abbeville (3.15)

30 September 1941 - Hamburg (7.00)

12 October 1941 - Huls (5.30)

29 November 1941 - Dusseldorf (6.10)

28 December 1941 - Huls (4.50)

12 February 1942 - Scharnhorst, Gneisenau, Prinz Eugene, Hook of Holland (3.10)

3 March 1942 - Renault works, Paris (5.35)

24 April 1942 - Gardening, Lorient (4.50)

26 April 1942 - Heinkel works, Rostock (8.35)

28 April 1942 - Heinkel works, Rostock (8.00)

1 June 1942 - Kiel (7.30)

20 June 1942 - Essen (4.45)

21 June 1942 - search area off Ems Estuary (3.45)

2 July 1942 - Bremen (5.50)

8 July 1942 - Wilhelmshaven (5.45)

11 July 1942 - Mole No.3, Ruhr (3.30)

29 July 1942 - Saarbrucken (6.50)

5 August 1942 - search area east of Texel (4.30)

17 August 1942 - Osnabruck (5.45)

18 August 1942 - Flensburg (7.10)

28 August 1942 - Saarbrucken (3.10, shot down)

Notes: On repatriation, November 1943, he stated he had flown 312.45 on Hampden and 27.15 on Manchester aircraft.

Training: Interviewed 26 June 1940. "Good background. Strongly recommended."

Course at No.1 ITS was 22 July to 17 August 1940. Classes in Mathematics (96/100), Armament, practical and oral (84/100), Drill (80/100) and Law and Discipline (72/100). Placed 70th in class of 126 Observers. "Should make a good observer. Very conscientious, hard worker."

Course at No.1 AOS was 16 September to 7 December 1940. Flying time note recorded but obtained 435/500 in air marks - "Exceptional. Always did a good job and still found time to do a great deal of extra work." Ground courses in DR Plotting (136/150), DR written (128/150), Compasses and Instruments (137/150), DF/WT (90/100), Signals (50/50), Maps and Charts (81/100), Meteorology (86/100), Photography (90/100) and Reconnaissance (75/100). Placed first in a class of 42. "Exceptional. Hard working. Very fine personality."

Course at No.1 BGS was 8 December 1940 to 20 January 1941. Battle aircraft - 16.55 bombing and 5.35 gunnery. Average bombing error was 109 yards. Scored five percent hits in Beam Test, zero per cent in Beam Relative Speed Test, ten percent hits in Under Tail Test. Examined in Bombing, written (115/150), Bombing, practical (106/150), Gunnery, written (66/100) and Gunnery, practical (72/100). Average as Bomb Aimer, Above Average as Gunner. Placed ninth in a class of 39. "A good student. Tried very hard but does not show very much confidence in himself."

Course at No.1 ANS was 2 January to 15 February 1941. Anson aircraft - 7.50 as first navigator by day, 13.40 as second navigator by day, 6.45 as first navigator by night, 11.45 as second navigator by night. "Above Average, completed every exercise successfully." Examined in Astro Navigation Plotting (133/150) and Astro Navigation, written (93/100). Placed fourth in a class of 40. "Vigorous minded. Practical and fast working, Keen. A rough diamond who always does a reliable job of work."

Course at No.15 EFTS was 25 January to 19 March 1943. Tiger Moth aircraft - 10.05 dual to first solo, 37.15 total day dual, 35.00 day solo, 4.30 night dual, 30 minutes night solo. Was 9.05 on instruments and logged 10.30 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals. Scored 639 of a possible 700 points; first in a class of 24. "Above average service pilot material. Calm and clear headed. Coordination just average. Instrument flying above average. Navigation high average. Link 70 percent."

Course at No.16 SFTS was 5 April to 23 July 1943. Anson aircraft - 7.05 dual to first solo; 78.55 total day 66.00 day solo, 11.20 night dual, 5.55 night solo. Was 12.20 in formation, 18.20 on instruments and logged 24.30 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals. Scored 643 of a possible 750 points. "Above average pilot, alert, competent. Armament and Navigation above average. Conduct and deportment excellent. Link 77 percent."

Course at No.1 GRS was 25 August to 22 October 1943. Anson aircraft - 39 hours 15 minutes (all by day). Courses in DR Navigation Intermediate (83/100). DR Navigation Final (264/300), DR Navigation Air Work (253/300), Reconnaissance (144/200), Reconnaissance Air Work (83/100), Astro Navigation (95/100), Compasses and Instruments (170/200), Meteorology (145/200), Signals (85/100), Coding (75/100), Ship Recognition (172/200), Photography (83/100) and Visual Signals (Pass). Placed first in a class of 20. "A keen and capable officer who has worked hard to gain maximum benefit from Course. Above average Navigator and student,:

Transport Conversion Course, Pennfield Ridge was 20 November 1944 to 3 February 1945. Dakota and Beechcraft machines - 20.40 day dual, 45.50 day as captain, 4.45 night dual, 33.55 night as captain. Was 2.30 on instruments and 20.30 in Link. Rated in General Flying (310/400), Instrument Flying (200/250) and Link (39/50). Ground examinations in Airmanship (77/100), Engines (92/100), Meteorology (96/100), Navigation (200/200), Signals, Morse (99/100), Signals, written (87/100) and Radio Range (87/100). "A competent co-pilot and good worker. Future captain material."

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FISHER, F/O John Edwin (J24228) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Toronto, 12 March 1923; home in Leaside; enlisted in Toronto, 28 April 1942. To No.1 Manning Depot, 12 May 1942. To No.9 BGS (guard), 10 July 1942. To No.5 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 when posted to No.9 AOS; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943. To RAF overseas, 27 March 1943. Promoted Flying Officer, 5 September 1943. Repatriated 23 November 1944. To No.1 AOS, 30 January 1945. To No.1 CNS, 9

February 1945. Promoted Flight Lieutenant, 5 March 1945. Further postings and release date not known. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation of W/C J.F. Easton dated 4 November 1944 when he had flown 33 sorties (151 hours 50 minutes), 9 April to 25 September 1944.

Flying Officer Fisher has completed an operational tour as navigator on four engined bombers in an exemplary manner. He has navigated his aircraft successfully to such targets deep in Germany as Dortmund, Aachen, Wesselling, Kiel, Stuttgart, Hamburg and Brest. On all occasions he has navigated with exceptional skill. Several times when his aircraft was shot up and in difficulties, Flying Officer Fisher's resourceful and skilful navigation was largely responsible for the safe return to base of his aircraft. More recently against precision targets requiring the utmost in navigation skill and accuracy, Flying Officer Fisher has taken his aircraft accurately to the target.

By his exceptional keenness and his coolness in operations against the enemy, Flying Officer Fisher inspired his crew with great confidence, and his efforts throughout his tour have been a very large contributing factor to the great success achieved by his crew.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.13)

1 May 1944 - St. Ghislain (4.06)

9 May 1944 - Calais (3.38)

11 May 1944 - Boulogne (3.35)

22 May 1944 - Dortmund (4.35)

24 May 1944 - Aachen 4.26)

27 May 1944 - Bourg Leopold (4.50)

5 June 1944 - Longues (4.44)

6 June 1944 - Contances (6.12)

7 June 1944 - Acheres (4.41)

21 June 1944 - St, Martin (4.10)

24 June 1944 - Bamieres (4.15)

4 July 1944 - Villeneuve St. George (5.00)

5 July 1944 - Siracourt (4.20)

7 July 1944 - Caen (4.20)

12 July 1944 - Creil area (4.50)

17 July 1944 - Caen (4.25)

18 July 1944 - Wesseling (4.55)

23 July 1944 - Kiel (5.15)

24 July 1944 - Stuttgart (8.45)

27 July 1944 - Hamburg (5.45)

1 August 1944 - Ferme de Forestel (3.50)

2 August 1944 - Bois de Casson (4.25)

14 August 1944 - Bois de Tassilly (4.25)

25 August 1944 - Brest (4.55)

27 August 1944 - Mimoyecques (2.55)

30 August 1944 - Ile de Cezembre (5.05)

8 September 1944 - Le Havre (3.30)

9 September 1944 - Le Havre/Buick II (4.05)

11 September 1944 - Caustrop-Rauxel (5.05)

13 September 1944 - Osnabruck (4.04)

16 September 1944 - Boulogne (4.20)

25 September 1944 - Calais (4.00)

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FISHER, F/O John Robert (J41914) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 6 June 1917. Home in Oshawa; enlisted in Toronto, 25 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 March 1941. To Trenton, 30 March 1941. To No.1 BGS, 13 June 1941. To No.13 (Operational Training) Squadron, 7 January 1942. Promoted WO2, 20 March 1942. To Eastern Air Command, 5 April 1942. To No.11 (BR) Squadron, 29 April 1942.

Commissioned 13 December 1943. Promoted Flying Officer, 13 June 1944. To No.2 Air Command, 20 March 1945. To Release Centre, 16 September 1945. Retired 18 September 1945.

This officer has flown over a hundred operational sorties and is now completing his second tour of operations. As captain of aircraft he has proved himself to be a most efficient and capable pilot and his skill and leadership under adverse conditions have provided an example of devotion to duty worthy of the highest praise.

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FISHER, FS John William (R218578) - **Distinguished Flying Medal** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born at Cuthbert Plain, Manitoba, 14 January 1925; home in The Pas, Manitoba (Student); enlisted in The Pas, 11 February 1943. To No.2 Manning Depot, 3 March 1943. To No.5 AOS, 22 April 1943 (guard). To No.23 Pre-Aircrew Education Detachment, 27 June 1943. To No.1 Air Gunner Ground Training School, 9 July 1943. Promoted LAC, 4 September 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Sergeant, 15 July 1944. Repatriated 9 November 1944. To No.7 BGS, 22 December 1944. To "Y" Depot, Moncton, 6 April 1945. To United Kingdom, 1 May 1945. Repatriated by air, 22 July 1945. To Greenwood, 23 July 1945. To Release Centre, 5 September 1945; retired 15 September 1945. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 17 January 1945 when he had flown 37 sorties (177 hours five minutes), 16 March to 19 September 1944. The sortie list mentions several adventures. On 22 March 1944 (mining in Kiel Bay) there was not predicted flak and fighter attacks which holed the aircraft. On 25 March 1944 (Aulnoye) they lost one engine plus power in another; the flight engineer was wounded. The Kiel Bay incident mentioned in citation was 18 April 1944; the recommendation reads: "On a mining operation in Kiel Bay on 18th April, 1944, FS Fisher's oxygen equipment to his turret was u/s, and he flew for five hours at 18,000 feet on a 40-minute supply from emergency bottles, steadfastly refusing to leave his post while the aircraft was in danger of night fighter attacks.". They mined the Frisians on 7 May 1944 with two 2,000 pound mines. One hung-up and bounced through the bomb doors on touchdown ! They had two fighter attacks on 28 July 1944 (Hamburg) and one gunner was wounded on 12 September 1944 (Dortmund).

Flight Sergeant Fisher has recently completed a tour of operational duty including attacks against such targets as Dortmund, Hamburg, Kiel and Bremen. Throughout he has proved himself to be an extremely skilful and fearless air gunner. On more than one occasion his alertness and concise directions to his pilot have been responsible for the safe return of his aircraft and crew. Whilst on a minelaying mission to Kiel Bay in April 1944, Flight Sergeant Fisher's oxygen equipment was rendered unserviceable. In spite of this the airman refused to leave his post while the aircraft was in danger of attacks from enemy fighters and he flew for a very long period at a considerable height with

only a very small oxygen supply. At all times he has displayed outstanding courage and devotion to duty.

The original recommendation and sortie list were as follows:

This mid-upper gunner has completed a tour of operations totalling 37 sorties. Throughout his tour he has proven to be an extremely skilful and fearless gunner. On more than one occasion his alertness and cool judgement in giving evasive action to his pilot have been responsible for the safe return of his aircraft and crew. On a mining operation in Kiel Bay on 18th April 1944, Flight Sergeant Fisher's oxygen equipment to his turret was unserviceable, and he flew for five hours at 18,000 feet on a 40-minute supply from emergency bottles, steadfastly refusing to leave his post while the aircraft was in danger of night fighter. His courage, loyalty and devotion to duty have on all occasions been outstanding.

16 March 1944 - Amiens (5.24)

22 March 1944 - mining, Kiel Bay (5.40, flak, fighter attacks, holed)

23 March 1944 - Laon (5.00)

25 March 1944 - Aulnoye (5.10, "lost 1 ½ motors over target. Engineer wounded. T.I. prang.")

30 March 1944 - Heligoland (4.45)

1 April 1944 - mining, Terschilling Isle (3.25)

9 April 1944 - Lille (5.15)

12 April 1944 - Heligoland (5.10)

18 April 1944 - mining, Kiel Bay (7.10)

20 April 1944 - Lens (5.00)

7 May 1944 - mining, Frisiens (3.15, "Two 2,000 - one hangup bounced through bomb doors on touchdown")

24 May 1944 - Trouville (4.20)

27 May 1944 - Le Clipon (3.40)

5 June 1944 - Merville (4.50)

6 June 1944 - Conde sur Noireau (5.50)

15 June 1944 - Boulogne (4.05)

16 June 1944 - Sterkrade (4.55)
21 June 1944 - Disemont Neuville-au-Bois (4.40)
9 July 1944 - Mont Condon (4.05)
12 July 1944 - Bremont (4.50)
18 July 1944 - Caen (5.05)
18 July 1944 - Vaires (4.30)
28 July 1944 - Hamburg (5.50, "Good prang, two fighter attacks")
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St.Leu d'Esserent (5.10)
8 August 1944 - Foret de Chantilly (5.00)
9 August 1944 - Labrequet (4.25)
12 August 1944 - La Neuville (4.20)
14 August 1944 - Falaise (4.30)
15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (4.55)
18 August 1944 - Bremen (5.15)
25 August 1944 - Brest (4.20)
10 September 1944 - Le Havre (4.45)
12 September 1944 - Dortmund (5.20, "Lovely prang. Bit rough. Mid-under wounded, o.k.")
15 September 1944 - Kiel (5.40)
19 September 1944 - Boulogne (3.55)

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FISHER, F/L Norman William (J24734) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 25 September 1922. Home in Edmonton; enlisted there 15 March 1941 and posted to No.2 Manning Depot. To No.34 SFTS (guard duty), 29 April 1941. To No2 WS, 22 June 1941. Promoted LAC, 24 July 1941. To No.2 BGS, 8 November 1941; graduated and promoted Sergeant, 8 December 1941. To Western Air Command, 9 December 1941. To No.115 Squadron, 12 December 1941. To Eastern Air Command, 20 December 1941. To No.10 (BR) Squadron, 30 December 1941.

Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. Commissioned 7 January 1943. Promoted Flying Officer, 7 July 1943. To Eastern Air Command Headquarters, 18 January 1944. Promoted Flight Lieutenant, 1 March 1944. To No.8 Release Centre, 30 August 1945. Retired 8 September 1945.

This officer has participated in many sorties on anti-submarine operations. By his skill as a wireless operator air gunner he assisted materially in an attack against an enemy submarine. He has at all times displayed a keenness and devotion to duty which have been an example to all with whom he has been associated.

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FISHER, F/L Robert Frank (J5821) - **Mention in Despatches** - No.10 (BR) Squadron (now missing) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Armstrong, British Columbia, 5 November 1921; educated there. Fruit grover and labourer. Enlisted in Vancouver, 10 October 1940. To No.1 Manning Depot, Toronto, 14 October 1940. To Technical Training School, St. Thomas, 31 October 1940. To No.1 ITS, Toronto, 23 December 1940; graduated and promoted LAC on 27 January 1941; posted that date to No.9 EFTS, St. Catharines; course completed, 17 March 1941 but not struck off strength until 29 March 1941 when posted to No.1 Manning Depot; to No.2 SFTS, Uplands, 7 April 1941; graduated and promoted Sergeant, 21 June 1941. Commissioned 22 June 1941. To Central Flying School, Trenton, 23 June 1941. Reprimanded for performing unauthorized aerobatics on 12 July 1941. To Eastern Air Command, 20 November 1941. To No.2 Coastal Artillery Cooperation Detachment, Dartmouth, 24 November 1941. Promoted Flying Officer, 1 July 1942. To Station Sydney, 13 August 1942 to join No.4 Coastal Artillery Cooperation Detachment. To No.10 (BR) Squadron, 9 October 1942. Promoted Flight Lieutenant, 1 July 1943. Recommended for DFC, 18 October 1943, having flown 1,218:25 hours to date, 303:35 operational hours (35 sorties). See photograph PL-21285 (with crew). Fisher was pilot of the Liberator that sank **U-341**, 19 September 1943. Killed in crash of Liberator 3701 on 20 October 1943. RCAF photo PL-2918 shows a group of British Columbian LACs after receiving wings at Uplands - R.F. Fisher (Armstrong), M.C. Cuthbert (Vancouver), D.R. Gill (Cranbrook), D.L. Price (Victoria), F.H. Sproule (Vancouver), G.D. Fowler (Ladner).

This officer has displayed exceptional ability and devotion to duty throughout his service as a pilot on anti-submarine operations. He was captain of a VLR Liberator which attacked an enemy submarine in the North Atlantic area and, despite the intensity of opposition, he pressed home the attack with such skill that the U-Boat was assessed as probably destroyed.

NOTE: The original recommendation (apparently by the Squadron Commanding Officer) read:

This officer has displayed devotion to duty of the highest calibre over a long period of anti-submarine operational patrols in the North Atlantic. His crowing achievement was an attack in September 1943 on a heavily-armed fiercely resisting enemy U-Boat in which his aircraft sustained anti-aircraft damage during two run-ins to attack. In spite of the intensity of the opposition he pressed home his attack with such skill that the result has been assessed by the highest authority as "U-Boat probably destroyed".

In spite of the date of the original recommendation, this was not endorsed by G/C C.L. Annis until 17 January 1944 when he wrote:

I heartily concur that the award of the decoration recommended is fully merited. However, this officer has been missing since October 22, 1943 [sic] and in view of the fact that it is not policy to award this decoration posthumously, I recommend, please, that he be Mentioned in Despatches.

Air Vice-Marshal G.O. Johnson approved this on 31 January 1944, followed by Air Commodore H.L. Campbell (no date) and Air Marshal Robert Leckie (no date).

Assessments indicated that he was unhappy and barely average while on Coastal Artillery Cooperation duties, and only began to blossom upon posting to No.10 (BR) Squadron.

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FISK, F/O James Carlyle (J89475) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 13 October 1919 in Vermillion, Alberta; educated there; home there; truck driver. Ex-RCA., training at Camp Sarcee and with 19th Alberta Dragoons, 15 August 1940 to 25 January 1941. Enlisted in Edmonton, 26 January 1942 for General Duties and posted to No.3 Manning Depot. To No.7 ITS, 25 February 1942. Promoted AC1, 26 April 1942. Promoted LAC, 26 July 1942. To No.4 Manning Depot, 21 August 1942 for additional training in Mathematics and Science. Remustered to aircrew and posted to No.6 ITS, 6 December 1942; may have graduated 5 March 1943 but not posted to No.12 EFTS until 3 April 1943; may have graduated 26 May 1943 but not posted to No.6 SFTS until 29 May 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from New York, 8 October 1943 (date formally taken on strength of No.3 PRC). Disembarked in Britain, 16 October 1943. Attached to No.2 EFTS, 3-31 December 1943. To No.15 (Pilots) AFU, 11 January 1944; attended No.1 Beam Approach School, 8-21 March 1944. To No.18 OTU, 25 April 1944. Promoted Flight Sergeant, 17

June 1944. Commissioned 19 June 1944. To No.11Base, 8 July 1944. To No.626 Squadron, 14 September 1944. Promoted Acting Flying Officer, 12 October 1944; confirmed as Temporary Flying Officer, 19 December 1944. Repatriated 3 May 1945. To No.2 Air Command, 18 May 1945. To No.2 Aircrew Conditioning Unit, 20 June 1945. Released 3 October 1945. Died in Calgary, 1 December 1992.

Flying Officer Fisk has completed numerous successful operational sorties and has at all times shown the utmost determination to engage the enemy. In March 1945 he was returning from a successful mine-laying sortie in Baltic waters when his aircraft was attacked by an enemy fighter. Due entirely to Flying Officer Fisk's determination and his skilful handling of the aircraft the enemy aircraft was shot down in flames. Immediately after this incident another fighter was sighted which shadowed his aircraft with great persistence. This attacker was eventually shaken off. Throughout this incident and in all his sorties Flying Officer Fisk has displayed able captaincy and gallantry.

Notes: Application for Operational Wing dated 29 March 1945 stated he had flown 37 sorties (229 hours 40 minutes, 14 September 1944 to 25 March 1945).

On repatriation form dated 19 April 1945 he stated he had flown 37 sorties (229 hours 40 minutes, the last on 25 March 1945. He had also flown 253 hours 30 minutes non-operational. Types experienced overseas were Tiger Moth (9.20), Oxford (106.20), Wellington (79.10), Halifax (41.05) and Lancaster (247.15).

Training: Course at No.6 ITS was 29 December 1942 to 5 March 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written and practical) and Meteorology. Scored 786 points of a potential 1,000; placed 20th in a class of 27. "A supercilious sort who has an idea he knows all the answers. Has shown marked improvement, but still requires firm discipline. Academically he is doing fairly well, but is capable of a much better effort."

Course at No.12 EFTS was 5 April to 28 May 1943. Tiger Moth aircraft - 13.40 dual to first solo, 33.35 total day dual, 32.20 day solo, 5.15 night dual. Was 9.05 on instruments and logged twelve hours in Link (69 percent in Link). Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 502 points of a possible 700. Placed 20th in a class of 27. "Average student, responds readily to instruction. Take-offs good but landings are not consistent, as he tends to level off too high. Instrument flying good average for his time. Aerobatics good. Turns fair, spins good. General airmanship fair."

Course at No.6 SFTS was 31 May to 17 September 1943. Harvard II aircraft - 9.40 day dual to first day

solo, 74.30 total day dual, 55.20 day solo, 5.10 night dual to first night solo, total 9.40 night dual, 10.40 night solo. Was on instruments 30 hours, in formation 13.10. Logged 25 hours in Link. Air tests in General Flying (210/300), Instrument Flying (134/200), Navigation (100/150). Armament (99/150), Night Flying (70/100), Formation (38/50) and Link (34//50). Ground Examinations in Airmanship (133/200), Armament (144/200), Navigation (137/200), Signals (149/200), Aircraft Recognition (54/100 on supplemental) and Meteorology (80/100). "Flying - Average, aerobatics poor. Ground Instruction School - Satisfactory. Could have done better with greater effort. Department good."

Course at No.15 (Pilots) AFU was 8 February to 25 April 1944. Oxford aircraft (6.50 day dual to first day solo, 32.55 total day dual, 23.45 day solo of which 2.50 was formation 7.30 on instruments; 1.00 night dual to first night solo, 9.05 total night dual, 15.15 on night solo, 3.20 on instruments (BAT training). Also logged 12.55 on ordinary Link and 7.20 on BAT Link. Flying Test Grades in General Flying (220/400), Applied Flying (120/200), Instrument Flying (160/250), Night Flying (60/100) and Link (33/50). "Has completed a good average course. No outstanding faults and suitable as an aircrew captain."

Course at No.18 OTU was 25 April to 28 June 1944. Wellington III and X aircraft - 9.50 day dual to first day solo, total 10/40 day dual, 29/30 day solo, 5.35 night dual to first night solo, total 5.35 night dual, 33.25 night solo. Was one hour in formation, 19.00 on instruments. Logged ten hours in Link. Evaluated under following headings - General Flying (280/400), Applied Flying (140/200), Instrument Flying (175/250), Night Flying (75/100), Link (33/50). Ground courses in Airmanship (264/300), Armament (210/300), Meteorology (75/100), Navigation (124/200), and Signals (66/100). "Above the average as pilot and captain, a very sound type who should do well on operations."

Assessments: "Improves his knowledge if not too much effort. A keen, willung officer who makes an excellent captain of aircraft. A definite asset to his squadron." (F/L R.O. Lane, No.626 Squadron, 3 November 1944, when he had flown ten sorties).

"A pleasant personality who carried out his duties with zeal and vigour." (W/C D.F. Dixon, No.626 Squadron, 23 April 1945, when he had flown 728 hours 50 minutes - 221.40 in previous six months).

* * * * *

FITCH, Supervisor Allen Bert (Z502) - **Member, Order of the British Empire** - No.143 Wing - AWARD IN CIVIL DIVISION - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Vancouver, 6 March 1910. Home in Vancouver. Worked as inspector for American Can, draughtsman for British Columbia Electric Railway (1929-1934) and Officer, Salvation Army, 1934 to 11 January 1940 when he enlisted as a Salvation Army Supervisor in the Canadian Army. It appears that he went overseas with the Army, but date uncertain. Taken on strength of RCAF Overseas

Headquarters, 23 February 1943. Transferred to RCAF, 24 February 1943. To No.3 District Headquarters, 9 March 1943. To Station Watton Detachment, 9 March to 5 September 1943. Returned to RCAF Overseas Headquarters until 4 February 1944 when posted to No.143 Wing. To RCAF Overseas Headquarters, 30 April 1945 but remaining on attachment to No.143 Wing. To No.83 Group Headquarters, 26 August 1945. Repatriated from overseas, 30 August 1946; to Western Air Command, 5 September 1946. Released 16 October 1946. Died in Burnaby, British Columbia, 29 January 1980, age 69. RCAF photo PL-28847 (ex UK-9848 dated 29 April 1944) is captioned as follows: "Supervisor Allen B. Fitch, 566-21st Avenue, East Vancouver, a Salvation Army welfare officer. His pneumatic tent is a source of intense interest to the Canadian airmen and he answers scores of questions from the visitors to the 'Sally Ann' each day on 'what keeps it up?'" RCAF photo PL-40477 (ex UK-17436 dated 1 December 1944) taken when RCAF No.143 Wing was entertaining Dutch children; this particular picture shows him chatting with St. Nicholas. A related photo (PL-40466, ex-UK-17425) shows the arrival of St. Nicholas in a decorated Auster piloted by P/O William Clifford of St. Catharines. RCAF photos PL-44987 and PL-44988 (ex UK-22491 and UK-22492) both dated 7 July 1945 show him with assistant Allan Davidson (Port Arthur, Ontario) at party or function.

This Supervisor, of the Salvation Army Canadian War Services, as one of the first Supervisors to be put on mobile work in the Royal Canadian Air Force. For a time he covered the difficult territory in Norfolk and part of Suffolk, comprising 54 stations. With the formation of the 2nd Tactical Air Force he was posted to No.143 Wing and has served with this unit ever since. His cheerful good nature and willingness to help have endeared him to all who have served with this unit. His services have been exceptionally beneficial to Royal Canadian Air Force personnel.

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FITCHETT, F/O Leonard Elmer (J93441) - **Mention in Despatches** - No.409 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 10 September 1922. Home in Victoria; enlisted in Vancouver, 30 March 1942. To No.3 Manning Depot, 4 May 1942. To No.7 SFTS (guard duty), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 24 October 1942; graduated 28 December 1942 when posted to No.7 SFTS; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 16 October 1943. Promoted WO2, date uncertain. Commissioned 9 January 1945. Repatriated 7 July 1945. Promoted Flying Officer, 9 July 1945. To No.3 Repair Depot, 15 August 1945. To No.8 Release Centre, 8 October 1945. Released 18 October 1945. Subsequently joined Israeli Air Force, serving under the code-name "Mahal" and leading a Beaufighter unit ("B" Flight, 103 Bomber and Transport Squadron). On the morning of 19 October 1948, piloting Beaufighter D-171 to assist the Israeli Navy on a sortie to bomb the Egyptian flagship **The Emir Farouk**. He encountered an Egyptian Hawker Fury flown by Squadron Leader Abd Al-Hamid Abu Zayd, commanding officer of Egypt's 2nd Squadron, REAF. Aware that the Beaufighter stood little chance in a dogfight, the pilot, Len Fitchett, jettisoned his bomb load and put his

bomber into a dive low over the water. This was a tactic to hit the deck at low level and at full throttle and was deployed to out run fast enemy fighters during the Second World War. Followed by the Egyptian, Fitchett deployed a tactic that if anything, showed he was a pilot with intense skill and nerve, whilst diving to sea level, he abruptly pulled up just above the water. Squadron Leader Abd Al-Hamid Abu Zayd stood little chance in replicating the manouvre as he attempted to pull Fitchett's Beaufighter into his gunsights. Fitchett looked back just in time to see the Fury crash directly into the sea. This became Fitchett's third confirmed kill. On 20 October 1948, Beaufighters D-171 and D-172 went up to make a low-altitude attack on the Iraq el Suedan Police fortress in the Negev. The Beaufighters were flown by Leonard Fitchett, Navigator Dov Shugerman of Britain and Pilot Stanley Andrews of the USA in the lead plane, and Sid Kenridge and Danny Rosen in the No. 2 position. The planes flew at treetop altitude in order to avoid AAA, but met heavy AAA when they reached their target. At the target, D-171 fired its cannon and successfully dropped its bombs on the Iraq el Suedan Police building. The second Beaufighter initially had trouble operating its weapons, but participated in the second bombing run. Ignoring orders, Fitchett made a second pass at the target and suffered a hit in the port engine by anti-aircraft fire and it disappeared, eventually crash landed in Egyptian controlled territory near the Arab village of Ishdud. It is believed all three survived, but were captured, murdered and mutilated by Egyptian troops. When Israeli forces finally gained control of the crash site, only Fitchett's body was recovered. (Most of the foregoing is from website http://www.30squadron.org.au/index.php?option=com_content&view=article&id=27&Itemid=356). RCAF unit not identified in AFRO, which says only "Overseas". See **The RCAF Overseas: The Sixth Year**, pp.307 and 309. Destroyed a He.111, 24/25 September 1944 and a Ju.52 on 24/25 April 1945. RCAF photo PL-28979 (ex UK-9279 dated 1 April 1944) shows Sergeant A.C. Hardy, RAF (left) and Flight Sergeant L.E. Fitchett (Victoria). RCAF photo PL-40404 (ex UK-17551 dated 16 December 1944) is captioned as follows: "WO Ted Cole, left, of West Vancouver, Nighthawk Squadron Mosquito pilot, shows WO Len Fitchett (Victoria) on a chart where his cannon shells scored hits on two Ju.88 night fighters which he shot down in one night recently. Fitchett shot down the first enemy plane scored by the Nighthawks after they moved to France, where they are now operating."

Notes: Aviation Safety Network (<https://aviation-safety.net>) records the following incidents:

25 September 1944 - Mosquito MM589, No.409 Squadron, with 1517413 Flight Sergeant Alexander Charles Hardy. Damaged by debris from He.111 and crash landed near Lille; damaged beyond repair.

25 April 1945 - Mosquito NN588, No.409 Squadron, with 189062 P/O 1517413 Alexander Charles Hardy. Damaged by another Mosquito (friendly fire) on patrol and crash landed at B.108 Rheine. Crew OK but aircraft damaged beyond repair.

RCAF Press Release No.6765 dated 24 September 1944 from F/O S.P. Cromie, transcribed by Huguette Mondor Oates, reads:

WITH A CANADIAN NIGHT-FIGHTER SQUADRON IN FRANCE: -- The French underground, famous for its work in rescuing Allied pilots who parachuted into enemy occupied territory, had a chance to show what they could do for them now that France is liberated, when two RCAF Nighthawk squadron fliers bailed out at night recently.

The two airmen were W/O L.E. Fitchett of 637 Pine Street, Victoria, B.C., and F/S Alex Hardy of Newcastle, England, navigator, who were picked up by members of the Maquis and given a royal welcome after landing nearly 100 miles from their airfield.

“One of our engines packed up during our night patrol,” Fitchett said. “Further trouble developed, so we decided to bail out. Alex went out at about 5,000 feet and the last time I looked at the altimeter, it was around 3500 feet. He landed in a field, and I settled down on a tree in a forest three miles from him. When I climbed down a group of Maquis men met me. They had found Alex and we all went to a farm house together. They fed us, brought out bags of cognac and we had a real celebration. Next morning, they put us in touch with an army unit and we were driven back to our airfield.”

Fitchett, who twisted his leg slightly in landing in the tree, said that he “fell too quickly to remember the sensation” of his first parachute jump.

RCAF Press Release No.6785 dated 28 September 1944 by F/O S.P. Cromie, transcribed by Huguette Mondor Oates, reads:

WITH A CANADIAN NIGHT FIGHTER SQUADRON IN FRANCE: -- W/O L.E. Fitchett of 637 Pine Street, Victoria, B.C. became the first Canadian night fighter pilot operating from a base in France to score a German plane when he blew a Heinkel III out of the sky over Eindhoven, Holland last night. The Heinkel went up with such a violent explosion that large pieces of debris were hurled into Fitchett's Mosquito, one of them tearing a piece of the leading edge of his starboard wing. Violent vibration followed, and the Victoria pilot was forced to land his plane at an emergency landing field in Northern France.

This was the second time in four days that Fitchett and his navigator, F/S Alex Hardy of 44 Lodore Road, Newcastle, England, have had a close call while patrolling from their Nighthawk squadron base in France. The first came when they had to bail out of their stricken Mosquito 100 miles from their home airfield. They were picked up by members

of the Maquis and returned to their squadron. "He saw me coming," said Fitchett, telling of last night's victory, "and he peeled off. I just touched the firing button and he blew up in mid-air. We felt something hit the starboard wing, then the Mossie started vibrating badly, so we headed for the emergency field."

The Heinkel III was the first kill for W/O Fitchett, and number 33 for the Nighthawk squadron since D-Day. He brought back with him a section of plywood and fabric from his Mosquito as a souvenir of the battle. The Heinkel III is an obsolete German bomber which saw action in the Battle of Britain, but had been virtually extinct since that time. It is thought that the Germans may have refitted them with new colors and pressed them into service as supply carriers for isolated ground forces, or for launching flying bombs. Fitchett's combat last night was of one of very few engagements with German aircraft operating at night during the past month, although the Nighthawk squadron has flown dawn to dusk patrols constantly since D-Day, providing night cover for ground forces. The appearance of the Heinkel at least provided part of the answer to the 64 questions amongst Canadian night fighters: "Where's the Luftwaffe?"

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FITZGERALD, F/O Howard Arthur (J37155) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 5 May 1917 in Belleville, Ontario; home there. Machine operator and also a member of the Hastings and Prince Edward Regiment (militia), 1935-1938. Enlisted in Belleville, 13 July 1942. To No.9 SFTS, 19 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.12 EFTS, 20 January 1943; may have graduated 26 March 1943 but not posted to No.16 SFTS until 3 April 1943. Ceased training and posted to No.1 Manning Depot, 18 May 1943; to No.4 BGS, 12 June 1943; graduated 3 September 1943 and posted next day to No.31 ANS; graduated and promoted Sergeant, 15 October 1943; subsequently commissioned with effect from that date. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943 (embarked Halifax, 1 November 1943; disembarked United Kingdom, 9 November 1943. Attached to Air Bomber Instructor School, 28 December 1943 to 21 January 1944. To No.9 (Observer) Advanced Flying Unit, 7 March 1944. Promoted Flying Officer, 15 April 1944. To No.24 OTU, 18 April 1944. To No.61 Base, 11 July 1944. Attached to No.1659 Conversion Unit, 11 July to 20 August 1944. To No.420 Squadron, 20 August 1944. Appears to have served in crew of Flying Officer John A. Sefton, DFC. Attached to Bircham Newton Docks, 24-28 December 1944. Attached to Dalton Battle School, 12-26 January 1945. To No.1659 Conversion Unit, 31 January 1945. To Overseas Repatriation Depot, 24 September 1945. Repatriated 26 September 1945; to No.4 Release Centre, 2 October 1945; retired 2 November 1945. Died in Belleville, Ontario, 18 August 1983 as per **Airforce Magazine** of March/April 1984.

Flying Officer Fitzgerald has participated in many operational sorties against a variety of

important and heavily defended targets. By his outstanding skill and determination he has played a large part in the successes achieved by his crew. On one occasion, during an attack against Duisburg in November 1944, damage was sustained from anti-aircraft fire while on the bombing run and one engine caught fire. Undeterred, Flying Officer Fitzgerald completed his bombing run and dropped his bombs on the target. On the return flight he rendered valuable assistance to the navigator as all navigational aids had become unserviceable. This officer has always displayed courage and devotion to duty of a high order.

The original recommendation, drafted by W/C W.G. Phelan, 16 December 1944, when he had flown 28 sorties (161 hours 37 minutes) is in DHist file 181.009 D.3456 (National Library and Archives RG.24, Box 20639) . Sortie list and text as follows:

class=WordSection19>

28 August 1944 - Ile de Cezembre (4.40)

31 August 1944 - Ile de Cezembre (4.55)

3 September 1944 - Volkel (3.25)

6 September 1944 - Emden (4.42)

25 September 1944 - Calais (3.50)

26 September 1944 - Calais (3.55)

27 September 1944 - Bottrop (6.05)

28 September 1944 - Cap Gris Nez (4.15)

30 September 1944 - Sterkrade (5.00)

4 October 1944 - Bergen (6.10)

6 October 1944 - Dortmund (5.55)

12 October 1944 - Wanne Eickel (5.50)

9 October 1944 - Bochum (6.20)

14 October 1944 - Duisburg (5.15)

14 October 1944 - Duisburg (5.45)

21 October 1944 - Hanover (3.50, duty not carried out)

23 October 1944 - Essen (5.50)

25 October 1944 - Hamburg (5.05)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (5.35)
2 November 1944 - Dusseldorf (6.40)
4 November 1944 - Bochum 5.15)
21 November 1944 - Castrop Rauxel (7.10)
27 November 1944 - Neuss (5.35)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.20)

class=WordSection20>

This officer has completed many trips against most heavily defended targets and has always shown exemplary determination and skill, which was well in evidence when, on a raid on Duisburg on the night of November 30th, 1944, the starboard inner engine caught fire on the bombing run after being hit by flak. Flying Officer Fitzgerald carried on with his bombing run as detailed, with little regard for his personal safety and released his bombs only when the target was in his bomb sight. On the return journey this officer rendered valuable assistance to the Navigator, as all navigational aids were unserviceable.

Flying Officer Fitzgerald is a highly skilled and gallant member of an excellent crew whose example has been most commendable. For this reason I recommend Flying Officer Fitzgerald for the award of the non-immediate Distinguished Flying Cross.

Note: Application for Operational Wing dated 26 December 1944 stated he had flown 30 sorties, 28 August to 24 December 1944 (177 hours 40 minutes).

Training: At No.12 EFTS flew Tiger Moths (26.45 day dual, 32.20 day solo, 2.00 night dual, and required 8.10 dual to first solo). "Take offs above average. Landings consistently good. Spins above average. Aerobatics very weak. Very good on instruments. Does not look around enough. Turns are weak."

At No.16 SFTS flew Anson aircraft - 11 hours 35 minutes dual but deemed poor coordination and failed to solo.

Course at No.4 BGS was 14 June to 3 September 1943. Worked with Browning guns and Bristol, Fraser-Nash and Boulton-Paul turrets. Ground courses in Bombing, written (255/300), Bombing, oral (162/200), Sighting, oral (75/100), Gunnery, practical (169/200), Aircraft and ship recognition (49/100), and Signals (60/100). Proficiency as bomb aimer graded at 279/600, proficiency as air gunner at 350/400. Overall described as "Steady hard working student. Good in gunnery and work. Very cooperative. Flew in Bolingbroke aircraft (1.10 gunnery by day) and Anson aircraft (25.30 day bombing, 3.30 night bombing). Dropped 55 bombs by day in high level exercises, 18 bombs by night in high level exercises, twelve bombs by day in low level exercises. In Bristol turret with Browning guns fired 300 rounds air-to-ground, 2,000 rounds air-to-air.

Course at No.31 ANS was 6 September to 15 October 1943. Ground courses were Air Navigation Elements (114/200), Aircraft Recognition (238/250), Signals, Practical (215/250), Reconnaissance (113/150), Photography (126/150). Assessed in ground subjects as "Of average intelligence, this pupil worked hard and finished well up in the class." Air subjects were Day Air Navigation (208/300), Night Air Navigation (134/200), Bombing (213/300) and Photography (124/200). Described thus: "Good results, but bombing a bit erratic." General remarks: "Rather quiet and reserved but can lead when called upon. Does not get flustered and can be relied on to turn in a good job under all circumstances, although his work is not as neat as it could be." Flew in Anson aircraft (24.45 day, 19.55 night).

Course at No.24 OTU was 18 April to 29 June 1944. Flew in Anson aircraft (2.55 on daylight cross-country exercise and 2.30 on night cross-country) plus Wellington (daylight - 9.15 local bombing, 3.20 local gunnery, 20.45 cross country and 10.55 "other" - night time 8.05 local bombing, 40 minutes local gunnery, 26.25 cross country exercises and 12.15 "other". On cross-country work described as "An average map reader and proved slightly above average in his air work." In bombing he was involved in the following - Day High Level (three exercises, 24 bombs), Day Stick (seven exercises, 14 bombs), Day Simulation by Photography (seven attacks, six passes), Night High Level (three exercises, 24 bombs), Stick (ten exercises, 20 bombs) and Day Simulation by infra-red (seven attacks, four successful). Overall Ground Work in Bombing Theory, Bombing Drill and Panel Manipulation, Map Reading, Photography, Operational Bomb Loads, Ship Recognition. Air work marked in Day Bombing (102/150), Night Bombing (95/150), Day Map Reading (150/200), Night Map Reading (150/200), Day Photography (75/100) and Night Photography (75/100). "This officer has been a keen student and has proved a good average marker in the air. Is a steady and dependable air bomber and will make a first class crew member." (W/C G.S.P. Russell, 30 June 1944).

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FITZGERALD, Sergeant John Ernest (R215210) - **Distinguished Flying Medal** - No.166 Squadron (missing) - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in New Westminster, 27 January 1925. Labourer. Was in Army Cadets, September 1940 to June 1941 and Air Cadets, September 1941 to enlistment, Vancouver, 21 January 1943. To No.3 Manning Depot, Edmonton, 1 February 1943. To No.4 SFTS, Saskatoon (non-flying duty), 22 March 1943. To No.4 WS, Guelph, 28 June 1943. To No.2 Air Gunner Ground Training School, Trenton, 21 August 1943. Promoted LAC, 2 October 1943. To No.3 BGS, Macdonald, 6 October 1943; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, 27 November 1943. Embarked from Halifax, 14 December 1943. Disembarked in Britain, 21 December 1943. To No.30 OTU, 1 February 1944. To No.11 Base, 27 April 1944. To No.166 Squadron, 13 June 1944. Killed in action with No.166 Squadron, 26/27 August 1944 (Lancaster LM694); buried in Denmark.

This airman has participated in many sorties as a rear gunner. He has displayed the greatest keenness and has proved himself to be a most dependable member of aircraft crew. One night in August 1944, Sergeant Fitzgerald participated in a minelaying mission. Shortly after leaving the target area, this gunner sighted a Junkers 88. He opened fire and his first burst struck the enemy aircraft which went into a steep dive with both engines on fire. One more than one occasion his vigilance and good shooting have contributed materially to the safe return of his aircraft.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 18 August 1944 when he had flown 22 sorties (120 hours).

This Canadian Non-Commissioned Officer, as rear gunner, was detailed to fly in an aircraft attacking Stuttgart on the night of 28th/29th July 1944. A successful attack was delivered and course set for base. Soon after leaving the target area a fighter was seen by the mid-upper gunner and Sergeant Fitzgerald immediately opened fire. His burst was seen to hit the fighter in the nose and the fighter dived away, apparently out of control. The fighter is claimed as damaged.

On the night of 16th/17th August 1944, he flew as rear gunner on a mining sortie to Stettin Bay. After the mines has been laid in the allotted area the warning device detected an aircraft approaching, which was immediately afterwards nominally identified by Sergeant Fitzgerald as a Junkers 88. His first burst of fire set both engines on fire and a second burst sent the fighter in a vertical dive well on fire. This fighter is

claimed as destroyed.

This Non-Commissioned Officer in both these combats has displayed quick thinking and initiative of a high order. Each time the enemy fighter was unable to make an attack and it is reasonable to suppose that both fighters were, in fact, destroyed.

His quick thinking, discipline and accuracy of a high order, which he demonstrated so well on these long flights, make him well worthy of the immediate award of the Distinguished Flying Medal.

Public Record Officer Air 50/224 has the Combat Report for his action of 16/17 August 1944. itemized as follows:

class=WordSection21>

1. 16/17 August 1944 - Stettin - 1 Group, 166 Squadron.
2. Lancaster III, K2, PD153
3. Fishpond serviceable; operator trained.
4. 0300 ½ hours; 11,000 feet; 236 True - 55° 46 North 02° 25 East
5. Homeward - off track, 3-4 miles port of track.
6. No cloud. No moon; VP, starlight; very dark.
7. No flak, flares or any other activity.
8. Special equipment.
9. Fishpond; corkscrew port and open fire.
10. N/A.
11. 150 yards; port quarter below against dark sky. Almost immediately (three seconds approx)
12. Rear gunner.
13. Ju.88 - one - nil.
14. Fine port quarter, slightly down.
15. Starboard beam down, 50 yards.

16. Port corkscrew.
17. No - N/A - N/A
18. Rear gunner.
19. Rear gunner, Sergeant Fitzgerald, J.W. - 150-200 rounds - 150 yards - 50 yards; four stoppages (link and ammo stoppage); No.3 BGS Macdonald; No.30 OTU; No.1656 CU.
20. No.
21. No one. None.
22. Nil.
23. Nil.
24. Nil.
25. Nil.
26. Destroyed.
27. Destroyed. Claim one Ju.88 probably destroyed.

Soon after laying mines in the Stettin area Lancaster K2 of 166 Squadron received a warning on Fishpond. An aircraft was seen approaching fairly rapidly from slightly below almost dead astern. About 2-3 seconds later the rear gunner obtained a visual on a Ju.88 boring in from fine port quarter at a range of approximately 150 yards. The rear gunner immediately opened fire, at the same time ordering a corkscrew port and observed smoke and flame pouring from both engines of the enemy aircraft. Firing another burst the rear gunner then observed the enemy aircraft break away on fire about 50 yards away in the direction of the starboard beam. The mid-upper gunner was never able to get in a burst due to his G.F.I. coming into operation but confirmed that the Ju.88 went down in an almost vertical dive, well alight. The enemy aircraft never opened fire at any time during the attack.

class=WordSection22>

The above was annotated by a S/L Cox, "Suggest that the claim of 'probably destroyed' be made rather than 'destroyed' as the enemy aircraft was not seen to hit the sea and explode."

Public Record Office Air 50/224 has three additional Combat Reports, all for the night of 25/26 August 1944. In sequence, they read as follows:

class=WordSection23>

First

1. 25/26 1944 - Russelheim - 1 Group, 166 Squadron.
2. Lancaster III, M2, LM694
3. Fishpond serviceable.
4. 0046 hours; 18,000 feet; 083 True - 4920 North 09 00 East
5. Outward - on track.
6. No cloud. No moon; starlight.
7. Searchlights and flares but not immediate vicinity; no flak.
8. Visual.
9. N/A; corkscrew starboard.
10. No.
11. 300 yards; port; beam level; light sky; N/A.
12. Rear gunner.
13. Me.109 - one - none.
14. From port beam level approach - attack starboard quarter.
15. Starboard beam down, 400 yards.
16. Corkscrew starboard.
17. No - N/A - N/A
18. Rear gunner.
19. Rear gunner, Sergeant Fitzgerald, J.W. - 300-400 rounds - 400 yards - 350 yards; misaligned rounds No.3 BGS Macdonald; No.30 OTU; No.1656 CU.
20. Yes.
21. No one. None.
22. None.
23. Nil.
24. Nil.
25. Nil.

26. None claimed.

27. N/A.

Second

1. 25/26 1944 - Russelheim - 1 Group, 166 Squadron.

2. Lancaster III, M2, LM694

3. Fishpond serviceable; operator trained.

4. 0048 hours; 18,000 feet; 327 True - 4923 North 08 57 East

5. Target - on track.

6. No cloud. No moon; starlight.

7. Distant searchlights; no flak.

8. Fire from unseen aircraft.

9. None; corkscrew port.

10. No.

11. 250 yards; port quarter above; Evon light, all round.

12. N/A - mid-upper.

13. Ju.88 - one - nil.

14. Port fine quarter, slightly up.

15. Down.

16. Corkscrew port.

17. Yes - 250 yards - 200 yards.

18. Fighter.

19. Rear gunner, Sergeant Fitzgerald, J.W. - 40 rounds - 175 yards - 175 yards; misaligned rounds No.3 BGS Macdonald; No.30 OTU; No.1656 CU; Mis-Upper Gunner, Sergeant Schaefer, J. - 50 rounds - 200 yards - 175 yards - 3 BGS; 30 OTU, 1656 CU.

20. Yes.

21. Rear gunner. None.

22. None.

- 23. None
- 24. Nil.
- 25. Nil.
- 26. Hits claimed.
- 27. Claimed damaged.

Just prior to making their bombing run, the mid-upper of Lanc D2 of 166 Squadron observed tracer fire coming from the port quarter up. He immediately identified a Ju.88 about 250 yards diving down to the attack from an angle of about 20/30 degrees. Ordering a corkscrew port the mid-upper opened fire at 175 yards and was joined by the rear gunner who had also sighted the enemy aircraft. Strikes were observed by both gunners and the enemy aircraft is claimed as damaged. Just prior to this attack the Lanc had been attacked by an Me.109.

class=WordSection24>

To the above the Squadron Gunnery Leader, S/L Cox, noted the following:

The fighter was allowed to approach to within 250 yards without being sighted. In fact the first indication of an attack was fire from the Hun. The gunners' search would appear to be not of the best. I consider that the claim of damaging the enemy aircraft is not justified.

class=WordSection25>

Third

1. 25/26 1944 - Russelheim - 1 Group, 166 Squadron.
2. Lancaster III, M2, LM694
3. Fishpond serviceable. Operator trained.
4. 0115 hours; 18,000 feet; 230 True - 5000 ½ North 07 37 East
5. Homeward - on track.
6. No cloud. No moon; starlight.

7. Coned few minutes prior to attack. No flak. Indiscriminate flares.
8. Fire from unseen aircraft.
9. None; corkscrew port.
10. No.
11. 450 yards; astern above.
12. Mid-Upper.
13. Unidentified - one - nil.
14. Astern slightly up.
15. Straight down - 350 yards.
16. Corkscrew port.
17. Yes - 500 yards - 400 yards.
18. Fighter.
19. Rear gunner, Sergeant Fitzgerald, J.W. - did not fire; Mid-Upper gunner, Sergeant Schaefer, did not fire.
20. N/A.
21. Rear gunner.
22. None.
23. None.
24. Nil.
25. Nil.
26. Shot down by other aircraft.
27. N/A.

Soon after leaving the target area after bombing Russelheim, the mid-upper of Lanc M2 of 166 Squadron saw tracer fire from astern and slightly above. Searching the source of the tracer he saw a twin engined aircraft which he was unable to identify diving down from slightly above. Before he was able to bring his guns to bear on the enemy aircraft it suddenly burst into flames and dived steeply out of control. No tracer fire was observed entering the enemy aircraft from any direction. No damage was sustained by the Lancaster.

The website "Lost Bombers" has the following on his last sortie. Lancaster LM694, No.166 Squadron (AS-M2), Gardening operation, 26/27 August 1944. LM694 was delivered to No.166 Squadron on 22 August 1944 and lost on its first operation with a total of five hours. It was one of two No.166 Squadron Lancasters lost on similar operations on this night; the other was LM652. Airborne at 2045 hours, 26 August 1944 from Kirmington and set course for the Bay of Danzig (Privet region). Crashed at Rye, Denmark. Crew (all killed) were F/L F.J.Deer; Sergeant J.White; F/O J.B.Russel, RCAF; F/O G.W.Palmer; Sergeant W.A.Holt; Sergeant J.Schafer, RCAF; Sergeant J.E.Fitzgerald, DFM, RCAF.

* * * * *

FITZGERALD, F/O Robert Edward Joseph (J15898) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 2 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born at Windsor, Ontario, 5 June 1922; educated there and Amherstburg; home there where he was a student and store clerk. Enlisted in Windsor, 22 April 1941 and posted to No.1 Manning Depot. To No.6 SFTS, 4 May 1941; to No.1 ITS, 23 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.10 EFTS, Mount Hope. Ceased training and posted to Trenton, 18 August 1941; to No.6 BGS, Mountain View, 31 August 1941; graduated and promoted Sergeant, 29 September 1941; to Embarkation Depot, 14 October 1941; to RAF overseas, 22 October 1941. Taken on strength of No.3 PRC, 1 November 1941. Posted from No.3 PRC, Bournemouth to No.1 Air Armament School, Manby, 20 February 1942. To No.22 OTU, Wellesbourne, 4 March 1942. To Station Newmarket for refresher course, 21 March 1942. To No.1652 Conversion Unit, Station Waterbeach, 7 June 1942. To No.7 Squadron (Stirlings), 24 June 1942. Commissioned 15 September 1942. To No.11 OTU to instruct, 4 January 1943. Promoted Flying Officer, 15 March 1943. Attended aircraft recognition course, Southport, 6 June to 15 July 1943. Repatriated to Canada on Special Leave, 25 January 1944. Posted back to Britain, 1 April 1944. To No.6 Group Battle School, 4 April 1944. To No.1659 Heavy Conversion Unit, 28 April 1944. To No.408 Squadron, 25 May 1944. Promoted Flight Lieutenant, 15 September 1944. Repatriated 26 December 1944. To No.1 Training Command, 8 January 1945. To No.4 BGS,, Fingal, 9 January 1945. To No.4 Release Centre, 18 February 1945; retired 7 March 1945. Re-engaged 7 May 1946 and posted on 10 June 1946 to Air Armament School. To No.1 Air Command, 9 December 1946. Retired 11 December 1946. Died in Windsor, Ontario, 20 December 1983 as per **Airforce Magazine**, issue of July-August-September 1985.

As air gunner, Flying Officer Fitzgerald has completed two tours of operational duty. He has at all times displayed the highest standard of keenness for air operations and most of his assignments have necessitated flights to attack heavily defended targets. On many occasions his vigilance and timely warnings have enabled his pilot to evade enemy fighters. Flying Officer Fitzgerald has proved himself to be an invaluable member of aircraft crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has original recommendation by W/C E.R. McLernon drafted 13 September 1944 when he had flown 63 sorties (335 hours 47 minutes):

Flying Officer Fitzgerald has completed two tours of operations entailing over sixty sorties. On his first tour he flew as gunner to practically every heavily defended target in Germany and throughout this tour he proved himself an extremely cool, capable and efficient gunner.

His second tour was completed in an exemplary manner. On many occasions his piercing search for enemy fighters and skilful evasive action saved his aircraft and crew from destruction.

Flying Officer Fitzgerald has at all times been exceedingly keen to participate in operations and by his keenness and efficiency he has set a splendid example to all members of this squadron; therefore I recommend that he be awarded the immediate Distinguished Flying Cross.

This submission appears to have generated some heat. It appears that at the level of No.6 Group Headquarters it was raised to a DSO. On 21 October 1944, an officer at Bomber Command Headquarters, identified as "Dawes", wrote to G/C F.W. Hammond, No.6 Group Headquarters, as follows:

I am returning herewith the narrative for the award of the DSO to Flying Officer Fitzgerald. The Commander-in-Chief [Harris] is quite prepared to give favourable consideration to this case but wishes the narrative rewritten a little more fully, also that the recommendation by the Squadron, Station and Base Commanders should read "DSO".

Perhaps you can quote a recent specific case of gallantry on the part of Fitzgerald. If so, put that first and then follow with an amplified version of the remarks on the attached. Subject to the foregoing, it is quite possible that the C-in-C will consider making an Immediate Award.

This was followed by a letter dated 27 October 1944, W/C F. Gaffney (No.62 Base) to the Commanding Officer, No.408 Squadron (copy to Station Linton):

1. Herewith recommendation for the award of the Immediate DFC as originated by you and raised to the award of the DSO by the AOC, No.6 Group. This recommendation was returned from Headquarters, Bomber Command, advising that the Commander-in-Chief is quite prepared to give favourable consideration to this case but wishes the narrative re-written a little more fully, also that the recommendation by the Squadron and Station Commanders should read "DSO".

2. It is suggested further that perhaps you can quote a recent specific case of gallantry on the part of Flying Officer Fitzgerald. If so, it should be quoted first and followed by an amplified version of the remarks on the original recommendation.

3. It is requested, please, that this be given your attention and returned for onward transmission as soon as possible.

On 1 November 1944, W/C McLernon wrote the following to No.62 Base:

1, Concerning the return of a recommendation for an award of the DFC for the above mentioned officer with instruction to resubmit, recommending a DSO, I would like to bring the following to your attention.

2. I do not consider that this officer warrants in any way an award higher than a DFC. Admittedly his first tour was slightly longer than the average. However, his commanding officer did not see fit to recommend him for any decoration at its conclusion. His second tour was an extremely easy one. Never during this tour was courage or deportment shown os such sterling qualities that they should warrant an award of the DSO.

3. His recommendation for a DFC was based entirely upon length of service, not on any act of outstanding gallantry. The DSO is a decoration which, up to this point, has only been awarded to those who really deserve it. As his commanding officer, I found this man not overly cooperative on the ground and in the air he was never given an opportunity, during his second tour, to demonstrate outstanding courage or efficiency.

Selected Assessments: On 2 February 1944 (just after his departure from No.11 OTU), W/C E.F. Hind of that unit wrote, "Is possessed of a striking personality but has insufficient interest in his present work to make a good instructor. He has been accepted for a pilot's course and apparently lives entirely in the future."

He had, in fact, not been firmly accepted as a pilot trainee and his application was finally turned down. He clearly performed well on return to operations, and on 7 November 1944, G/C C.L. Annis wrote, "A capable, operationally experienced officer."

His time spent in the Interim Force was unsuccessful. He attended an Administrative Course at No.1 Composite Training School where he performed at an "Average" level in some subjects (Equipment, Organization, Public Speaking) to "Below Average" in others (Financial Services, Service Writing) and he was not recommended for retention in the Permanent Force.

Notes: In the summer of 1946, while in the Interim Force, he was wearing a Pathfinder Badge and the ribbon of the DSO. When queried about this he explained the DSO as follows:

After the completion of operations remainder of crew received the Distinguished Flying Cross and it was stated by the Adjutant that I had been recommended for the Distinguished Service Order. On my return to Canada and going to No.4 Release Centre there was a query as to which decoration I had, the Distinguished Service Order or the Distinguished Flying Cross.

After my discharge I returned to Windsor and a month or so later was approached by a reporter from Toronto and photographed as having the Distinguished Service Order. It also came over Station CKLW in Windsor.

Since my re-enlistment several personnel of 408 Squadron told me that they had heard that I received the above decoration.

I realize that I should not have put up decoration unless it appeared in AFROs and certainly want to get matter straightened out, and sincerely hope that this will not jeopardize my future in the RCAF.

He also stated that although he had seen no official notice of award of the Pathfinder Badge, he had been verbally informed of such an award by W/C Mahadish. The RCAF was not impressed, and on 12 August 1946, S/L W.W. Gilmour (No.1 Air Command Headquarters) wrote, in part:

It is the opinion of this Command that the explanations given by F/L Fitzgerald as to the reasons for his wearing of the DSO and Pathfinder Badge are not entirely satisfactory. It

is expected that an officer with his experience and rank should have a better knowledge of service procedure than to wear the ribbons and badge of awards that were never confirmed in writing.

On a form dated 30 October 1944 (on repatriation) he stated that in No.7 Squadron he had flown 200 hours on Stirlings 185 of them operational). During his instructional tour he had logged 100 hours on Wellingtons. Halifax experience had been 45 hours at HCO and 125 hours with No.408 Squadron.

RCAF Press Release No.6841 dated 28 September 1944 from F/O Fred Jackson, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Nearly 70 bombing sorties adds up to a lot of time for any young Canadian to be parked back of his guns on the alert for enemy fighters. Undoubtedly that's one reason why F/O Bob Fitzgerald of Windsor, and Amherstburg, Ontario (402 Gore Street) two-tour rear-gunner, heaved a sigh of relief recently when he wound up his operational chores.

F/O Fitzgerald did his first tour with an RAF squadron and then moved to the Canadian group's Goose squadron for his final whirl at the enemy. By comparison, his second tour was literally calm, peaceful and uneventful. The shaky trips were all logged in the early days when aboard Stirling bombers. Every trip but four was to the Ruhr and the exceptions were hardly a piece of cake – Munich, Genoa, Milan and Turin.

There was the time over Hamburg when a Me.110 came in and shot up their bomber, blasting no fewer than 50 holes in the aircraft. That happened on the bombing run and most of the damage was to the tail-plane and rear part of the fuselage.

There was another stiff moment on a Dusseldorf job when his bomber was coned at 10,000 feet; smashed by flak and before the skipper could regain control, the Stirling had dived down to within a thousand feet of the deck. The pilot, P/O Jimmy Watt, DSO, DFC, an Argentine lad who later went missing on his 63rd trip, and the navigator, were both wounded by shrapnel.

F/O Fitzgerald didn't get to shooting down fighters. A firm believer in evasive action, his guns only barked with telling effect on one occasion. That was on the Hamburg "do" against the Me.110 when he was credited with "a fighter damaged".

A medical student at Assumption College when he enlisted, F/O Fitzgerald attended St. Rose's High in Amherstburg.

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FITZSIMMONS, F/O Earl Francis (J28561) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 9 September 1916 at Govan, Saskatchewan; home there. Enlisted in Regina, 20 August 1940 as Aero Engine Mechanic. To technical Training School, 27 September 1940. Promoted AC1, 2 February 1941; to No.16 SFTS, 11 February 1941; promoted LAC, 1 October 1941. Remustered to aircrew and posted on 29 October 1942 to No.2 ITS; may have graduated 2 January 1943 but not posted to No.15 EFTS until 6 February 1943; graduated 2 April 1943 and posted next day to No.17 SFTS; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 12 September 1943. Repatriated 22 January 1945. Retired 24 March 1945.

Flying Officer Fitzsimmons has completed an operational tour throughout which he has shown outstanding airmanship, courage and unfailing devotion to duty. He has participated in many sorties including attacks against such important targets as Stuttgart, Stettin and Essen. His fine fighting spirit and the determination with which he has always pressed home his attacks under the most hazardous circumstances have won the confidence and admiration of his crew. In July 1944, during a sortie against Scholven, Flying Officer Fitzsimmons' aircraft was attacked by a Junkers 88 when near the target. By his skilful tactics and co-operation with his gunners he forced the enemy to break off the attack.

* * * * *

FJELDSTED, P/O Thor Bjorgvin (J19797) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 27 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born in Arborg, Manitoba, 9 November 1913; home there. Enlisted in Winnipeg, 17 September 1941. Granted Leave Without Pay until 22 October when posted to No.2 Manning Depot. To "E", 2 January 1942. To No.1 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.3 AOS until 9 May 1942.; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 11 March 1943. Promoted WO2, 11 September 1943. Commissioned 20 December 1943. Repatriated 22 July 1945. Released 17 September 1945.

This officer has taken part in a large number of sorties, including attacks on Berlin,

Hanover, Mannheim and many other well-defended targets. He has invariably displayed the highest standard of determination and devotion to duty, and his navigational ability has been a prominent factor in the successes obtained. He has proved himself to be a most valuable member of aircraft crew.

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FLANAGAN, FS Ambrose (R225282) - **British Empire Medal** - RCAF Overseas Headquarters - Awarded 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 26 January 1946. Born in Toronto, 12 May 1909. Storesman, Canada Steamship Lines, 1925-1927; CPR Surveyor, 1928; Goodyear Tires rebuilder, 1929-1935; self-employed (advertising), 1935-1937; letter carrier, 1937-1940. Joined Canadian Postal Corps, 27 April 1940 in Ottawa (C-97188). Promoted Lance Corporal, 8 August 1940. To Canadian Army in England, 24 August 1940, arriving 2 September 1940. To 3 Division Postal Unit, 12 May 1941. Promoted Corporal, 16 July 1941. Transferred to RCAF in London, England, 7 November 1942 as a Postal Clerk and granted rank of Corporal. Promoted Sergeant, 30 November 1942. Promoted Flight Sergeant, 1 June 1943. Embarked for Canada, 31 January 1945, arriving 9 February 1945. To No.1 Air Command, 13 February 1945. To AFHQ, Ottawa, 18 March 1945. Retired 18 September 1945. Died 7 April 1994 in Stirling, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1994.

This non-commissioned officer, in charge of the largest Royal Canadian Air Force Field Post Office in the United Kingdom, has discharged his duties in an outstanding manner. Through his unstinting efforts and devotion to duty, personnel of the permanent staff and transient personnel passing through that Unit have benefited greatly. The Postal Service given at that unit has materially assisted in the maintenance of morale within the Unit. In addition, this non-commissioned officer has trained many Postal Clerks who are now in charge of Field Post Offices both in the United Kingdom and abroad, enabling the expansion of Postal Services to the Royal Canadian Air Force when greatly needed.

Note: Although on strength of Overseas Headquarters, much of his work was on detachment to No.3 Personnel Reception Centre, Bournemouth.

* * * * *

FLANAGAN, F/O Beverly William (J18515) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 8 July 1923 in Chatham, Ontario; home there. Grocery clerk. Enlisted in Windsor, 23 July 1941. Trained at No.5 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 when posted

to No.11 EFTS. Ceased training and posted to Trenton, 22 November 1941; to No.7 AOS, 19 December 1941; may have graduated 20 March 1942 but not posted to No.3 BGS until 28 March 1942; graduated and promoted Sergeant, 9 May 1942 when posted to No.1 ANS. Graduated 8 June 1942 and posted to Halifax. To RAF overseas, 19 July 1942. Promoted Flight Sergeant, 9 November 1942. Promoted WO2, 9 May 1943. Commissioned 27 August 1943 Posted from No.426 Squadron to No.1664 Conversion Unit, 18 April 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 22 April 1945. Retired 11 May 1945. Postwar salesman; died in Dallas, Texas, 24 May, 2012. Navigator to 1st Lieutenant J.K. Smith.

This officer as navigator has participated in numerous operational sorties including attacks against such heavily defended targets as Frankfurt, Leipzig and Nuremburg. On one occasion his aircraft was twice attacked by an enemy fighter and sustained severe damage. Without the assistance of any navigational aids Flying Officer Flanagan with coolness and skill guided the aircraft safely back to base. Throughout his operational career this officer has displayed a high degree of skill, courage and determination.

DHH file 181.009 D 1515 (Library and Archives Canada RG.24 Vol.20600)has original recommendation drafted 1 December 1944 when he had flown 28 sorties (178 hours 45 minutes):

class=WordSection2>

26 January 1943 - Lorient (5.50)

29 January 1943 - Lorient (5.25)

5 February 1943 - Lorient (6.30)

9 February 1943 - GARDENING (3.55)

17 February 1943 - Lorient (5.40)

20 February 1943 - air/sea rescue (6.40)

24 February 1943 - Wilhelmshaven (6.00)

5 March 1943 - Essen (5.10)

13 March 1943 - Essen (4.50)

22 October 1943 - Kassel (6.10)

23 November 1943 - Berlin (7.15)

3 December 1943 - Leipzig (8.00)

16 December 1944 - Berlin (7.50)
20 December 1944 - Frankfurt (6.15)
29 December 1943 - Berlin (6.40)
1 January 1944 - Berlin (7.15)
20 January 1944 - Berlin (7.10)
27 January 1944 - Berlin (8.05)
28 January 1944 - Berlin (6.55)
18 February 1944 - Leipzig (7.05)
20 February 1944 - Stuttgart (7.10)
24 February 1944 - Schweinfurt (7.50)
25 February 1944 - Augsburg (7.00)
15 March 1944 - Stuttgart (7.30)
18 March 1944 - Frankfurt (5.10)
21 March 1944 - Frankfurt (5.40)
24 March 1944 - Berlin (6.40)
30 March 1944 - Nuremberg (7.45)

class=WordSection3>

This navigator has completed 28 sorties against the enemy, all against such heavily defended targets as Frankfurt, Leipzig, Nurmberg and included nine sorties to the capital city.

On one occasion whilst attacking Frankfurt their aircraft was twice attacked by enemy fighters and sustained severe damage. Flying Officer Flanagan's coolness and skill with no navigational aids enabled the aircraft to be flown back to base.

Throughout his tour Flying Officer Flanagan displayed great skill as a navigator and took a keen interest in all navigational matters. His energy and perseverance set an excellent example to all navigators in the squadron and aided them in improving their knowledge and skill.

He is, therefore, recommended for the D.F.C. (Non-Immediate).

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FLANAGAN, P/O Earl Francis (J17232) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Montreal, 15 February 1917; home there; enlisted there 6 November 1940. To No.33 SFTS (guard duty), 23 December 1940. To No.3 WS, 17 February 1941; promoted LAC, 17 March 1941; may have graduated 4 July 1941 but not posted to No.5 BGS until 6 July 1941; graduated and promoted Sergeant, 4 August 1941. To Embarkation Depot, 5 August 1941; to RAF overseas, 23 August 1941. Promoted Flight Sergeant, 4 August 1942. Promoted WO2, 4 February 1943. Commissioned 4 March 1943. Record shows two widely different repatriated dates - 11 July 1944 (possibly on leave, though no further overseas posting shown) and 23 December 1945. Retired 11 January 1946. Re-engaged in Vancouver, 13 October 1954 as Fighter Control Officer (59322) with No.2442 Aircraft Control and Warning Squadron (Auxiliary); released 30 September 1956. Died 26 January 2002 in Maple Ridge, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

This officer has completed a large number of operational sorties with success and has displayed outstanding courage and ability throughout all his missions. Many of these have been attacks on heavily defended targets at Dusseldorf, Hamburg, Frankfurt and Wuppertal. Whatever the hazards or dangers encountered, Pilot Officer Flanagan has invariably met them with exceptional gallantry and devotion to duty.

Directorate of History and Heritage file 181.009 D.2617, National Library and Archives RG.24 Vol.20627 has recommendation raised 21 June 1943 when he had flown 27 sorties (155 hours 55 minutes). Sortie list and submission as follows:

class=WordSection4>

8 July 1942 - Wilhelmshaven (4.05)

9 July 1942 - minelaying (3.20)

13 July 1942 - Duisburg (3.05)

23 July 1942 - Duisburg 3.15)

23 July 1942 - Duisburg (3.25) - double date must be an error.

26 July 1942 - Hamburg (5.15)
28 July 1943 - Hamburg (5.15)
13 September 1942 - Bremen (5.05)
15 September 1942 - sea search (2.45)
19 September 1942 - Saarbrucken (5.05)
2 October 1942 - Krefeld (5.10)
6 October 1942 - Osnabruck (5.25)
15 October 1942 - Cologne (5.30)
3 January 1943 - minelaying (5.10)
9 January 1943 - minelaying (4.45)
21 January 1943 - sea search (5.45)
26 January 1943 - Lorient (7.30)
29 January 1943 - Lorient (7.05)
4 February 1943 - Lorient (6.30)
13 February 1943 - Lorient (7.00)
16 February 1943 - Lorient (7.00)
3 March 1943 - Hamburg (6.20)
10 April 1943 - Frankfurt (8.00)
14 April 1943 - Stuttgart (7.35)
25 May 1943 - Wuppertal (6.00)
11 June 1943 - Dusseldorf (5.40)
12 June 1943 - Bochum (5.10)
25 June 1943 - Bremen (5.25)

class=WordSection5>

Pilot Officer Flanagan has successfully completed 27 operational sorties and has shown outstanding ability and courage during his tour of operations. His keenness and devotion to duty have at all times been of a very high order.

To this the Station Commander added his comments:

Pilot Officer Flanagan, throughout his tour, has shown commendable courage and devotion to duty. He possesses cheerful confidence, which has done much to maintain a high standard of morale in his crew.

His equipment is always kept in first class condition and as Wireless Operator his work has been of the highest standard.

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FLECK, F/O Andrew Baker (J86730) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Vancouver, 19 September 1922; home there; enlisted there 19 March 1942. To No.3 Manning Depot, 7 April 1942. To No.8 BGS (guard), 25 May 1942. To No.2 ITS, 4 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.15 EFTS until 10 October 1942; graduated 4 December 1942 and posted next day to No.11 SFTS; 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 and taken on strength of No.3 PRC. To No.20 (Pilots) AFU, 29 June 1943 (Oxford aircraft, 87 hours five minutes). Promoted Flight Sergeant, 2 October 1943. To No.16 OTU, 2 November 1943 (Wellington aircraft, 87 hours 15 minutes). To No.51 Base, 23 February 1944. Attached to No.1654 Conversion Unit, 24 March to 15 May 1944 (Stirling aircraft, 43 hours ten minutes) when attachment extended to No.5 Lancaster Finishing School (Lancasters, 14 hours 50 minutes). Commissioned 13 May 1944. To No.619 Squadron, 4 June 1944. Promoted Flying Officer, 13 November 1944. To RCAF Overseas Repatriation Depot, 3 December 1944. To Western Air Command, 18 January 1945. To No.8 Release Centre, 12 March 1945. Retired 14 March 1945, intending to enroll in University of British Columbia (Mechanical Engineering) using DVA credits. Died in Vancouver, 9 November 1964, age 41. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 7 December 1944 when he had flown 34 sorties, 9 June to 14 October 1944.

9 June 1944 - Etampes (4.54)

12 June 1944 - Caen (4.45)

14 June 1944 - Aunay sur Oden (4.44)

16 June 1944 - Beauvoir (4.16)

4 July 1944 - Creil (4.06)
7 July 1944 - St. Lou (4.58)
12 July 1944 - Culmont Chalindry (8.17)
14 July 1944 - Villeneuve (6.53)
18 July 1944 - Revigny (5.06)
18 July 1944 - Caen (3.38)
20 July 1944 - Courtrai (3.37)
24 July 1944 - Stuttgart (2.09)
25 July 1944 - Stuttgart (8.42)
26 July 1944 - Givers (9.08)
28 July 1944 - Stuttgart (8.25)
30 July 1944 - Battle area (4.32)
31 July 1944 - Duchy les Roches (5.13)
2 August 1944 - Bois de Cassan (5.42)
3 August 1944 - Trossy St.Maximum (4.19)
6 August 1944 - Bois de Cassan (3.48)
7 August 1944 - Sequeville (3.46)
18 August 1944 - L'Isle Adam (4.18)
25 August 1944 - Darmstadt (8.25)
26 August 1944 - Konigsberg (10.14)
29 August 1944 - Konigsberg (10.10)
31 August 1944 - Duchy les Hesdins (3.52)
3 September 1944 - Declen (4.01)
9 September 1944 - Munchen Gladbach (4.47)
11 September 1944 - Darmstadt (5.39)
18 September 1944 - Bremerhaven (5.00)
19 September 1944 - Munchen Gladbach (4.25)
23 September 1944 - Handorf (5.31)
11 October 1944 - Veere (2.27)

14 October 1944 - Brunswick (7.04)

Acting Flying Officer Fleck has now completed his first tour of 33 successful operational sorties as captain and pilot in Lancaster aircraft.

Among targets which he attacked were such heavily defended areas as Creil, Stuttgart, Darmstadt and Munchen Gladbach. In spite of fierce opposition both from Anti Aircraft fire and from fighters, Flying Officer Fleck pressed home his attacks, ensuring that his bombs would fall on the target. Other targets which he has attacked have called for extremely skilful and accurate flying such as those on important pin-point targets in France, and his night bombing photographs show a very high measure of success.

Throughout his tour Flying Officer Fleck has displayed great keenness and determination in face of the enemy and has exhibited qualities of leadership to a high degree. By his personal efforts and example he formed his crew into one of the most efficient fighting units in the Squadron and materially assisted in maintaining the high morale of the other aircrews.

I strongly recommend Flying Officer Fleck for the non-immediate award of the Distinguished Flying Cross.

Notes on Training: At No.2 ITS described as follows: "This airman had no trouble with the course; he might have studied harder. He needs to be checked from time to time for his work. He is a confident, easy going young type who should make a good pilot material."

At No.15 EFTS he was described as follows: "Average student. Has ability but does not apply himself. Nice personality. Personal discipline is good. A confident and capable pilot." Flew Tiger Moth aircraft (32.30 day dual of which 8.25 dual needed to first solo, 30.45 day solo, 3.00 night dual, 2.00 night solo. Flew 10.35 on instruments. Placed 23rd in a class of 33.

At No.11 SFTS described as follows: "An average pilot, slightly weak on instruments but otherwise no outstanding faults. He should improve rapidly with experience. A confident and capable pilot." In spite of this assessment he placed 46th in a class of 46. Flew Crane aircraft - 73.55 day dual of which 5.15 needed to first solo, 61.30 day solo, 8.45 night dual, 9.15 night solo. He spent 18 hours 30 minutes in formation flying and 26 hours on instruments.

Course at No.20 (Pilots) Advanced Flying Unit was 29 June to 2 November 1943 flying Oxford aircraft

(3.50 day dual to first day solo, 28.05 total day dual, 29.55 day solo; 1.20 night dual to first night solo, 9.50 total night dual, 14.20 night solo. Of these times, 5.50 in formation and 14 hours on instruments; also logged 12.50 in Link. Flying tests in General Flying (265/400), Applied Flying (135/200), Instrument Flying (180/250), Night Flying (70/100) and Link (39/50). "A keen hard working NCO who has attained a good average standard with his flying. He seems to have some sense of responsibility and should turn out to be a reliable service pilot."

While at AFU he was attached to No.1538 Beam Approach Training Flight, 4-9 August 1943 flying ten hours (all beam and instrument work) in Oxford aircraft.

Course at No.16 OTU was 2 November 1943 to 23 February 1944. Flew Wellington aircraft (3.05 day dual to first day solo, 11.30 day dual total, 32.30 day solo of which 3.30 was formation; 2.10 night dual to first night solo, 5.10 total night dual, 38.05 night solo. Total flying included 9.30 on instruments and 15.00 in Link. Ground examinations in Airmanship (249/300), Armament (192/300), Meteorology (50/100), Navigation (153/200) and Signals (85/100). Flying Tests in General Flying (240/400), Applied Flying (135/200), Instrument Flying (150/250), Night Flying (60/100) and Link (40/50). "A steady and capable pilot of average ability. Captaincy is only fair, cooperation with his crew could be improved. General aptitude is very good, however, and should prove to be a good operational pilot. Nominated at captain. Recommended for heavy bombers." (W/C C.W. Scott, Officer Commanding Training Wing, 2 March 1944).

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FLECK, P/O Carl Sidney (J17125) - **Air Medal and Four Oak Leaf Clusters (United States)** - 9th USAAF (AFRO gives only "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 13 January 1920 in Middle Stewiacke, Nova Scotia; home there. Enlisted in Halifax, 8 October 1940. To No.5 SFTS (guard), 10 December 1940. To No.1 WS, 2 March 1941; promoted LAC, 4 April 1941; to No.1 BGS, 16 August 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated 21 June 1943. To No.3 ITS, 6 August 1943. To No.11 EFTS, 27 November 1943; to No.14 SFTS, 27 February 1944. Ceased pilot training and classified as Wireless Officer, 1 March 1944; posted that date to No.5 SFTS. To No.4 WS, 10 September 1944. To No.1 AOS, 11 December 1944. To No.1 Release Centre, 11 February 1945. Retired 15 February 1945. Following the war, he lived and worked in the Annapolis Valley, employed with Transport Canada as a Radio Operator. He was stationed in the Arctic on Resolute Bay in the early 1950s and then transferred to Moncton working the remainder of his career at the Moncton Airport. He retired in November, 1980 after 32 years of dedicated service. Died 28 February 2005 in Moncton, New Brunswick as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2005. Public Records Office Air 2/9599 has citation from General Order No.31, HQ

US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in three operational missions, each of 2 1/2 hours or more duration, and four operational missions, each of less than 2 1/2 hours duration."

Same order awards the first Oak Leaf Cluster for "...having participated in four operational missions, each of 2 1/2 hours or more duration, and two [sic] operational missions, each of less than 2 1/2 hours duration."

Same order awards the second Oak Leaf Cluster for "...having participated in two [sic] operational missions, each of 2 1/2 hours or more duration, and six operational missions, each of less than 2 1/2 hours duration."

Same order awards third Oak Leaf Cluster for "...having participated in four operational missions, each of 2 1/2 hours or more duration, and two operational missions, each of less than 2 1/2 hours duration."

Same order awards fourth Oak Leaf Cluster for "...having participated in one operational mission of 2 1/2 hours or more duration, and eight operational missions, each of less than 2 1/2 hours duration."

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FLEISHMAN, Sergeant (now P/O) Edmund David (R54969/J10829) - **Air Force Medal** - No.4 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Vancouver, 30 June 1918. Educated there. Woodsman and logger before the war, then attended Curtiss-Wright Technical School, 1939 and employed by Fairchild, followed by Noorduyn, December 1939 to June 1940. Enlisted in Montreal, 6 June 1940. Trained at No.1 ITS (placed 60th in a class of 244; promoted Leading Aircraftman on 19 July 1940; graduated 20 July 1940), No.8 EFTS (placed 19th in a class of 23; graduated 12 October 1940) and No.4 SFTS (placed 21st in a class of 38; graduated 30 December 1940 when promoted Sergeant). At Trenton, 20 December 1940 to 23 February 1941; at No.4 SFTS as instructor, 24 February 1941 to 19 May 1942 (promoted Flight Sergeant 1 December 1941 and WO2 on 20 December 1941). Commissioned 10 April 1942. Posted to Britain, arriving 21 May 1942; to No.22 OTU, 9 June 1942; to No.15 OTU, 20 June 1942; to Middle East, 16 August 1942; to No.37 Squadron, 20 November 1942. Killed 23 November 1942 in crash of Wellington P9693; aircraft shot down by flak attacking an airfield; buried in Crete.

This NCO pilot has carried out his duties as a flying instructor in a most continuous, uncomplaining and diligent manner. His attitude, loyalty, and reliability has been an example of the highest order to other instructors. He has shown considerably more interest in the operation of the flight than the average. He has completed 1,209 hours of flying.

NOTE: This award was first recommended by S/L A.E. Thompson, Chief Flying Instructor, No.4 SFTS on 13 February 1942 and endorsed the same day by W/C C.F. Newcombe. On 2 May 1942 it was supported by A/V/M A.B. Shearer (Air Officer Commanding, No.2 Training Command); the Chief of Air Staff approved it at an uncertain date. It was much more detailed:

This NCO pilot has carried out his duties as a flying instructor in a most continuous, uncomplaining and diligent manner. His attitude, loyalty, and reliability has been an example of the highest order to other instructors. He has shown considerably more interest in the operation of the flight than the average and has been of great material assistance in the capacity of an NCO. This instructor is particularly keen to be posted overseas, and has been somewhat disappointed a number of times in this regard. He has not, however, allowed these disappointments to affect his most excellent work. He has completed 1,209 hours of flying.

His talents had not been immediately obvious. When tested on 29 March 1941 as an instructor, F/L J.C. Wickett wrote, "This instructor was tested in the following sequences: taxiing, takeoff, turns single engine, forced landings, precautionary landing, circuit and landing. Flying Instructional ability are slightly below average and demonstrations were incorrect in some instances. It is recommended that this instructor have his category removed unless his demonstrations and the standard of his students improve." However, S/L N.B. Peterson (CFI) graded him as a "C" instructor, writing "Test very satisfactory. With a little experience should become a capable instructor."

The opinions of his superiors were thereafter favourable. On 31 December 1941, S/L A.E. Thompson wrote:

An excellent flying instructor with all the necessary qualifications of leadership and initiative, ability and education to warrant promotions to commissioned rank immediately.

On 2 December 1941, W/C C.G. Newcombe, in recommending him for a commission, declared,

This NCO has been serving as a flying instructor on this unit for a period of 12 months, during which time he has proven himself to be well above the average as pilot and flying instructor. His airmanship and general knowledge of aircraft and service flying is most satisfactory. He has displayed considerable initiative, and has shown himself to be capable of handling a Section quite efficiently. His educational standard is Junior Matriculation and he has also obtained a Master Mechanic's Certificate. His conduct at all times has been satisfactory and he has been able to obtain the confidence and respect of his students in a very marked manner.

On 6 March 1942, when applying for a commission, he stated he had flown 100 hours on Tiger Moths (1940-41), 200 hours on Ansons (1940-41), 20 hours on Harvards (1941), 20 hours on Lockheed 10 and 12 aircraft (1941) and 900 hours on Cranes (1941-42).

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FLEMING, F/L Alan Edward (J16332) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 26 October 1921 in Newboro, Ontario. Home in Toronto (deckhand and watchman); enlisted there 13 November 1940. To No.35 SFTS (guard), 16 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.8 EFTS; graduated 22 April 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 2 May 1941; to Trenton, 23 May 1941; to No.14 SFTS, 30 August 1941; graduated and promoted Sergeant, 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 12 December 1941. Posted on arrival to No.17 (Pilots) AFU. To No.56 OTU, 17 March 1942. To No.421 Squadron, 17 May 1942. Commissioned 13 October 1942. Promoted Flying Officer, 13 April 1943. To No.9 Group Headquarters, 20 December 1943. To No.1 Tactical Evaluation Unit, 7 January 1944. Repatriated 3 September 1944. Embarked for Britain again, 23 September 1944; disembarked in Britain, 1 October 1944. To Overseas Headquarters, 1 October 1944. To No.83 Group, 20 October 1944. To No.443 Squadron, 28 October 1944. To No.416 Squadron, 30 October 1944. To No.403 Squadron, 3 February 1945. Attained rank of Squadron Leader, 16 May 1945. From Belgium to UK, 28 July 1945. Repatriated 7 September 1945. Release date uncertain. Rejoined postwar RCAF Auxiliary (120034), 17 February 1949 with No.400 Squadron in rank of Flying Officer. Promoted Squadron Leader, 1 January 1951. Promoted Wing Commander, 8 May 1951. Killed in flying accident, 8 March 1952, while a Wing Commander in RCAF Auxiliary. Commanding Officer of No.400 Squadron at the time; flying Vampire 17005 he collided with F/O R.C. Yeates (Vampire 17057). Accident report in National Library and Archives, microfilm T-12356. At the time of his death, his flying times were given as follows: Vampire, 62.30; Harvard, 323.55; Tiger Moth, 66.20; Master, 27.25; Hurricane, 84.30; Spitfire, 627.40; Blatcher (?), 3.48. Photo PL-19811 (ex UK-5599 dated 18 October 1943 is of F/L W.E. Harten (Sault Ste. Marie, left), S/L R.E. McNair (North Battleford, centre) and F/L Alan Edward Fleming (Smith Falls, Ontario, right), CO and flight commanders of No.403 Squadron. Photo PL-19812 (ex UK-5600 dated 18 October 1943

shows F/L W.E. Harten (Sault Ste, Marie) and F/L Alan E. Fleming (Smith Falls, Ontario). Caption says he arrived overseas on Christmas Eve, 1941. His brother, Pilot Officer John Peerless Fleming, was a prisoner of the Japanese (see award entry).

Training: Interviewed in Montreal (no date on form) - "Fair type, keen, recommend for non-commissioned rank."

Course at No.2 ITS was 28 January to 26 February 1941. Courses in Mathematics (97/100), Armament, practical and oral (77/100), Signals (50/50), Hygiene and Sanitation (36/40). Drill (90/100), Law and Discipline (57/60). Placed second in a class of 214. Described as "Potentially good material. Inclined to be sloppy. Former watchman (Coastwise Steamship). Not particularly energetic. Sports - baseball, outdoor sports, fishing (acted as guide)."

Course at No.8 EFTS was 5 March to 22 April 1941. Tiger Moth aircraft (22.50 dual, 31.10 solo, plus 5.40 on instruments). Also logged ten hours in Link. "High average in all respects." Ground school courses in Airmanship (190/200), Airframes (92/100), Aero Engines (76/100), Signals (96/100), Theory of Flight (86/100), Air Navigation (163/200), Armament, oral (176/200). Placed second in a class of 32. "Conduct excellent. Above average ability in flying and class work. Is immature and should improve with more service experience." (F/L W.F. Poag, 21 April 1941).

Attended No.10 SFTS, 4-22 May 1941. Flew 17.05 dual and 8.55 solo plus six hours in Link. Ceased training on medical grounds - "During aerobatics, due to low blood pressure, this pupil becomes unconscious. His flying training was therefore discontinued on medical grounds." This had followed a report by P/O J.H. Baird (instructor) on 21 May 1941, reading as follows: "In Wednesday, May 21st, while demonstrating a 'Roll off the top of a loop', Fleming blacked out to such an extent that he lost consciousness for an estimated period of 5 or 6 seconds. During the manoeuvre I did not experience any great strain on myself and therefore felt that the student should not have experienced any more than a slight black out condition at the most. On completion of the manoeuvre I noticed Fleming slumped in the front seat with his head hanging over the back of the seat. This being the second time that Fleming became unconscious during aerobatics, I felt that he should be medically examined. On the previous occasion I noticed him slumped in the seat after I had completed a loop but as he straightened up almost immediately I thought no more of the incident at the time. // Regarding Fleming's flying ability, I have found him to be very good. General flying is good. He was very quick to learn aerobatics and seemed to be alright while doing them himself. His instrument flying has been exceptionally good and very accurate considering that he has only had 6.25 instrument flying at this station."

Consideration was given to remuster to Air Observer, but he was eventually allowed to resume pilot training (based in part on his excellent EFTS record). Course at No.14 SFTS was 1 September to 12

November 1941. Harvard aircraft (37.05 day dual, 38.00 day solo, 2.50 night dual, 9.10 night solo - of this, 20.00 on instruments). Also logged 20 hours in Link. "An average pilot. More attention to landings required. Weak in navigation." (S/L E.R. Johnston). Ground courses in Airmanship and Maintenance (162/200), Armament, written (83/100), Armament, practical (72/100), Navigation and Meteorology (169/200), Signals, written (69/100), Signals, practical (48/50). "An industrious student, but one who requires considerable assistance and encouragement." (S/L G.E. Creighton, 5 November 1941). Placed 32nd in a class of 51.

Course at No.17 (Pilots) AFU was 8 February to 15 March 1942. Flew Tiger Moth and Harvard (81.40 day dual, 83.40 day solo, 2.50 night dual, 9.10 night solo). Of these times, 12.00 in formation and 32.05 on instruments. Also 36 hours 30 minutes in Link. Also flew Masters (5.55 day dual, 11.55 day solo, 1.15 night dual, 1.25 night solo). The Master times included 1.10 in formation and 1.10 on instruments.

Course at No.56 OTU was 17 March to 19 May 1942. Flew 45 minutes dual, 50.45 solo (1.15 on instruments and 13.00 in formation). Logged 3.45 in Link. Fired 3.515 rounds air-to-air and 1,490 rounds air-to-ground. Average in all categories. "His formation and general flying are quite sound, and he is very keen. Ground discipline is quite good. May be suitable for a commission a little later."

Notes: Accident, 2225 hours, night of 28 July 1943 during No.421 Squadron move - Spitfire IX, serial MA416, letters AU-L, in a formation of four landing at Coltishall. At that time he had 61 hours on type, 560 hours on all types.. "As I levelled off, my right wing hit the top of a pole at the end of the approach on the right hand side of the runway. The right wing was sheared off at the centre. The left wing hit the ground and tore off at the root. The aircraft skidded sideways and wiped off the undercarriage and propellor. I was carrying a full jettison tank but there was no fire. After warning other Relish aircraft in the circuit, by radio, to go round again, I switched off all switches and lefty the aircraft. To my knowledge there were no lights showing on the totem pole." He was exonerated of blame.

On 21 July 1944 in preparation to Canada, and while on strength of No.1 Tactical Evaluation Unit (Spitfires, Hurricanes), he stated that he had flown 84 operational sorties (convoy patrols, sweeps), for 173 hours 45 minutes operational time. Total overseas flying was 574 hours 30 minutes. He stated that his preferred next posting would be No.421 Squadron, "Normandy or wherever they are, please." Under "Civil Occupation" he wrote, "Sailor (not again)."

Selected Assessments: "This officer discharged his duties as a subordinate commander quite ably. He was fairly well liked and should be satisfactory in any other capacity of a non-operational nature." (S/L W.A.G. Conrad, No.421 Squadron, 8 January 1944, when he had flown 653 hours ten minutes, 119 hours 35 minutes in previous six months."

"Improves his knowledge if not too much effort." (W/C G. Haywood, No.1 Tactical Evaluation Unit, 23

July 1944).

"Has proved himself a competent leader to his squadron and asset to the wing by his duties on the ground and in the air." (W/C J.F. Edwards, 23 July 1945, on his duties with No.403 Squadron). To this, G/C P.S. Turner added, "A new squadron commander, he was just finding his feet. Will do very well, as such, with a little more experience. Works very hard and well in the interest of the unit. A very good type of officer and pilot."

"This officer is comparatively young in years but mature in judgement. He is thoroughly reliable and capable and intensely interested in fighter work, at which he has had considerable experience during the war and peace time. He is logical, concise and possesses qualities of leadership far beyond his years. In civilian life he is a graduate engineer. He definitely should be promoted to the rank of Squadron Leader." (W/C C.A. James, No.400 Squadron, 7 December 1950)

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FLEMING, W/C Arthur (C1567) - **Air Force Cross** - No.116 Squadron - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 15 December 1906; enlisted in RCAF, 9 March 1927 (service number Can 237); trained as a pilot, 1930; attained rank of Flight Sergeant, 1 June 1936. On 25 July 1937, left Ottawa for a special task; August 1937, with F/L David A. Harding, in a Fairchild of No.7 Squadron, transported the Governor General, Lord Tweedsmuir from Aklavik, N.W.T. to Cooking Lake, Alberta. Aircraft returned to Rockcliffe, in late August. This may have been related to his being awarded a Coronation 1937 Medal. From May to mid-August 1939, using a Northrop Delta aircraft, engaged on photographic operations for the Geographical Section, General Staff. After completing some jobs around Petawawa, Camp Borden and Toronto, he flew to Western Canada for other tasks at Regina, Moose Jaw, Saskatoon and North Battleford. On this work a special 6-inch wide Ross lens was tested and proved superior to lenses previously used. Commissioned in Vancouver, 15 November 1939 at which time he was classified as a pilot, general list. Promoted directly to Flight Lieutenant, 1 December 1940. Posted to No.5 (Bomber Reconnaissance) Squadron, 2 May 1941; to No.1 Group Headquarters, 27 January 1943. To Eastern Air Command Headquarters, 10 March 1943. Promoted to Squadron Leader, 15 August 1943. Promoted to Wing Commander, 1 June 1944; to No.116 (Bomber Reconnaissance) Squadron, 8 September 1944; to "Y" Depot, Halifax, 8 July 1945. Normally such a posting was in preparation for going overseas, but it would seem that did not take place. Posted to No.6 Reserve Equipment and Maintenance Unit, 21 July 1945; to No.1 Air Command, 25 August 1945; to No.1 Composite Training School, 3 January 1946; to No.1 Air Command, 15 February 1946. Reverted to Flight Lieutenant in Permanent Force, 30 November 1946; to Rockcliffe, 25 April 1947. Promoted to Squadron Leader, 1 June 1948. Posted to Air Transport Command, 8 July 1948. Posted 3 February 1949 to a unit described only as "A" or "H" on the microfilm; not certain what this signifies. Released 5 April 1954. When recommended for AFC he had completed 2,671 flying hours.

This officer, who presently commands a Bomber Reconnaissance Squadron, has had a long career of flying during which he has performed many outstanding missions in the air. In 1941 he was entrusted with the difficult task of flying the pioneers of the now mighty Goose Bay into that then bleak spot and also the photographing of the Labrador coast, calling for superior navigation and pilot qualities, landing, as was constantly necessary, in uncharted waters. Throughout these and other operations, Wing Commander Fleming proved himself to be a captain of superior ability.

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FLEMING, P/O Donald James Cheal (J85087) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Montreal, 13 June 1923; home in London, Ontario. Enlisted in London, Ontario, 12 December 1941. To No.5 Manning Depot, 15 January 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.4 EFTS until 15 August 1942; ceased training 21 September 1942 and posted to No.1 Composite Training School; to No.8 BGS, 10 October 1942; graduated 30 December 1942 and posted on 2 January 1943 to No.5 AOS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 1 January 1944; promoted Flying Officer, 1 September 1944. Repatriated 8 April 1945. Retired 5 June 1945. Postwar he took Engineering at Queen's University and thereafter followed a career in metallurgy. He was a member of the team designing the engine for the Avro Arrow. Also worked on Canadian nuclear power units with General Electric of Canada. In retirement he took a degree in History at Trent University. Inducted into Canadian Hall of Valour (Carleton Place), 2006. Died in Peterborough, Ontario, 18 October 2006. 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 19 May 1944 when he had flown 26 1/3 sorties (191 hours 18 minutes), 22 November 1943 to 9 May 44.

class=WordSection6>

22 November 1943 - Berlin

26 November 1943 - Berlin

2 December 1943 - Berlin

3 December 1943 - Leipzig

16 December 1943 - Berlin

20 December 1943 - Frankfurt

29 December 1943 - Berlin

1 January 1944 - Berlin

2 January 1944 - Berlin

3 January 1944 - Stettin

14 January 1944 - Brunswick

20 January 1944 - Berlin

21 January 1944 - Magdeburg

27 January 1944 - Berlin

28 January 1944 - Berlin

30 January 1944 - Berlin

20 February 1944 - Stuttgart

24 February 1944 - Schweinfurt

25 February 1944 - Augsburg

22 March 1944 - Frankfurt

24 March 1944 - Berlin

26 March 1944 - Essen

30 March 1944 - Nuremburg

30 April 1944 - Maintenon

3 May 1944 - Mailly le Camp

9 May 1944 - Merville

19 May 1944 - Lyons

class=WordSection7>

Pilot Officer Fleming, a Canadian, was posted to this squadron on 7th November 1943, since when he has completed 26 1/3 sorties. comprising 191.18 hours on his first operational tour. He joined the squadron as a Flight Sergeant, being appointed to commissioned rank on 1st January 1944.

Throughout his time in the squadron, this officer has ever shown an intense enthusiasm for operational flying, which he has carried out with competence and zeal of a very high order. His sole object, in spite of frequent heavy enemy opposition both by anti-aircraft fire and fighter attacks, has been to present the target with the full weight of his bomb load, and his cool courage under these circumstances has been an inspiration to the remainder of his crew.

His cheerful demeanour and dogged courage and determination to press home his attacks have enabled him to direct his pilot on each occasion to the very heart of the target, and I recommend him most strongly for the non-immediate award of the Distinguished Flying Cross.

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FLEMING, P/O John Charles (J88048) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born 20 March 1916, Salmon Arm, British Columbia. Home in New Westminster. Enlisted in Vancouver, 23 March 1942. To No.3 Manning Depot, 3 May 1942. To No.7 SFTS (guard), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 23 October 1942; posted next day to No.2 AOS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 7 July 1944. Repatriated 28 October 1944. To Western Air Command, 4 December 1944. To No.6 OTU, 5 December 1944. To Halifax, 23 April 1945. Remained in postwar RCAF (20479), reverting to Flight Sergeant on 1 October 1946. Commissioned as Flight Lieutenant, 14 June 1951. Promoted Squadron Leader, 1 August 1951. Photo PL-36933 is a portrait. Navigator to F/O Harold F. Arnold, DFC.

Throughout many operational sorties this officer has proved to be a reliable and accurate navigator. On one occasion when his aircraft was attacked by an enemy fighter a cannon shell exploded inside the fuselage near his table. Undeterred, Pilot Officer Fleming continued to work with calmness and efficiency.

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FLEMING, F/L John Peerless (J15051) - **Mention in Despatches** - No.232 Squadron - Award effective 29 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 1 June 1920 at Newboro (Chaffey's Locks), Ontario; educated there and at Smiths Falls. Home either Ottawa or Smiths Falls, Ontario. Prior to war he was prominent in local hockey and a guide around Chaffey's Locks, conducting tourists on hunting and fishing trips. Enlisted in Montreal, 1 October 1940.

To o.34 SFTS (guard), 25 October 1940. To No.2 ITS, 29 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.10 EFTS; graduated 21 February 1941 when posted to No.1A Manning Depot. To No.6 SFTS, 5 March 1941; graduated and promoted Sergeant, 16 May 1941; to Embarkation Depot, 17 May 1941; to RAF overseas, 4 June 1941. Commissioned 29 November 1941. Missing 7 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 November 1943. Liberated and then repatriated, 10 October 1945. Retired 23 January 1946. A brother, P/O Allen E. Fleming, was also in RCAF overseas and Mentioned in Despatches.

Flight Lieutenant Fleming was captured by the Japanese early in the war and was transferred to the Prisoner of War Camp in Kuching, Borneo, in 1942. At an obvious risk, a plan was laid to build a small wireless set. Those responsible were faced with severe punishment and perhaps death if discovered. A Royal Air Force Warrant Officer elected to build the set with the aid of a few selected volunteers who obtained scraps and bits and pieces of makeshift materials and finally the valves. Flight Lieutenant Fleming undertook the task of officer in charge of security and organized an ingenious scheme of warning fuses, lookouts, and hiding places for the set which despite vigorous searches, successfully avoided discovery. During a period of over two years Flight Lieutenant Fleming guarded the tiny set. As the responsible officer, his punishment if caught was certain. By his disregard for his own safety he won the admiration of his fellows and contributed materially to their high standard of morale.

FLEMING, Sgt John Peerless (R77070, now F/L, J15051) - **Mention in Despatches** - No.232 Squadron. Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Award earlier announced, effective 29 December 1945, with details; the 1946 citation reads only:

...in recognition of gallant and distinguished service whilst prisoners of war in Japanese hands.

Public Records Office Air 2/8774 has a citation for Air Ministry Honours and Awards Committee which appears, in fact, to be a digest of that for the earlier Mention in Despatches:

At considerable risk to himself, this officer obtained spare wireless parts with which he assisted in building a secret wireless receiving set at Kuching camp. When the set was in operation, together with Corporal Beckett, he received and organized the distribution of news to various camp commanders, thus assisting them to keep prisoners in contact with world affairs and the progress of the war. This service was of great value in maintaining morale in the camp.

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FLEMING, WO (now P/O) Melville (R109805/J89169) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 3 March 1920 at Moose Jaw, Saskatchewan; home in Drinkwater, Saskatchewan (transport driver and mechanic for five years). Enlisted in Windsor, Ontario, 21 July 1941 (where he appears to have been working for Ford Motor Company) and posted to No.1 Manning Depot. To No.1 Equipment Depot, 18 October 1940. To No.4 BGS, 17 January 1942. Graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Disembarked in Britain, 23 March 1942 and posted to No.3 PRC, Bournemouth. To No.7 AGS, 23 May 1942 (Defiant and Whitley aircraft, six hours 25 minutes). To No.16 OTU, 23 June 1942 (75 hours 25 minutes, Wellington aircraft). To No.61 Squadron Conversion Flight, 16 September 1942 (Manchester and Lancaster aircraft, 24 hours 25 minutes). To No.61 Squadron, 18 October 1942 (300 hours ten minutes on Lancasters). Promoted Flight Sergeant, 6 January 1943. To No.29 OTU, 11 May 1943 (Wellingtons, 91.25 instructing in gunnery). Promoted WO2, 6 July 1943. To No.156 Squadron, 16 May 1944; attached to Lancaster Finishing Unit, 20 May 1944 (13 hours ten minutes) and then back to squadron, 2 June 1944 (188 hours 35 minutes). Commissioned 1 September 1944. To Repatriation Depot, 17 October 1944. Repatriated 7 November 1944. To No.5 BGS, 16 November 1944. To Release Centre, 6 February 1945; retired 5 March 1945. Died in New Westminster, British Columbia 24 June 1976 as per British Columbia Vital Statistics. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 17 September 1944 when he had flown 63 sorties (331 hours five minutes) in two tours (24 October 1942 to 30 April 1943 and 11 June to 14 September 1944).

class=WordSection8>

First Tour

24 October 1942 - Milan

13 November 1942 - Genoa

16 November 1942 - GARDENING, Anholt Isle

18 November 1942 - Turin

6 December 1942 - Mannheim

9 December 1942 - Turin

20 December 1942 - Duisburg

12 January 1943 - Essen

16 January 1943 - Berlin
17 January 1943 - Berlin
21 January 1943 - Essen
27 January 1943 - Dusseldorf
14 February 1943 - Milan (DNCO)
16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven
21 February 1943 - Bremen
25 February 1943 - Nuremburg
26 February 1943 - Cologne
1 March 1943 - Berlin
5 March 1943 - Essen
8 March 1943 - Nuremburg
9 March 1943 - Munich
11 March 1943 - Stuttgart
22 March 1943 - St.Nazaire
27 March 1943 - Berlin
16 April 1943 - Pilsen
18 April 1943 - Spezia
20 April 1943 - Stettin
27 April 1943 - Duisburg
28 April 1943 - GARDENING, Lubeck Bay
30 April 1943 - Essen

Second Tour

11 June 1944 - Tours
15 June 1944 - Lens
16 June 1944 - Renescure

27 June 1944 - Oisemont
2 July 1944 - Oisemont
7 July 1944 - Vaires
10 July 1944 - Nucourt
11 July 1944 - Cappennes
12 July 1944 - Thiverney
14 July 1944 - Revigny
17 July 1944 - Mont Candon
18 July 1944 - Sannerville
23 July 1944 - Donges
24 July 1944 - Stuttgart
28 July 1944 - Hamburg
31 July 1944 - Foret du Croc
4 August 1944 - Pauillac
14 August 1944 - Falaise area
15 August 1944 - Eindhoven
16 August 1944 - Kiel
18 August 1944 - Connantre
25 August 1944 - Russelsheim
26 August 1944 - Kiel
27 August 1944 - Mimoyeques
29 August 1944 - Stettin
31 August 1944 - St.Riqiour
3 September 1944 - Eindhoven
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt

www.bombercommandmuseumarchives.ca

14 September 1944 - The Hague area

class=WordSection9>

Warrant Officer Fleming has completed 62 operational sorties, 33 of which have been with the Pathfinder Force. The majority of the targets have been heavily defended German areas.

This Warrant Officer by his unceasing vigilance, [and] his quick and accurate directions to his pilot, has on many occasions been responsible for successful evasions of enemy aircraft. He flies with a crew which carry out the duties of Master Bomber, and has proved himself to be a determined and courageous gunner.

His devotion to duty has been of a high order, and I recommend him for the award of the Distinguished Flying Cross.

Notes: Interviewed 8 July 1941 by F/O W.D. Stroud who wrote, "An average type. Courteous, appears straightforward and fairly intelligent. Mechanical experience. Boyish type, good athletic record. Appears keen. Good material."

Course at No.4 BGS was 19 January to 16 February 1942. Logged ten hours 25 minutes in Battle aircraft. Gunnery test results were Beam Test (4.25 percent), Beam Relative Speed Test (4.83 percent) and Under Tail Test (five percent). Fired 600 rounds on ground, 200 air-to-ground and 1,514 air-to-air. Scored 50 percent on written exam, 64 percent in practical and oral examination, and graded 162/250 in "ability as firer." Placed 26th in a class of 29 - "Found work difficult - should improve with experience."

Course at No.16 OTU was 25 June to 15 September 1942. Flew in Wellington aircraft (39.35 day, 35.50 night); fired 400 rounds by day on 25-yard range, 200 rounds by night on 25-yard range, 200 rounds by day on 400 yard range, 200 rounds by night on 400-yard range, carried out five clay pigeon exercises (50 rounds, 12 hits), fired 2,500 rounds at drogue (1.6 percent hits), 300 rounds in two exercises firing at sea markers and exposed four rolls of film. Assessed in Range Estimation (95 percent), Aircraft Recognition (92 percent), Running Commentary (74 percent), Practical Harmonization ("Good") and Practical Gun Cleaning and Maintenance (75 percent). No fighter affiliation exercises. "Not a very receptive pupil, not very impressive. His results, though, especially practical work, are satisfactory. Theory is his weak point. Operationally fit." (F/L L.Graves, Chief Armament Instructor) and "An average gunner who may improve with further experience" (S/L Mf< Thwaites, Chief Instructor, 13 September 1942).

He received a severe reprimand for actions on 8 June 1943 at No.29 OTU (his non-operational tour). Charge read, "W.O.A.S. 1. Not wearing his field service cap. 2. Having his left hand in his trousers pocket. 3. Having the two top buttons of his tunic unfastened - all when walking out. 4. Saying to Sergeant D'Oyly-Boldie (RAF Police), 'It is a bloody pity you have nothing else to do - I wish I had a bloody fine truck to ride about in.' 5. Conduct prejudicial to good order and discipline in that he was heard by Sergeant D'Oyly-Boldie C. and Corporal Knous, S. [this name not clear] RAF Police to utter abuse in the presence of civilian and service personnel when stopped, whilst his particulars were being taken and as we left the vicinity."

Application for Operational Wing dated 4 December 1943 stated he had flown 30 sorties with No.61 Squadron (225 hours), 24 October 1942 to 30 April 1943.

Application for Bar to Operational Winf dated 7 November 1944 stated he had flown 36 sorties, 140 hours, 2 June 1944 to 20 September 1944.

Assessment dated 21 October 1944 read as follows: "This officer has served operationally with Nos.61 and 156 Squadrons. He has a total of 699:25 hours, 376:55 of which are operational comprising of two operational tours, one non-operational tour and 67 sorties."

On repatriation he also stated he had flown 67 sorties (last one on 20 September 1944) and gave his total hours overseas as 376.55 operational and 322.30 non-operational.

British National Archives, Kew (Air 50/191) have the following report dated 16 January 1943, No.61 Squadron (Syerston, Newark, Nottinghamshire) to Station Syerston:

Report on Encounter with enemy aircraft

1. Herewith Air Gunner's report in respect of Lancaster W.4317 which was attacked whilst outward bound for Duisberg on the night of 20/21st December 1942.
2. Aircraft W4317 Lancaster Z of No.61 Squadron was outward bound for operations on Duisberg on the night of 20/21st December 1942 in position 51.29 East 06.41 at 1953 hours, his height 15,000 feet and course 140 at an air speed of 160 m.p.h.

3. The visibility was good and weather clear, there were no searchlights at any time during the encounter, nor were flares or ground lights used by the enemy.

4. No unusual phenomenon was observed. The Lancaster was attacked by a single engined enemy aircraft, ME.109 and no lights were carried. The armament was not observed on the enemy machine as it did not return fire. It was first seen 88 yards on the starboard quarter up. He then shadowed the bomber for approximately two minutes, then closed in for the attack, breaking off at 400 yards to the Port quarter down. The rear gunner fired one short burst and the enemy aircraft was lost to view.

5. When the fighter was first seen the rear gunner instructed the Pilot to make a diving turn to starboard. The rear turret was the only one used during the encounter and there were no stoppages.

6. No claims were made by our gunner, and no hits on our aircraft or casualties to our crew. Sergeant Fleming the rear gunner fired approximately 300 rounds during this short encounter. He was trained at No.7 AGS and No.16 OTU.

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FLEMING, F/O Ronald Mitchell (J24920) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Dartmouth, Nova Scotia, 6 April 1912; home there. Salesman. Enlisted in Halifax, 22 April 1942. To No.5 Manning Depot, 13 May 1942. To No.13 SFTS, 9 July 1942; to No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.9 AOS; graduated and commissioned on 2 April 1943. To "Y" Depot, 17 April 1943; to RAF overseas, 15 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 18 November 1944. To Moncton, 9 January 1945. To Torbay, 14 January 1945. To "Y" Depot again, 6 March 1945. Promoted Flight Lieutenant, 2 April 1945. To United Kingdom, 13 April 1945. Repatriated 18 June 1945. To Debert, 19 June 1945 from when he was posted again to United Kingdom as of that date. Repatriated 22 July 1945. To "K" Flight, 10 October 1945. To Release Centre, 12 December 1945; retired 17 December 1945.

This officer was the navigator of an aircraft detailed to attack Bochum one night in October 1944. During the operation the aircraft sustained extensive damage when hit by anti-aircraft fire. Much of his navigational equipment was rendered useless. In spite of this Flying Officer Fleming navigated the aircraft home with his usual accuracy. He set

a fine example of skill and devotion to duty in most difficult circumstances. This officer has participated in a large number of sorties involving attacks on a wide range of enemy targets.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C J. Lecompte, 26 October 1944 when he had flown 31 sorties (142 hours 15 minutes):

This officer was navigator of the crew of the aircraft captained by F/O J.A. Weir which carried out a successful raid on Bochum in October 1944. He displayed courage of a very high degree on this sortie, being undeterred from his duties by the intense flak and extensive damage to the aircraft. By his extremely accurate navigation, despite the instruments being unserviceable owing to flak damage, the captain of his aircraft was able to return to a base in this country under difficult circumstances. Pilot Officer Fleming has always maintained an exceptional high standard of skill and efficiency as a navigator. During his operational career his devotion to duty, ability and enthusiasm have always been of the highest order. He has been an inspiration to his crew. It is most strongly recommended that his efforts be rewarded by the immediate award of the Distinguished Flying Cross.

The Group Captain in command of Station East Moor added his comments on 27 October 1944:

Pilot Officer Fleming has navigated throughout his tour in an exemplary manner. This navigation was a very large contributing factor to the great success achieved by his crew during the course of their operational tour. On the above mentioned occasion he showed exceptional courage and a fine disregard for the heaviest defences the enemy had to offer, carrying on with his work in a skilful and efficient manner despite fighter attacks and flak damage. I concur with his Squadron Commander's recommendation in that his efforts warrant an award of the Distinguished Flying Cross (Immediate).

Note: Incident, 27 August 1944, Halifax LL593 hit by flak, 27 August 1944 bombing flying bomb site at Mimoyecques; aircraft sustained flak damage to fuselage resulting in mid-upper gunner being injured. The pilot was able to return to East Moor with no further damage being sustained. Crew were as follows: Pilot - F/O James Allister Weir RCAF (J/24474), later DFC; Flight Engineer - Sgt J Potter; Navigator - F/O Ronald Mitchell Fleming RCAF (J/24920); Air Bomber - F/O P Bowen; Wireless Operator/Air Gunner - F/O H Lyons; Mid Upper Gunner - P/O J Thompson (injured); Rear Gunner - F/Sgt H Warner.

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FLEMING, F/L Walter Clifton (C20486) - **Mention in Despatches** - Station Dartmouth - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Enlisted in Saint John, New Brunswick, 4 September 1939 as Aero Engine Mechanic. To No.118 Coastal Artillery Cooperation Squadron, 30 October 1939. Promoted AC1, 1 March 1940. To No.4 Repair Depot, 9 April 1940. Attended Bristol and Wright Engine Course, Montreal, 19 February to 8 March 1940 and placed first in a class of 26. Promoted LAC, 29 May 1940. Promoted Corporal, 21 October 1940. Promoted Sergeant, 7 January 1941. Promoted Flight Sergeant, 1 March 1942. To Aero Engineering School, 14 August 1942. Commissioned 7 November 1942. To No.8 SFTS, 20 November 1942. To "K", 28 December 1942. Promoted Flying Officer, 1 May 1943. To No.121 Squadron, 15 June 1943. To "K" again, 16 June 1943. Promoted Flight Lieutenant, 1 January 1944. Promoted Squadron Leader, 1 January 1945. To AFHQ, Ottawa, 8 May 1945. To Station Uplands Maintenance, 1 October 1945. Retired 5 April 1946. Believed to have died 6 January 1994.

As assistant to Chief Engineering Officer, this officer has at all times shown outstanding ability and devotion to duty. His close supervision, earnestness and co-operation have aided greatly in the high serviceability maintained by Royal Canadian Air Force Station, Dartmouth. He is a highly dependable officer who at any time will cheerfully work beyond the ordinary call of duty.

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FLETCHER, F/L Robert Earl (J9323) - **Mention in Despatches** - No.22 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 21 June 1919. Home in Toronto; enlisted in Winnipeg, 12 September 1940. Trained at No.1 ITS, No.4 AOS (graduated 29 September 1941), No.1 BGS (graduated 8 November 1941) and No.2 ANS (graduated 8 December 1941). Retired 19 February 1945. Rejoined RCAF, 19 April 1948 (30184); retired again, 15 January 1969 to Tweed, Ontario. Died in Belleville, Ontario, 17 May 2011. No citation.

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FLEWELLING, F/L Murray Franklin (J18927) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Calgary, 16 January 1919; home there; stockroom clerk. Enlisted in Calgary, 1 August 1941. To No.2 Manning Depot, 19 September 1941. To No.5 BGS, 3 January 1942. To No.7 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.6 EFTS until 6 June 1941; graduated 31 July 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; embarked from Canada, 12 December 1942; arrived in United Kingdom 18 December 1942. To No.3 (Pilots) AFU, 16 February 1943; attached to No.1531 Beam Approach Training Flight, 16-23 March 1943. To No.23 OTU, 20 April 1943. To No.1664

Conversion Unit, 3 July 1943. To No.434 Squadron, 25 July 1943. Commissioned 25 September 1943. Promoted Flying Officer, 5 February 1944. To No.1659 Conversion Unit, 15 August 1944. Attached to No.3 Flying Instructor School, 20 September to 18 October 1944. To No.62 Base, 14 June 1945. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 11 September 1945. Retired 16 September 1945. Postwar accountant for Income Tax Department. Died in Calgary, 9 May 1986. RCAF photo PL-29961 dated 24 May 1944 shows W/C Chris Bartlett and F/L Murray Flewelling. RCAF photo PL-31135 (ex UK-12611 dated 21 July 1944) shows W/C F.H. Watkins of Winnipeg (left) and F/L Murray Flewelling, DFC, of Calgary; behind is "The Queen", a squadron Halifax. RCAF photo PL-31137 (ex UK-12613 dated 21 July 1944) shows Flewelling alone. RCAF photo PL-32554 (ex UK-13677 dated 26 August 1944) also shows him. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 June 1944 when he had flown 29 sorties (162 hours five minutes), 12 August 1943 to 10 June 1944.

This officer has participated in very many sorties, most of them against heavily defended targets. He is a highly skilled member of aircraft crew whose fearlessness and determination have greatly inspired his crew. He has set an excellent example.

NOTE: The recommendation to this award is very detailed and it is clear the published citation does not do justice to his service. For the record, the recommendation read as follows:

This officer has been with the squadron since its formation, and has completed a total of twenty-nine sorties. Twelve of these operations have been against heavily defended targets in Germany. While over the target on one of his attacks on Berlin [28 January 1944], his aircraft was attacked by a fighter and the fuel tanks punctured. He successfully carried out his mission and displayed exceptional skill, fearlessness and dogged determination in extricating his aircraft from a perilous situation. He completed a hazardous and perilous return journey, safely bringing his aircraft over home soil. With the petrol supply completely exhausted he was unable to reach an airport. With complete disregard for his personal safety he kept his aircraft aloft until his crew had safely baled out, then abandoned it by parachute. His crew undoubtedly owe their lives to the outstanding fortitude and skill of this officer. This officer's efficiency, zealous devotion to duty, exceptional fearlessness and magnificent leadership are an inspiration and praiseworthy example of the highest order.

The sortie list was as follows:

12 August 1943 - Milan (9.50)

2 September 1943 - Gardening (3.50)

5 September 1943 - Mannheim (7.40)

15 September 1943 - Mount Lucon (6.30)
22 September 1943 - Hanover (5.20)
29 September 1943 - Bochum (5.25)
3 October 1943 - Kassel (6.15)
25 November 1943 - Frankfurt (8.25)
26 November 1943 - Stuttgart (7.55)
3 December 1943 - Leipzig (7.50)
20 December 1943 - Frankfurt (6.50)
21 January 1944 - Magdeburg (7.05)
28 January 1944 - Berlin (7.40)
25 February 1944 - Gardening (6.05)
3 March 1944 - Meulons-sur-Mureaux (3.20)
6 March 1944 - Trappes (5.25)
13 March 1944 - Le Mans (5.50)
15 March 1944 - Amiens (5.00)
16 March 1944 - Amiens (5.20)
25 March 1944 - Aulnoye (6.00)
30 March 1944 - Gardening (4.40)
10 April 1944 - Ghent (4.15)
18 April 1944 - Gardening (6.45)
22 April 1944 - Laon (5.45)
24 April 1944 - Gardening (3.50)
9 May 1944 - Calais (3.20)
24 May 1944 - Trouville (4.40)
7 June 1944 - Versailles (5.15)
12 June 1944 - Versailles (5.35)

Website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/eb256.html> provides the following on the events of 28 January 1944 involving Halifax EB256, abandoned near Flixton, Scarborough. On the

night of 28/29 January 1944 the crew of this aircraft were tasked an operational flight to bomb Berlin. Took off from Croft airfield near Darlington at 23.50hrs. 677 aircraft were taking part in the raid, with 241 Halifaxes making up part of the numbers, broken cloud was reported over Berlin. While over the target area the aircraft was attacked by a fighter which knocked out the port outer engine and holed at least one fuel tank. The crew bombed the target and made for home however as they crossed the Yorkshire Coast the fuel supply was nearly exhausted and starboard inner engine cut out. The pilot ordered his crew to bale out and he was last to leave the aircraft in the Filey area. The aircraft crashed just north of Flixton at around 08.00hrs. The rear gunner is thought to have released his parachute too soon or it had fouled the aircraft as he left it, the parachute caught on the tail of the aircraft and he only became free when the chute tore. Sadly this did not break his fall and he was killed on impact with the ground. The remaining crew landed safely although one other sustained minor injuries. The pilot and navigator were later awarded the DFC's and their citations given below refer to this incident. The rear gunner killed was Sergeant Joseph William Raoul Demers RCAF (R19959), aged 21, of Quebec City, Canada. Buried Harrogate Stonefall Cemetery, Yorkshire. Those who survived were as follows: Pilot - P/O Murray Franklin Flewelling RCAF (J18927), of Calgary, Canada (uninjured); Second Pilot - F/Sgt Edmund Arthur Vigor RCAF (later J/85758), initially from Blagdon, Somerset, England, late of St. Catherines, Ontario, Canada (uninjured); Flight Engineer - P/O Richard Norris Dobney RAFVR (170655, slightly injured); Navigator - F/O Donald Robert Hutcheon RCAF (J21893), of Davidson, Saskatchewan, Canada (uninjured); Bomb Aimer - P/O Robert J. Brown RCAF, of Toronto, Ontario, Canada (uninjured); Wireless Operator/Air Gunner - Sgt S Thompson RAF (uninjured); Mid Upper Gunner - P/O J Clayton RAF (uninjured).

The website also states: "On 4th October 1943 he and his crew (varying slightly from the crew above) lost a hatch on take-off, they carried out their flight to Kassel, Germany with the temperature in the aircraft going to minus 32 degrees."

Training: Interviewed by F/O G.W.G. Kenney, 12 June 1941 in Calgary. "Clean cut lad, pleasant personality, not nervous, well educated, officer type, Should be excellent material for Pilot or Observer."

Course at No.7 ITS, Saskatoon was 2 March to 24 April 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 846 points out of possible 1,000. Placed 36th in a class of 97.. "Very good type, keen for action as pilot. Good natured and somewhat reticent, should have no difficulty making aircrew." (W/C L.C. Russell).

Course at No.6 EFTS was 8 June to 31 July 1941. Tiger Moth aircraft - 9.05 dual to first solo, 27.20 total day dual, 45.00 day solo, one hour night solo. Was ten hours on instruments. Logged ten hours in Link. Ground courses in Navigation, Airmanship, Aircraft Recognition, Signals (written), coring 508 points from possible 700. Placed 15th in a class of 19. "This student is an average pilot, lacks a bit of dash. He is a bit too much on the careful, timid side, Needs watching because of this. Requires more practice in

aerobatics.”

Course at No.10 SFTS was 3 August to 20 November 1942. Crane aircraft - 58.30 day dual, 69.25 day solo, 8.40 night dual, 9.20 night solo. Was 24.05 on instruments. Logged 23 hours 30 minutes in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology, Scored 580 points of possible 750. Placed 36th in a class of 49. “Above average. Unassuming. Good type of trainee. Attitude good. Will develop with more experience.” (S/L S.H. Clark).

Course at No.23 OTU was 20 April to 24 June 1943. Wellington III aircraft - 3.25 day dual to first day solo, 5.30 total day dual, 36.15 day solo; of this 2.40 in formation; 2.10 night dual to first night solo, 3.35 total night dual, 38.25 night solo. Was 21.15 on instruments. Logged 15.25 in Link. Dropped 42 bombs by day and 24 by night. Flying Test Grades in General Flying (3000/400), Applied Flying (100/200), Instrument Flying (150/250), Night Flying (75/100) and Link (35/50). Ground courses in Airmanship (249/300), Armament (216/300), Meteorology (71/100), Navigation (160/200) and Signals (79/100). “An average pilot and captain, although most reliable and keen. With experience he will gain confidence and should become quite good. He has a rather quiet, unassuming manner but has worked hard, shown interest in all he has done.” (W/C F.W.S. Turner)

Course at No.1664 Conversion Unit was 5 July to 24 July 1943. Flew 44 hours ten minutes. Crew were listed as himself (pilot) plus P/O D. R. Hutcheon (navigator), 1080427 Sergeant N. Thompson (WOP), R106897 Sergeant R.H. Gairns (gunner), R130316 Sergeant R. J. Brown (bomb aimer); 1804999 Sergeant T. Gibbs (flight engineer), and 1053197 Sergeant J. Clayton (Gunner). “Average pilot. He is very keen and should do well with experience.” (S/L J.M. McCormack)

RCAF Press Release No. 2377 dated 9 August 9, 1944, from S/L T.C. McCall (to accompany photos Y-2162 and UK -12613) read as follows”

WITH THE RCAF BOMBER GROUP OVERSEAS: “We’ve been most fortunate,” says Flight Lieutenant Murray Flewelling, DFC as he fingers a “lucky” 10-cent piece.

“Flew”, as he is known to his fellow members of the Bluenose squadron isn’t sure, even now, where the lucky coin came from; he got it when he was attending elementary flying school at Prince Albert, Saskatchewan, and has had it ever since.

The lucky dime has shared a good many experiences with its owner. It came with him to the squadron when he joined it as a sergeant-pilot and as an “original” little over a year

ago; it was with him the night he flew back from Berlin on two engines and, with his crew, had to bail out over England; it did 35 bombing missions to some of the hottest targets on the continent, including a tiresome 10-hour "stooge" to Milan and back, over the Alps, when its owner, making his initial trip as second pilot, stood all the way.

According to the dark-moustached 25-year-old, the only time its magic failed during the tour he has now completed, was when it ran smack into the "13" jinx. The Berlin trip was on the 13th of the month.

Little over a month ago, F/L Flewelling who, before enlisting in the RCAF, was a bookkeeper with a Calgary lumber firm, was awarded the Distinguished Flying Cross for gallantry in air operations. Now, with his tour finished, he's headed for an instructor's job. With him will go the lucky dime.

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FLEWWELLING, F/O Paul Hamilton (J18586) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Clifton, British Columbia, 11 November 1919. Home in Bridgetown, Nova Scotia. Bank clerk. Enlisted in Charlottetown, 15 May 1941. To No.1 ITS, 27 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.7 EFTS; graduated 25 October 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 28 February 1942. Posted that date to "Y" Depot. To RAF overseas, 19 March 1942. Commissioned September 1943. Repatriated 8 June 1945. Date of release uncertain. RCAF photo PL-42640 (ex UK-19503 dated 15 March 1945) has the following caption: "F/O P.H. Flewelling, Lancaster pilot of Bridgetown, Nova Scotia and formerly of SaintJohn, New Brunswick, has been flying in Britain more than three years. As the only Canadian in an RAF crew, he has bombed more than 20 of the enemy's most fiercely defended targets - Munich, Politz, Merseburg and Brux, the last three being the 'Big Three' of Germany's synthetic oil plants. He bombed the Dortmund-Ems Canal from 3,000 feet." RCAF photo PL-42644 (ex UK-19507 dated 15 March 1945) shows three RCAF aircrew drawing parachutes for the night's operations - F/O E.G. Semark (navigator, Windsor, Ontario), F/O S. Hoard (pilot, Campbellford, Ontario) and F/O P.H. Flewelling, Bridgetown, Nova Scotia.

Flying Officer Flewelling has completed a successful tour of operational duty, during which he has attacked many heavily defended targets in Germany. During one sortie his aircraft was hit by anti-aircraft fire while over the target. Nevertheless, he successfully completed his mission and flew safely back to base with only three engines of his aircraft functioning. In January 1945, this officer was detailed for an attack against Munich. Shortly after the take off, owing to severe icing, a number of the instruments in his aircraft were rendered unserviceable. Despite this he completed a long and arduous

flight and successfully bombed his target. At all times Flying Officer Flewwelling has displayed gallantry and devotion to duty of a high order.

NOTE: Public Records Office Air 2/9137 has recommendation dated 16 May 1945 when he had flown 33 sorties (30 successful) totalling 232 hours 45 minutes operational time. Sortie list and extended text give better idea of his tour:

class=WordSection10>

6 November 1944 - Gravenhorst (5.35)
11 November 1944 - Harburg (5.10)
16 November 1944 - Duren (5.30)
21 November 1944 - Gravenhorst (6.25)
22 November 1944 - Trondheim (11.15)
26 November 1944 - Munich (9.35)
11 December 1944 - Heimbach (5.20)
17 December 1944 - Munich (10.10)
30 December 1944 - Houffalize (5.20)
1 January 1945 - Ladbergen (6.00)
4 January 1945 - Royan (6.10)
6 January 1945 - Houffalize (5.35)
7 January 1945 - Munich (9.30)
13 January 1945 - Politz (5.25, DNCO)
14 January 1945 - Merseburg (9.20)
16 January 1945 - Brux (9.30)
1 February 1945 - Siegen (6.40)
2 February 1945 - Karlsruhe (7.05)
8 February 1945 - Politz (10.00)
13 February 1945 - Dresden (5.05, DNCO. Boomerang S.I. u/s)
14 February 1945 - Rositz (9.15)

19 February 1945 - Bohlen (8.00)
21 February 1945 - Gravenhorst (6.30)
24 February 1945 - Ladbergen (4.25)
5 March 1945 - Bohlen (10.00)
7 March 1945 - Harburg (6.40)
21 March 1945 - Hamburg (5.35)
23 March 1945 - Wesel (5.55)
4 April 1945 - Nordhausen (6.35)
7 April 1945 - Molbis (8.20)
10 April 1945 - Leipzig (3.00, DNCO, S/O u/s)
17 April 1945 - Cham (8.30)
23 April 1945 - Flensburg (5.20)

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Flying Officer Flewwelling, the captain of a Lancaster aircraft, has completed a very satisfactory tour of 30 successful sorties for a total of 233 operational hours. The majority of his sorties were against highly defended targets in Germany itself, and his tour included such long trips as Trondheim, Munich (three times), Bohlen (twice), Merseburg, Brux, Politz, Rositz and Cham. This officer invariably displayed a quiet determination to press home his attacks to a successful conclusion regardless of the opposition, which was often intense.

On his first operational sortie as captain, Flying Officer Flewwelling was hit by flak over the target, which he nevertheless successfully attacked. Shortly afterwards his starboard outer engine failed, and he returned to base on three engines, making a successful landing.

On January 7/8th against Munich, he ran into severe icing shortly after takeoff, which rendered his airspeed indicator, air position indicator and bomb sight unserviceable. Despite these difficulties and aided by his navigator and air bomber, he carried on for the long and arduous trip and successfully bombed the target without the aid of these instruments.

On April 4th he had difficulty in releasing his bombs. After some time in the target area, he managed to jettison his bombs on the target, damaging his bomb doors in the process.

Throughout his highly successful tour, Flying Officer Flewwelling has displayed a courageous resolution and gallantry and a determination to hit the enemy, which has been an inspiration to his crew. I recommend him for the Distinguished Flying Cross.

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FLICK, F/L Joffrey Barton (C4300) - **Mention in Despatches** - Headquarters Balkan Air Force - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 21 May 1917 in London, England. Home in Toronto; enlisted there 7 March 1941 as Radio Officer and commissioned Flying Officer that date. To RAF overseas, 6 June 1941. Promoted Flight Lieutenant, 1 March 1943. Repatriated 28 August 1945. To No.1 Composite Training School, 5 September 1945. To Release Centre, 31 October 1945. Retired 5 November 1945. Died in the English Channel, 22 December 1953. First name also rendered as "Jeffrey". No citation.

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FLINT, F/L (now S/L) Theodore Pember (J10392) - **Commended for Valuable Services** - No.187 Squadron - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 June 1912. Enlisted in Windsor, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.7 EFTS. To No.4 SFTS, 11 October 1940. Graduated and promoted Sergeant, 20 December 1940 when posted to Trenton. To No.8 SFTS, 24 February 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 20 December 1941. Commissioned 1 March 1942. To No.9 SFTS, 31 August 1942. Promoted Flying Officer, 15 November 1942. To No.12 EFTS, 31 January 1943. Promoted Flight Lieutenant, 1 March 1943. Promoted Squadron Leader, 1 June 1943. To No.1 SFTS, 11 July 1943. To No.45 Group, Ferry Command, 18 September 1943 and proceeded overseas. Posted from No.422 Squadron to No.426 Squadron, 31 August 1945. Repatriated at uncertain date. Reverted to Flight Lieutenant, 1 October 1946 (postwar number 27106). To No.408 Squadron, 29 November 1952. To AFHQ, 20 September 1954. To Canadian Joint Staff, Washington, 1 October 1954. Retired 14 June 1957. Public Records Office Air 2/9117 has recommendation drafted when he had flown 2,200 hours, 900 on operations, 250 in previous six months.

This officer has been engaged on Trans-Atlantic Ferry duties and general air transport work for the past two years. He has flown in all conditions of weather and that he has accomplished his tasks is a fine tribute to his ability as a pilot. He commands the best qualities from his crew to whom he has set a fine example.

It might be noted that No.187 Squadron was a short-lived transport squadron, formed in February 1945 to ferry troops to India in preparation for the planned invasions of Burma, Malaya and Japan. Although the squadron was initially equipped with the Handley Page Halifax, by the time transport flights began on 1 May 1945 they had been replaced by the Dakota.

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FLOOD, F/O Thomas Joseph (J38153) - **Commended for Valuable Services** - No.10 Bombing and Gunnery School - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 19 May 1918. Home in Cochrane, Ontario; enlisted in Toronto, 20 June 1942. To No.1 Manning Depot, 1 September 1942. To No.4 BGS, 21 January 1943. To No.6 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943; posted next day to No.9 EFTS; graduated 23 July 1943 and posted next day to No.16 SFTS; graduated and commissioned, 12 November 1943. To No.2 Flying Instructor School, 26 November 1943. To No.16 SFTS, 14 February 1944. Promoted Flying Officer, 12 May 1944. To No.5 SFTS, 21 May 1944. To No.4 BGS, 6 November 1944. To No.10 BGS, 14 April 1945. To Mountain View, 6 June 1945, serving there to 18 August 1945. Retired 4 September 1945. Died in Ramara Township, Simcoe County, Ontario, 22 March 2002.

This officer as Officer Commanding Conversion Flight has displayed exceptional qualities and devotion to duty, particularly under most trying conditions. At all times his example and cheerfulness inspired personnel under him with an "esprit de corps" feeling that has helped greatly towards the efficiency of this station.

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FLOODY, F/L Clark Wallace (J5481) - **Mention in Despatches** - No.401 Squadron - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Cancelled by **London Gazette** dated 1 October 1946. Born 28 April 1918 at Chatham, Ontario. Educated at John Fisher School, 1924-1932 and Northern Vocational School, 1932-1936. Preston East Dome Mine, 1936; advertising salesman for Toronto Daily Star, 1936-1937; miner, Lake Shore Mines, 1937-1939; advertising salesman for Barker's Journal, 1939; miner for McIntyre Dome Mines, 1940. Very athletic in all sports, especially baseball. Enlisted in Toronto, 25 October 1940. To No.8 Repair Depot, 16 November 1940. To No.2 ITS, 28 November 1940; graduated and promoted LAC, 2 January 1941 when

posted to No.10 EFTS; graduated 21 February 1941 when posted to No.1A Manning Depot; to No.6 SFTS, 6 March 1941; graduated and promoted 16 May 1941. Commissioned 17 May 1941. To "Y" Depot, 17 May 1941. To RAF overseas, 14 June 1941. To No.59 OTU, 28 July 1941. To No.401 Squadron, 15 September 1941. Shot down, POW, 27 October 1941. Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 17 May 1943. Safe in United Kingdom, 26 May 1945. Repatriated 7 July 1945. To No.1 Composite Training School, 20 July 1945. To No.4 Release Centre, 24 September 1945. Retired 29 September 1945. Died in Toronto, 25 September 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1989. Principal engineer of tunnels at Stalag Luft III, Sagen, he supervised their construction (and probably broke his own health) in the days leading up to the "Great Escape". Ray Silver (a fellow POW) is quoted in Toronto **Star** of 26 September 1989, "The Brits thought that, because Wally worked in a northern Canadian gold mine, he had to be a professional engineer. Wally used to say that, because he wanted to escape, he didn't disabuse them of the notion. That's how he became the Tunnel King, and he was a good one because he certainly knew what he was doing." He himself was transferred to another camp shortly before the mass break-out - a circumstance that may have saved his life. Of 76 who broke out, three got back to Britain, 18 were returned to Sagen and 50 were shot. Postwar he helped found the RCAF Prisoner-of-War Association. See Douglas How, "The Great Friendship", **Legion**, May 1984, describing some of his experiences and his relationship with George Harsh, a fellow POW.

FLOODY, F/L Clarke Wallace (J5481) - **Member, Order of the British Empire** - No.401 Squadron - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946.

This officer's aircraft was shot down during operations in October 1941. During the whole of his captivity he took a leading part in all escape activities. Flight Lieutenant Floody made a very thorough study of tunnelling work and devised many different methods of technique. He became one of the leading organizers and most indefatigable workers in the tunnels themselves. Besides being arduous, this work was frequently dangerous, and on two occasions Flight Lieutenant Floody was buried under heavy falls of sand. In both cases it was only due to extraordinary luck and the presence of mind of his helpers that he was rescued alive. On other occasions, he had narrow escapes from being buried, as the soil was of a sandy nature and woods for supports was extremely difficult to obtain. Flight Lieutenant Floody was largely responsible for the construction of the tunnel through which 76 officers escaped from Stalag Luft II in May 1944. Throughout his imprisonment he showed outstanding determination to continue with this work. Time and time again, projects were started and discovered by the Germans but, despite all dangers and difficulties, Flight Lieutenant Floody persisted, showing a marked degree of courage and devotion to duty.

Public Record Office WO 208/3336 has his MI.9 report based on interview of 5 June 1945. He had been informed in April 1943 by Squadron Leader Bushell (chief of the Escape Committee) that he (Floody) had been made a member of the committee and placed in charge of the three tunnels on a long policy.

1. CAPTURE:

I took off from Biggin Hill in a Spitfire aircraft at 1200 hours on 27 October 1941 on a fighter sweep with my Wing over Northern France. The Wing was attacked by Messerschmitt 109s and the controls of my aircraft were shot away.

I baled out and landed about ten kilometres north of St.Omer about 1300 hours. I was captured on landing by a German policeman and taken to St.Omer. Later that day I was taken to Dulag Luft (OBERUSSEL).

2. CAMPS IN WHICH IMPRISONED:

DULAG LUFT (OBERUSSEL) - 29 October to 6 November 1941

STALAG LUFT I (BARTH) - 9 November 1941 to 17 March 1942

STALAG LUFT III (SAGAN) - 20 March 1942 to 1 March 1944

STALAG LUFT III (BELARIA) - 1 March 1944 to 28 January 1945

STALAG LUFT IIIA (LUCKENWALDE) - 5 February to 22 May 1945

3. ESCAPE ACTIVITIES:

(a) I was engaged on the construction of two unsuccessful tunnels at Stalag Luft I (Barth) between November 1941 and March 1942.

(b) I was engaged in the construction of a tunnel in the East Compound, Stalag Luft III (Sagan) from April 1942 to October 1942. It was engineered by Flight Lieutenants Marshall, Muir, Ker-Ramsay and myself. It was constructed about 12 feet below the surface and was about 200 feet in length, when discovered by the Germans in October 1942.

(c) In April 1943 I was placed in charge of the engineering of three proposed tunnels which were to be constructed in the North Compound, Stalag Luft III (Sagan). These tunnels were to be known as TOM, DICK and HARRY.

Sites for these tunnels were selected and work on the traps covering the entrances was completed about the end of April. I organised four shifts of workers for each of the tunnels. Flight Lieutenant Muir was placed in charge of all the shifts on HARRY, Flight Lieutenant Ker-Ramsay was in charge of DICK and Flight Lieutenant Marshall was in charge of TOM. Flight Lieutenant Marsh was in charge of security and Lieutenant-Commander Fanshawe was responsible for the dispersal of the excavated sand.

Work proceeded on the three tunnels till about the middle of July when work ceased on DICK and HARRY and all efforts were concentrated on TOM, as the trap covering the entrance to that tunnel was less well camouflaged than either of the other two. We had learned from German sources that the Camp Adwehr was suspicious of tunnelling activities and it was considered that if a discovery should be made, TOM was the least valuable site. Another factor was the fact that preparations were being made to construct a new Compound adjacent to the North Compound, with the result that the exit of TOM, if successful, would be in the new compound, unless construction was speeded up.

TOM was discovered on 8 September during a search of the Barrack, where the entrance was situated. This tunnel had been constructed about 22 feet below the surface, was apparently 220 feet in length and about 40 feet beyond the perimeter fence of the compound when it was discovered.

Work was resumed on HARRY for about one week. It was then decided to suspend further construction for a time until the activities of the Camp Abwehr should die down.

From 15 September until early January 1944 no tunnelling was done and every effort was made to give the Germans the impression that TOM was our "big effort".

In early January 1944 work was resumed on HARRY under my personal supervision, and continued until it was "broken" on the night of 24 March. 76 officers escaped by this means. DICK was used as a dispersal site for the sand removed from HARRY. When HARRY was "broken" it was 345 feet in length and had been constructed 25 feet below the surface. The exit was about 120 feet beyond the perimeter fence. The officers in charge of the shifts of tunnellers were: Flight Lieutenants Hull, Marshall and Ker-Ramsay, each of whom displayed outstanding leadership.

I was moved to the BELARIA Compound, Stalag Luft III on 1 March 1944, together with Lieutenant-Commander Fanshawe, Flight Lieutenant Harsh and 17 other officers, some

of whom had been doing work on HARRY.

4. LIBERATION:

I was liberated by Russian Forces at Stalag IIIA, Luckenwalde on 22 April 1945. I remained at that camp until 21 May when I was evacuated to Halle and then sent by air to the United Kingdom on 27 May.

Training: Interviewed 21 October 1940 in Toronto by F/O R. Key - "Fine type of applicant, above average intelligence, keen and alert, good appearance; well recommended, confident and determined; will make good Pilot Officer material."

Course at No.2 ITS was 29 November to 23 December 1940. Courses in Mathematics (66/100), Armament, practical and oral (62/100), Drill (77/100). Law and Discipline (80/100). Rated "B" in Link. Placed 93rd in a class of 201. "Average type material. Self confident. Appears restless. Former hard rock miner. Moderate active outdoor sports."

Course at No.10 EFTS was 4 January to 21 February 1941. Fleet Finch II - 33 hours 35 minutes dual, 26 hours 40 minutes solo plus 10.35 on instruments. Logged seven hours in Link. "Above average for amount of time, very keen, should do well with more practice." Ground courses in Airmanship (158/200), Airframes (115/200), Aero Engines (154/200), Signals, practical (45/50), Theory of Flight (73/100), Air Navigation (143/200), Armament, oral (174/200). Graded 170/200 for "Qualities as an Officer." Graduated 17th in a class of 28. "Very keen, deportment and appearance very good."

Course at No.6 SFTS was 5 March to 16 May 1941. Harvard aircraft - 36.10 day dual, 40.30 day solo, 2.45 night dual, 7.30 night solo. Flew 17.10 on instruments; logged 12 hours in Link. "Flying is inclined to be a bit rough. Needs practice in precautionary and forced landings. Navigation very good." Ground courses in Airmanship and Maintenance (153/200), Armament, written (80/100), Armament, practical (83/100), Navigation and Meteorology (169.5/200), Signals, written (65/100) and Signals, practical (50/50). "Very satisfactory, good effort shown throughout." Placed 14th in a class of 47.

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FLOOK, Corporal Herbert Vernon (R89018) - **British Empire Medal** - No.62 Base - Award effective 13 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. AFRO identifies

unit only as "Overseas"; precise unit stated in **No.6 Group Monthly Summary of Activities** (March 1945), p.68. Born in Esterhazy, Saskatchewan, 25 January 1909; mechanic; enlisted in Sudbury, 27 June 1940 as Aero Engine Mechanic. To Patricia Bay, 10 August 1940. To No.35 SFTS, 24 October 1940. To Technical Training School, 17 December 1940. Promoted AC1, 31 May 1941. To No.5 BGS, 4 June 1941. Promoted LAC, 31 August 1941. To "Y" Depot, 19 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal 1 July 1942. Repatriated by air, 22 July 1945. To Scoudouc, 23 July 1945. To No.6 Release Centre, 9 September 1945. Retired 10 September 1945. Incident occurred 11 September 1944. Died at Yorkton, Saskatchewan, 6 December 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000. Public Records Office Air 2/9029 and Air 2/9230 have recommended citation which (specific date aside) does not differ from the published citation.

One night in September 1944, Corporal Flook, an aero engine mechanic, was on duty in a hangar when a Halifax aircraft crashed into some nearby workshops. The aircraft immediately burst into flames and the heat became intense. Corporal Flook, together with other airmen, ran to the scene of the crash. By now the ammunition in the aircraft was exploding and M.T. vehicles in the vicinity were catching fire. As Corporal Flook approached the burning aircraft a member of the crew came stumbling from the wreckage. His upper clothing was on fire. Corporal Flook tore off the airman's burning clothes, wrapped his own tunic around him and passed him to some other helpers. Then seeing another member of the crew struggling amongst the wreckage, he ran to his assistance. After some difficulty Corporal Flook extricated the airman, tore off his burning garments, and led him away to safety, just before the petrol tanks exploded. In the face of great danger Corporal Flook displayed outstanding courage and set an inspiring example to all.

NOTE: The original recommendation was made by G/C C.L. Annis, Officer Commanding, Station Linton-on-Ouse, on 18 October 1944. It identified Flook as an Aero Engine Mechanic with No.62 Base Major Servicing Wing. The submission read:

On 11th September 1944, this Non-Commissioned Officer was working late in his Section in a hangar when a Halifax aircraft crashed among the buildings at the Station Motor Transport Section a few hundred feet distant. The aircraft struck abruptly into the side of a concrete building, filling all but a 20-foot space in the roadway between it and the next building. The aircraft at once burst into violent flames and the heat, reflected between the two buildings, quickly became intense. Corporal Flook, with a few other airmen, immediately ran to the scene. In these few moments ammunition from the aircraft turrets had started to explode and motor transport vehicles in the vicinity were catching fire. As Corporal Flook approached, a member of the aircrew came stumbling out of the aircraft with his Mae West and upper clothing on fire. Corporal Flook ran to his assistance, tore off his clothes, wrapped his own tunic around him, then turned him over to other airmen. Meanwhile another member of the crew had been seen

struggling beneath the wreckage of a mainplane. Corporal Flook ran in, bareheaded and lightly clad, extricated him with some difficulty, tore off his outer garments which were on fire and led him away. The first member rescued subsequently died from his injuries. The second crewman, though badly injured with broken limbs, is recovering. His rescue can be attributed solely to the bravery and prompt action of Corporal Flook, who in spite of the fierce heat, exploding ammunition and pyrotechnics and knowledge that the aircraft might be bombed up or the petrol tanks might explode, as they did shortly after, showed high courage and inspiring example. I recommend, as a result, the award of the British Empire Medal.

This was endorsed on 22 October 1944 by A/C J.E. Hurley (Officer Commanding, No.62 Base):

In the face of grave danger to himself, Corporal Flook saved both men from certain death in the flaming wreckage. I heartily concur that his gallant deed be recognized by the award of the British Empire Medal.

On 28 October 1944, A/V/M C.M. McEwen added his own remarks:

This Non-Commissioned Officer, regardless of his own safety, displayed outstanding courage and heroism in the face of extreme danger. I concur and recommend the award of the British Empire Medal.

Prior to the above submissions, S/L J.G.M. Loomis (Officer in Charge, Base Major Servicing Section, No.62 Base) had made a report dated 19 September 1944 to the Officer Commanding, RCAF Station Linton-on-Ouse, the subject being "Crash of Halifax VII NP710: Report on the Bravery of R69018 Corporal Flook, H.V., Aero Engine Mechanic":

1. The following is a description of the action taken by Corporal Flook immediately after the crash of the above aircraft, given to me by R.147130 LAC McIntosh, Aero Engine Mechanic.

2. Corporal Flook and a few airmen were working in No.5 Hangar when a Halifax aircraft crashed nearby in a Motor Transport yard. The party immediately ran to it. One of the aircrew came running out of the aircraft which was burning fiercely, with his parachute harness and Mae West on fire and Corporal Flook immediately wrapped his tunic around him. At this moment they heard shouts from the burning aircraft and another member of the crew could be seen struggling beneath the main plane. Corporal Flook

ran in, dragged him out and tore off his harness and Mae West which were on fire, put him in a van and sent him to the station hospital.

3. It is understood by the undersigned that this was Sergeant Cook who is the sole survivor of the crash and it was undoubtedly the prompt action, coolness and courage of Corporal Flook that saved his life. Corporal Flook did not know whether there were bombs on the aircraft or whether the fuel tanks would explode at any moment, but in spite of exploding ammunition, pyrotechnics and the fierceness of the blaze, he carried out this deed which in the opinion of the undersigned should be recognized by an appropriate award.

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FLORENCE, P/O David Stewart (J2834) - **Distinguished Flying Cross** - No.75 Squadron - Award effective 9 September 1941 as per **London Gazette** of 23 September 1941 and AFRO 1292/41 dated 7 November 1941. Born in Edmonton, 14 February 1912; home there. Employed by provincial Department of Lands and Mines, 1931-1937 (office clerk) and by Chisholm Sawmills, Edmonton, 1937-1939 (logging clerk). Ex-Edmonton Fusiliers; enlisted in Edmonton, 13 April 1940. Posted to No.1 ITS, 29 April 1940; posted to No.1 AOS, 23 May 1940; promoted LAC, 24 May 1940; posted to No.1 BGS, 18 August 1940; promoted Sergeant, 28 September 1940; posted to No.1 ANS, 29 September 1940; commissioned 25 October 1940; posted overseas, 11 November 1940. Posted to No.17 OTU, date uncertain. To No.11 OTU, 27 January 1941. To No.75 Squadron, 9 March 1941. To No.23 OTU, 25 July 1941. To Station Pershore for return to Canada, 17 October 1941. Repatriated from overseas, 19 November 1941, at which time he was a Flying Officer. To Station Trenton, 20 November 1941 and assigned to Aircrew Reselection duty. Posted to No.1 ANS, 13 April 1942; to No.3 Training Command, 6 July 1942, apparently on loan to TCA with which he was doing some trans-Atlantic flying (also BOAC); to AFHQ, 31 December 1942; promoted Flight Lieutenant, 1 January 1943; promoted Squadron Leader, 1 March 1943; to No.168 (Heavy Transport) Squadron, 1 November 1943; to No.9 Transport Group, 20 February 1945. Service with No.9 (Transport) Group included several flights overseas and back plus attachments to No.164 Squadron (15-21 May 1945), No.124 Squadron (12-13 July 1945 at North Bay), Frobisher and Baffin Bay (2-6 October 1945), No.164 Squadron, Edmonton (16-23 January 1946) and Yellowknife (25 February to 13 March 1946); among his last duties were assisting in the planning and arrange the practical navigation by No.1 Air Support Unit (Exercise Musk Ox). To No.3 Release Centre, 14 March 1946; released 20 March 1946. Died in Surrey, British Columbia, 9 December 1988 as per British Columbia Vital Statistics. Photo PL-4667 (ex-UK-406 shows him beside tail of Wellington). Also appears in PL-4668 (ex UK-407) and PL-469 (ex UK-408). Described as "one of the first class of Observers to pass through the training plan." No citation in AFRO or gazette. Public Records Office has recommendation dated 20 July 1941 when he had flown 30 sorties (170 hours) as follows (note- times added from his application for operational wing drafted 17 March 1944):

class=WordSection12>

13 March 1941 - Paris (Nickel raid, 4.20)

18 March 1941 - Rotterdam (4.15)

21 March 1941 - Lorient (6.10)

27 March 1941 - Cologne (6.05)

3 April 1941 - Brest (warships, 6.15)

6 April 1941 - Brest (5.25)

7 April 1941 - Kiel (6.15)

9 April 1941 - Berlin (7.35)

24 April 1941 - Kiel (7.20)

29 April 1941 - Mannheim (6.01)

2 May 1941 - Hamburg (6.40)

4 May 1941 - Brest (5.35)

6 May 1941 - Hamburg (5.40)

8 May 1941 - Hamburg (6.30)

9 May 1941 - Mannheim (5.40)

11 May 1941 - Hamburg (6.15)

17 May 1941 - Cologne (4.40)

27 May 1941 - Daylight search for **Prinz Eugen** (8.15)

11 June 1941 - Dusseldorf (5.05)

15 June 1941 - Cologne (4.30)

18 June 1941 - Brest (6.10)

21 June 1941 - Dunkirk (3.12)

24 June 1941 - Kiel (6.30)

27 June 1941 - Bremen (5.30)

30 June 1941 - Cologne (5.30)

3 July 1941 - Essen (5.25)

5 July 1941 - Munster (4.45)

7 July 1941 - Munster (5.10)

8 July 1941 - Munster (4.50)

10 July 1941 - Cologne (5.20)

This officer has completed 30 operational flights since March of this year. He is a particularly fine navigator, and the manner in which he coordinated all methods of navigation reflects great credit on himself, and is an example to all the other Observers in the squadron. He showed great enthusiasm for night photography and succeeded in securing no less than 20 photographs, many of which contained valuable information.

Despite weather conditions and enemy opposition, the sources given to his Captain were invariably accurate and his conscientious and valuable work proves him worthy of recognition.

To this the Base Commander, Feltwell, adds (22 July 1941):

This officer has set a very high standard as a Navigator; his ability to return with large numbers of successful night photographs is also a proof of his skill and determination. His recognition is strongly recommended.

To which the Air Officer Commanding, No.3 Group adds (31 July 1941):

A very thorough and persevering Navigator who has done much to raise the standard both of photography and navigation throughout the unit. As a bomb aimer he has been equally successful.

The Air Ministry Honours and Awards Committee finally reviewed the following text:

This officer has shown great enthusiasm for night photography and has secured no less than 20 photographs, many of which contained valuable information. Despite weather conditions and enemy opposition the courses given to his captain were invariably accurate. He is a very thorough and persevering navigator who has done much to raise the standard of photography and navigation throughout the unit. As a bomb aimer he

has been equally successful.

Training: Course at No.1 AOS was 27 May to 17 August 1940; flew in Anson aircraft (26.00 day as first navigator, 26.50 day as second navigator, 1.00 night as first navigator, 55 minutes night as second navigator). In air work he came 38th in his class; "About average in this type of work, he improved considerably towards the end of the course. Handicapped originally by air sickness but got over this trouble fairly well." Ground school courses in Plotting (126/150), DR written (129/150), Compasses and Instruments (121.5/150), DF/WT (87/100), Signals (47.5/50), Maps and Charts (78/100), Meteorology (74/100), Photography (75/100), and Reconnaissance (79.5/100). In ground school he placed fourth in the class, and overall he was 8th in a class of 39. "Conscientious, hard working type. Showed perseverance by continuing to work in the air while air sick. Excellent grasp of ground subjects. Should make good instructor." (F/L W.S. Stapley, 19 August 1940).

Course at No.1 BGS was 19 August to 29 September 1940 in Battle aircraft (13.05 in bombing, 6.45 in gunnery, 3.35 as passenger). Described as "average" in bombing, "above average" in gunnery, placing 9th in a class of 38.

Course at No.1 ANS was 30 September to 26 October 1940. Flew in Anson aircraft (6.50 day as first navigator, 14.05 day as second navigator, 5.30 night as first navigator, 4.55 night as second navigator). "A steady and reliable navigator." Ground courses in Astro Navigation (105/150 in plotting, 64/100 in written test). "This man will make a good air observer" (F/L W.S.L. Smallman, RAF); "This man is good officer material" (S/L F.R. Miller).

Notes: On repatriation from his operational tour he stated he had flown 400 hours on Wellingtons, 170 of them operational (30 sorties).

On 28 May 1942, G/C A. Lewis (No.1 CNS, Rivers) wrote to AFHQ regarding the request by Florence that he be sent to an EFTS for pilot training. In supporting the request, Lewis wrote:

The subject of navigation being a comparatively new one in the Service, more and more is being learned about it all the time and consequently instructors must keep constantly informed of new developments taking place almost daily with reference to that subject. For example, the course given to the Observers at this station now is a much improved course to that given to the first course of Observers of which Flying Officer Florence was a member. Flying Officer Florence has been a great help to the School since his return in bringing back with him his practical experience gained while overseas, but it is felt that possibly this School has now absorbed from him all that he can bring it as a result of his overseas service.

AFHQ did not like the idea of his becoming a pilot. A memo dated 12 June 1942 (W/C W.A. Murray, DAT to AMP/DPC) stressed the need for navigation instructors with operational experience. "Considering our present problem in trying to staff RCAF Bomber OTUs, I would suggest that he be considered for No.2 OTU, Pennfield Ridge." The memo concluded, "It is not considered in the interests of the Service to train this officer as a pilot at the present time. Pilots are relatively plentiful, and experienced Air Observers are worth their weight in gold."

On 7 January 1943 he was the subject of a letter from Mr. R.F. George, Operations Manager, TCA stating that they were very satisfied with his services and that he had done an excellent job of work. (Summary in his file but apparently not the letter itself.)

On 14 June 1944 it was noted that he was still trying to get operational duty. He had completed 30 trans-Atlantic crossings with TCA and No.168 Squadron.

As of January 1945 he had flown 1,499 hours 47 minutes including 524 hours one minute with No.9 (Transport) Group. In his career his most intense periods of flying were August 1941 (74 hours five minutes), August 1942 (83 hours 34 minutes, March-April 1943 (81 hours 47 minutes), and October 1944 (105 hours 20 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.9 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.

This was in response to a typhoid epidemic on Baffin Island which involved sulpha drugs.

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FLORENCE, FS Gordon Edward (R53070) - **British Empire Medal** - AFHQ, Personnel Services - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 2 August 1916 in Toronto; enlisted there, 3 November 1939 as clerk. Promoted AC1, 29 February 1940. To St. Thomas, 8 April 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 September 1940. To AFHQ, 9 February 1941. Promoted Sergeant, 15 March 1941; promoted Flight Sergeant, 1 October 1941 (reclassified Clerk/Admin the same date). Promoted WO2, 1 November 1943. Remustered to aircrew and posted to No.1 Manning Depot, 12 December 1943. To No.1 ITS, 29 January 1944; to No.20 EFTS, 19 May 1944; to No.7 EFTS, 22 May 1944. Ceased pilot training, 26 July 1944 and posted to No.4 AOS.on 30 July 1944. To No.1 AOS, 25 August 1944. Commissioned as navigator, 19 January 1945 (J51132). Date of retirement uncertain.

This Flight Sergeant, by his readiness to accept responsibility, as well as extra duties which have entailed long hours, hard work, planning and organization, has set a fine example to those with whom he comes in contact and has greatly assisted the officers for whom he worked. Although he has attained the highest proficiency group in his trade (Clerk Administrative), this NCO takes every opportunity to increase his knowledge of Service matters. Flight Sergeant Florence has given unstintingly of his spare time to instruct other personnel in drill and discipline and to assist junior personnel to attain higher trade proficiency.

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FLORENCE, F/O Harold Percy (J24066) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Phippens, Saskatchewan, 21 February 1911. Bank teller, 1928-1936; investment salesman, 1936-1937; life insurance salesman, 1937 to 1940. Home in Foam Lake, Saskatchewan; enlisted in Saskatoon, 8 June 1940 as Clerk Accountant. To Technical Training School, St. Thomas, 14 June 1940. To No.2 Training Command, 29 July 1940. Promoted AC1, 9 September 1940. Promoted LAC, 9 December 1940. To No.11 SFTS, 10 April 1941. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 May 1942. Remustered to aircrew and posted to No.3 WS, 5 July 1942; to No.7 BGS, 22 January 1943; graduated and commissioned, 22 February 1943. To No.32 OTU, 5 March 1943. To "Y" Depot, 10 July 1943; to United Kingdom, 15 July 1943. Disembarked in Britan, 22 July 1943. Attached to No.11 Radio School, 11 August to 15 September 1943; promoted Flying Officer, 22 August 1943. To No.3 (Coastal) OTU, 21 September 1943. To No.6 (Coastal) OTU, 4 January 1944. To No.407 Squadron, 15 March 1944. Attached to No.1510 BABS Flight, 28 December 1944 to 9 January 1945. Promoted Flight Lieutenant, 22 February 1945. To No.18 Aircrew Holding Unit, 29 June 1945. To No.426 Squadron, 10 July 1945. To uncertain unit, Middle East, 31 December 1945. Repatriated 12 March 1946; retired 4 May 1946. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation dated 20 June 1944 when he had flown six sorties (61 hours 25 minutes). He was in Bolger's crew in attack of 23 May 1944. RCAF photo PL-31618 (ex UK-12656 dated 26 July 1944) shows F/O H.P Florence (left) queuing for navy rum with Able Seamen J.G. Sutherland (Winnipeg) and M. Martell (Montreal) during two day visit by six members of No.407 Squadron to an RCN MTP flotilla in southern England. Photo PL-31619 shows F/O Florence learning to sight an Orliken gun aboard an MTB. PL-31626 (ex UK-12666 dated 26 July 1944 shows the following during visit of No.407 Squadron personnel to RCN MTB flotilla - back row, Able Seaman S.B. Snobelen (Chatham, New Brunswick), F/O S.C. Butler (WAG from Willowdale), Able Seaman S.J. Anderson (Innisfail, Alberta), and in foreground, F/O H.P. Florence (WAG, Foam Lake, Saskatchewan), Able Seaman D. McLeod (Calgary) and Warrant Officer C.J. Butler (WAG, Sheet Harbour, Nova Scotia). Photo PL-31633 (ex UK-12674) shows Able Seaman O. Mayor (Edmonton), Warrant Officer F.T. Osteen (Pahokee, Florida) and F/O H.P. Florence. RCAF photo PL-40123 (ex UK-12178 dated 7 July 1944) shows the following crew who had attacked a U-boat at night: F/O C.M. Bolger (Renfrew, captain), F/O H.P.B. Florence (Foam Lake, Saskatchewan, WOP/AG), WO2 C.J. Butler (Sheet Harbour, Nova Scotia, WOP/AG), WO2 E.B. Ross (Toronto, navigator), Flight Sergeant F.T. Osteen (Florida, second pilot), F/O S.C. Butler (Willowdale, Ontario, WOP/AG). Photo PL-44159 (ex UK-21751 dated 31 May 1945) is captioned as follows: "The painting of an Allied twin-engine aircraft on the conning tower of this Nazi U-boat in a British port caught the eyes of three RCAF members of the famed anti-sub Demon squadron on their first view at this level. The German crew of this U Boat claim to have shot down one aircraft. Left to right the fliers are, F/O Eric Cameron, Three Rivers, F/O Fred Lansdall, Saskatoon, F/L Hal Florence, Foam Lake, Saskatchewan." RCAF photo PL-44158 (ex UK-21750 dated 31 May 1945) shows members of No.407 "Demon" Squadron examining gun of a U-Boat in British port; left to right: F/O Fred Lansdall, DFC, Saskatoon, F/O Eric Cameron, Three Rivers, F/L Hal Florence, Foam Lake, Saskatchewan, F/O 'Grubby' Laing, Windsor, F/L Merv Lewis, Grand Prairie. PL-44157 (ex UK-21749 dated 31 May 1945) shows members of No.407 Squadron listening as a Royal Navy officer describes the mechanism of a conning tower - F/O Ken Meyer (radio operator), F/L Merve Lewis (Grand Prairie), F/O Fred Lansdale,

DFC (Saskatoon), F/O 'Grubby' Laing (Windsor), F/O Eric Cameron (Three Rivers), F/L Frank Bouey (Regina), F/L Hal Florence (Foam Lake, Saskatchewan). PL-44156 (ex UK-21748 dated 31 May 1945) also shows members of No.407 Squadron on conning tower of U-boat in British port - F/L Merve Lewis (Grand Prairie), F/L Frank Bouey (Regina), F/O Eric Cameron (Three Rivers), F/L Hal Florence (Foam Lake, Saskatchewan) F/O Ken Meyer (radio operator), F/O Fred Lansdale, DFC (Saskatoon), F/O 'Grubby' Laing (Windsor). Died in Wetaskiwin, Alberta, 13 April 1974.

Although a comparatively new member of this squadron, this officer displayed great skill and coolness in the early morning of 23rd May while operating the S.E. Equipment he made contact with a U-Boat at 17 miles. When attacked, the U-boat took violent evasive action making it necessary to hold radar contact throughout four runs before his captain could position himself so as to enable the depth charges to be dropped with the most effect.

Notes: Assessment dated 5 November 1944 stated he had flown 24 sorties (205 hours 25 minutes) to date; "This officer while on this unit has shown initiative and above average ability in the performance of duties whilst on operations." (F/L J.H. Chalmers)

Assessment dated 30 June 1945 gave flying time as 811 hours (148 in previous six months). "Popular, good appearance, very capable operator."

On repatriation form dated 20 February 1946 he stated he had flown 45 sorties with No.407 and 426 Squadrons (605 hours 50 minutes operational, 422 hours five minutes non-operational). Types flown were Wellington (813.20), Liberator (192.10), Dakota (24.30), Anson (28.15), and Botha (29.40).

Training: Course at No.3 WS was 6 July 1942 to 21 January 1943. Flew six hours 30 minutes as First Operator in Flying Classroom, 14 hours 33 minutes on listening watch in flying classroom, and 19 hours ten minutes as sole operator in two-seat aircraft. Courses in Theory (41/50), Radio Equipment (216/250), Morse, buzzer and lamp (200/200), Procedure (154/200), Signals Organization (119/150), Armament (64/100) and Drill (33/50). Also spent one hour 25 minutes on turret training.

Course at No.7 BGS was 25 January to 22 February 1943 in Bolingbroke (15.20 day) and Anson (4.40 by night). Fired 2,050 rounds on ground, 400 rounds air-to-ground and 3,200 rounds air-to-air. Scored 2.5 % hits on beam test, 10.8 % hits on Beam Relative Speed Test, and 13.5 % hits on Under Tail Test. Also spent 11 hours 15 minutes on turret manipulation. Placed fourth in a class of 26. "Excellent student, excellent practical man, should be an asset to any air crew."

At No.32 OTU he flew in Ansons (17 hours 35 minutes as First Operator, 11 hours 40 minutes as Second

Operator, all by day) and Hampdens (21 hours as First Operator by day, five hours 20 minutes as First Operator by day, five hours 15 minutes as Second Operator by day), fired 1,800 rounds on ground, 1,900 rounds air-to-ground, 2,800 rounds air-to-air). Ground courses in Signals (91 %), Morse (95 %), Aldis (pass), Armament (95 %), Warship Recognition (72 %), Merchant Vessel Recognition (68 %), Aircraft Recognition (81 %) and Tactics (64 %). General assessment was "Above average results. Has shown steady improvement throughout the course." Assessed as Air Gunner - "Outstanding in keenness and sense of responsibility on duty, also shows exceptional intelligence. May be over-confident but should be excellent on operations." Assessed as Wireless Operator - "Above average - needs practice."

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FLORENCE, Sergeant Jean Paul Alfred Alphonse (R195070) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 13 July 1944 as per **London Gazette** dated 28 July 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 20 June 1917 in Montreal; home there; pre-war radio mechanic. Enlisted in Montreal, 1 October 1942 for General Duties and posted to No.5 Manning Depot. To No.8 SFTS, 26 November 1942. Remustered to aircrew and posted to No.1 AGGTS, 3 April 1943. Promoted LAC, 15 May 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned, 1 July 1944 (J88031). Repatriated 7 February 1945; to No.1 Air Command, 18 February 1945; to No.16 SFTS, 22 April 1945. Posted to No.2 Release Centre, 15 May 1945; retired 13 June 1945. 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 of 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.

This airman has participated in very many sorties and has proved himself to be a vigilant and resolute air gunner. On one occasion in May 1944, when returning from an attack on a target in Germany, Sergeant Florence sighted a Messerschmitt 410 closing in to attack. Displaying great coolness, Sergeant Florence gave the necessary combat manoeuvre to his pilot and then opened fire. His first burst struck the enemy aircraft which caught fire and fell to the ground. This airman has invariably displayed a high degree of determination and devotion to duty.

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FLUELLING, F/L Gordon Henry (J13687) - **Mention in Despatches** - No.145 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Mull, Ontario, 8 December 1915. Home in Toronto; enlisted in Windsor, Ontario, 4 July

1941. To No.1 Manning Depot, 31 August 1941. To No.1 Equipment Depot, 18 October 1941. To No.4 WS, 17 January 1942; promoted LAC, 16 March 1942; graduated 1 August 1942 when posted to No.1 BGS; graduated 31 August 1942 when commissioned but not posted to No.34 OTU until 14 September 1942. Posted to No.8 AOS, 9 October 1942. Posted on 23 July 1943 to Eastern Air Command; to No.145 (BR) Squadron on 25 October 1943. To Halifax, 1 July 1945. To No.5 Radio School, 18 August 1945; to No.1 Air Command, 5 September 1945; to Radar School, 31 October 1945; to No.1 Air Command, 15 February 1946; retired 1 March 1946. Postwar immigration officer in Windsor, Ontario; died there 20 August 2009. DHist file 181.009 D.3690 (RG.24 Vol.20640) has undated recommendation (circa April or May 1945) when he had flown 1,323 hours 45 minutes (202 hours 15 minutes in previous six months). This included 629 hours 35 minutes on operations (104 sorties).

This officer has completed a tour of anti-submarine operations over the North Atlantic. He has at all times proved himself to be an outstanding Wireless Operator Air Gunner. His enthusiasm, efficiency and devotion to duty have set a fine example for all the personnel with whom he has served.

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FLYNN, F/O Harold Patrick (J87622) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 29 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 28 October 1922 at St.Albert, Alberta; home in Port Alice, British Columbia. Enlisted in Vancouver, 14 November 1941. To No.3 Manning Depot, 15 December 1941. To No.7 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.6 EFTS until 18 July 1942; may have graduated 11 September 1942 but not posted to No.10 SFTS until 26 September 1942; graduated and promoted Sergeant, 22 January 1943. Posted that date to Eastern Air Command. To No.31 GRS, date uncertain. To "Y" Depot, 17 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 7 May 1944. Promoted Flying Officer, 7 November 1944. Repatriated 9 July 1945. To Release Centre 20 August 1945. Retired 9 October 1945. Postwar pharmacist and owner of several stores. Died in Qualicum Beach, British Columbia, 7 May 2003. RCAF photo PL-42937 (ex UK-19845) dated 30 March 1945 shows F/O H.P. Flynn, pilot and P/O M.H. Mitchell, navigator (Toronto).

This officer is an outstanding operational pilot. He has taken part in many sorties including numerous attacks on enemy shipping and has inflicted much damaged on the enemy. In March 1945, Flying Officer Flynn led an attack against a convoy of shipping in Egersund Harbour. Despite intense anti-aircraft fire, he pressed home his attack, obtaining hits on an escort vessel which afterwards sank. Highly skilled, cool and resolute, Flying Officer Flynn has rendered much valuable service.

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FLYNN, F/L Ralph Robert (J16879) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 13 October 1918 in Winslow, British Columbia; home in Passmore, British Columbia. Ex-RCA. Enlisted in Vancouver, 8 January 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard); to No.2 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941; posted next day to No.8 EFTS; graduated 2 July 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 20 September 1941. To Embarkation Depot, 21 September 1941. To RAF overseas, 6 October 1941. Promoted Flight Sergeant, 20 March 1942. Commissioned 22 November 1942. Promoted Flying Officer, 22 May 1943. Promoted Flight Lieutenant, 22 November 1944. Repatriated to Canada with No.420 Squadron, 12 June 1945. Retired 16 September 1945. Re-engaged with RCAF, 1 October 1946 (19887); still in force as of 1957. Died in Parksdale, British Columbia, 27 September 2010 as per Ottawa **Citizen** of 5 October 2010. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 19 April 1945 at which time he had flown 46 sorties (285 hours 30 minutes). First tour (35 sorties) had been in North Africa, 27 June 1942 to 11 November 1942, during which he had been attacked on his first sortie, and on 1 July 1942 he had returned from his third sortie minus air filters and cowlings. Second tour (11 sorties) had been 21 February to 4 April 1945. Recommendation read:

This pilot has completed one successful tour of operations with Bomber Command in Africa, and has completed eleven trips on his second tour against such heavily defended targets as Mannheim, Cologne, Hamburg and Essen. Throughout all his operations he has displayed keenness and enthusiasm in his work.

On a daylight attack on Munster on the 25th of March, his aircraft was badly damaged by flak. Despite this he carried out his attack and successfully bombed the target. By skilful handling of the aircraft he was able to return to base.

This officer at all times displays leadership of the highest order, and by his zeal and energy, coupled with his determination to press home his attack to the best advantage, sets a very high example to the members of his crew and to the squadron.

The sortie list was as follows:

27 June 1942 - west of Matruh (6.00, attacked by Ju.88)

29 June 1942 - Advanced Landing Ground (6.05)

1 July 1942 - no target shown (5.45, returned minus air filter and cowlings)
2 July 1942 - El Daba (4.15)
4 July 1942 - El Daba (4.15)
6 July 1942 - Tobruk (8.10)
11 July 1942 - Tobruk (7.40)
14 July 1942 - Tobruk (8.10)
18 July 1942 - Tobruk (8.10)
20 July 1942 - South of Alamein (4.30)
22 July 1942 - South of Alamein (5.15)
24 July 1942 - Tobruk aerodrome (8.20)
26 July 1942 - Northwest of Alamein (4.20)
28 July 1942 - Tobruk (8.00)
1 August 1942 - Tobruk (8.05)
3 August 1942 - Tobruk (7.30)
5 August 1942 - Tobruk (8.10)
7 August 1942 - Tobruk (7.35)
10 August 1942 - Tobruk (8.10)
13 August 1942 - Tobruk (8.20)
19 August 1942 - Tobruk (7.30)
12 October 1942 - Tobruk (8.00)
15 October 1942 - Tobruk (7.45)
19 October 1942 - Tobruk (8.15)
23 October 1942 - Battle area (3.50)
25 October 1942 - Battle area (3.15)
25 October 1942 - Battle area (3.15)
29 October 1942 - Battle area (4.00)
2 November 1942 - Battle area (4.25)
3 November 1942 - Battle area (3.50)
4 November 1942 - Battle area (4.00)

6 November 1942 - Battle area (4.45)
6 November 1942 - Sollum Pass (5.30)
9 November 1942 - Fort Capuzzo (5.15)
11 November 1942 - Road west of Tobruk (6.15)

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21 February 1945 - Worms (7.25, second pilot)
23 February 1945 - Essen (6.25)
24 February 1945 - Kamen (6.50)
27 February 1945 - Mainz (7.00)
1 March 1945 - Mannheim (7.00)
2 March 1945 - Cologne (5.55)
22 March 1945 - Dorsten (5.00)
24 March 1945 - Gladback (5.55)
25 March 1945 - Munster (5.40)
31 March 1945 - Hamburg (5.55)
4 April 1945 - Harburg Rhenania (6.00)

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FLYNN, S/L William Wilson (J4700) - **Mention in Despatches** - No.295 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 12 March 1914 in Regina; home there. Educated in Saskatchewan including Regina Normal School (1931-1932) and Luther College (1932-1933). Rural and Regina school teacher, 1933-1939, finally leaving that for lack of pay; grain buyer, 1939-1940. Enlisted in Regina, 28 June 1940. To No.1 Manning Depot, 2 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 17 August 1940 but not posted to No.3 AOS until 16 September 1940; graduated 9 December 1940 when posted to No.2 BGS; graduated and promoted Sergeant, 19 January 1941 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned 25 February 1941 but not posted to Embarkation Depot, Debart until 12 March 1941. To RAF overseas, 9 May 1941. With No.13 Squadron, July to November 1941. In a letter dated 3 July 1945 he described his duties - "The squadron had just converted from Lysanders to Blenheims and specialized training in low level map reading, pin-pointing, tank recognition, army formations, close support bombing and smoke screen laying was done. I was appointed Squadron Navigation Officer and Squadron Education Officer." With No.42 OTU, December 1941 to March 1943 (Instructor in Navigation and Airborne Forces, latterly on Whitleys doing paratroop

dropping and loading). He estimated that he trained 200 navigators at No.42 OTU. Many, newly arrived from Canada and South Africa, had no prior experience in night map reading. Promoted Flying Officer, 25 February 1942. To No.295 Squadron, 9 March 1943, training navigators with emphasis on airborne forces work, map reading by moonlight and pin-pointing by moonlight. Promoted Flight Lieutenant, 25 February 1943. File says "Reported Missing, 25 May 1944" but this must have been short period only - no details. Promoted Squadron Leader, 16 October 1944 on posting to Great Dunmow, an Airborne Operations Station in No.38 Group. He described his work thus - "I was concerned with coordinating glider towing and paratroop dropping exercises with other Airborne Stations. We were concerned with supplying arms and food to the Resistance Forces of the occupied countries which required careful routing and timing." Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. Retired 18 September 1945. Postwar accountant employed by Department of Highways. Re-engaged as a member of the Primary Reserve (34658), 21 June 1952 to 19 July 1952 (Tactical Air Group, Edmonton), 11 May 1953 to 31 May 1953 (Tactical Air Group, Edmonton), and finally transferred to Supplementary Reserve, 1 September 1955. Died in Regina, 10 March 1995.

RCAF Press Release 2012 dated 26 July 1943 reads as follows:

London (RCAF News Service) - Canadian fliers are with an RCAF squadron in Britain learning the art of precision flying in the dark so that pilots can drop glider and parachute troops right on the "button" when the time comes.

To drop parachutes at night the greatest precision is needed in timing and map reading. Ten nights a month the RCAF officers are engaged in a highly specialized form of night map reading exercises, for navigators must be able to recognize in the dark landmarks such as woods, ponds and buildings.

An RCAF navigation officer with an RAF squadron in the south of Britain is F/L "Bill" Flynn, 5425 Dewey Avenue, Regina, Saskatchewan, who before coming into the RCAF was a school teacher in Dahinda, Saskatchewan. For 16 months in Britain he was at an operational training unit as instructor but is now with the squadron training the men who drop from the skies.

A Canadian pilot with the same squadron is Pilot Officer Phil Shannon, 1758 West 14th Street, Vancouver, who came to Britain last December after a long spell of instructing in Canada. He hoped to see early action over here but now is contenting himself to wait until he takes the glider and parachute troops into action.

Whitleys are used by the squadron to which these two Canadians are attached. "It is

slow and rough flying," said Flynn. "The glider surges forward and the rope towing it droops. There is a surge back and forward as the rope becomes taut again. It is a much longer run to get off the ground and when you are up your speed is substantially reduced. The glider pilot does the releasing, disconnecting the tow rope with a knob at his controls.

"But it is the plane pilot who does the sweating," added Flynn with a grin.

Notes: On repatriation form dated 27 April 1945 he stated he had flown 56 hours (ten sorties) on operations and 527 hours non-operational. He described his duties as "Navigation Instructor for paratroop dropping, Station Navigation Officer". Types experienced were Anson (700 hours), Blenheim (117), Whitley (171), Albermarle (104) and Stirling (84). He had taken a Staff (Instructors) course, a Radio Navigator course and had been "Staff Navigator at an Airborne Station."

Applying for Operational Stars he stated he had been dropping supplies with No.295 Squadron, 9 May 1943 to 16 October 1944, that he had been on Operation TONGA, 6 June 1944 (glider towing) and Operation MARKET GARDEN (19 September 1944, supply drop at Arnhem),

Training: Interviewed in Regina, 27 June 1940. "A good type. Very sincere and anxious to serve. Should make a splendid gunner."

Course at No.1 ITS was 22 July to 17 August 1940. Courses in Mathematics (91/100), Armament, practical and oral (74/100), Drill (80/100), Law, Discipline, etc (92/100). Placed 57th in a class of 156. "Reliable and accurate in work. Should make a good observer."

Course at No.3 AOS was 16 September to 9 December 1940. Anson aircraft - 26.10 as first navigator by day, 15.10 as second navigator by day, 2.10 as first navigator by night, 55 minutes as second navigator by night. "Excellent in the air." Ground courses in DR Plotting (127/150), DR written (120/150), Compasses and Instruments (119/150), DF/WT (75/100), Signals (44/50), Maps and Charts (65/100), Meteorology (68/100), Photography (74/100) and Reconnaissance (75/100). Placed fourth in a class of 44. "Keen and interested in the work. Hard worker." Generally assessed as above average to exceptional. "This airman's marks are comparatively good. He was a teacher in civilian life and should make a good instructor, although, as usual, he wishes to see active service."

Course at No.2 BGS was 9 December 1940 to 20 January 1941. Battle aircraft - 7.10 flown on bombing and 3.15 on gunnery. Scored five percent hits on Beam Test, 3.7 percent hits on Beam Relative Speed Test, and two percent hits on Under Tail Test. Average as a bomb airman and gunner. Graded in Bombing, written (120/150), Bombing, oral (111/150), Gunnery, written (66/100), Gunnery, practical

(80/100). Placed 8th in a class of 38. "Good type. Very well assured, exceptional knowledge of armament subjects. Would make a good officer."

Course at No.1 ANS was 21 January to 15 February 1941. Anson aircraft - 5.00 as first navigator by day, 14.00 as second navigator by day, 5.30 as first navigator by night, 12.00 as second navigator by night. "A competent, thorough navigator." Examined in Astro Navigation, Plotting (90/150) and Astro Navigation, Written (61/100). "A hard working student but produced disappointing results on this course." Placed 20th in a class of 39.

Selected Assessments: "Smart and reliable officer with average ability to observe." (W/C W.G. Taylor, No.13 Squadron, 24 June 1942 when he had flown 219 hours 20 minutes, 123.30 in previous six months). To this, W/C T.K. Lacey added, "A useful officer who suffers only from lack of experience. He should do well."

"A very able instructor and navigator. Has been Navigation Officer in this squadron for over a year and has shown great energy and keenness in training new navigators. He is also a sound and useful officer and very loyal." (W/C B.R. MacNamara, No.295 Squadron, 2 July 1944, when he had flown 590 hours, 90 in previous six months).

"A keen and capable officer, well disciplined and sets an excellent example. Possesses a pleasing personality combined with balance and good judgement." (G/C K.J. McIntyre, Great Dunmow where he was a Staff Navigator, 11 February 1945, when he had flown 668 hours, 45 in previous six months.) On 3 February 1945, McIntyre estimated that he had flown 30 hours as supernumerary crewman on "special operations."

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FOAN, S/L John Henry (C6302) - **Member, Order of the British Empire** - No.3 Personnel Reception Centre FTC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Brockville, Ontario, 9 June 1907 (date from RCAF press release 4910 announcing award). Enlisted in Ottawa, 17 December 1927 and served prewar at Camp Borden, Winnipeg, Toronto. Married Jenifer Hollister, 13 August 1928. Classified as Equipment Assistant, 29 April 1939; held rank of Flight Sergeant as of 1 September 1939; with No.110 Squadron as of 9 September 1939. To No.1 ITS, 5 February 1940. To St. Thomas, 10 June 1940. Promoted WO2, 1 July 1940. To AFHQ, 16 October 1940. Promoted WO1, 15 January 1941. Commissioned as Flying Officer, 1 August 1941 in Equipment Branch. To "Y" Depot, 7 May 1942. Taken on strength of RCAF Overseas Headquarters, 8 May 1942. Promoted Flight Lieutenant, 1 March 1943. Promoted Squadron Leader, 16 October 1943. Promoted Wing Commander, 1 March 1945. Awarded Long Service and Good Conduct Medal as per AFRO 531/46 dated 23 May

1946. Repatriated 30 August 1946. To No.9 (Transport) Group, 5 September 1946. To Eastern Air Command, 22 September 1946. Reverted to Squadron Leader, 1 October 1946 in postwar RCAF. To No.10 Group, 1 April 1947. To Greenwood, 15 May 1947. Retired to Halifax, 24 January 1948. Living in London, England, 1950. Press Release stated that for most of the war he was instructor at St.Thomas. Two brothers also served in the RCAF - FS George Foan and Pilot Officer Laurence Foan (awarded BEM, 8 June 1944). Public Record Office Air 2/8872 has citation.

Squadron Leader Foan is the Senior Equipment Officer at this large reception centre. He has maintained a highly efficient equipment section and has excelled in leadership and training. When the unit was required to move twice in a period of four months and once on immediate notice he met the demands on himself and his section in a splendid manner, and to such effect that all requirements were met according to orders. He has been an inspiration to his section and his services have been of great value to the station.

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FOAN, FS Lawrence (Can.2238 and C46408) - **British Empire Medal** - No.15 SFTS (and now AES) - Award effective 8 June 1944 as per RCAF Routine Order 1380/44 dated 30 June 1944. Born 26 October 1913 in Brockville, Ontario; enlisted in Kingston, 4 June 1937 as Aero Engine Mechanic. Corporal as of 1 September 1939. With No.4 (BR) Squadron as of 1 December 1939. Promoted Sergeant, 1 September 1940. Promoted Flight Sergeant, 1 February 1941. To No.7 SFTS, 19 May 1941. To No.15 SFTS, 9 June 1941. To No.1 Composite Training School, 1 March 1944. Commissioned 2 March 1944. To No.1 Training Command, 13 July 1944. Promoted Flying Officer, 2 September 1944. To No.1 Air Command, 15 January 1945. To No.2 Release Centre, 16 April 1946; retired 30 April 1946. Died in Brockville, 1997.

Flight Sergeant Foan has displayed most excellent airmanship throughout his many duties. He has gained the respect of all his fellow workers by virtue of his capable aptitude for organization and supervision, and by his competency in handling the most difficult situations. He has carried out his responsibilities in such an efficient and co-operative manner that undoubtedly he has inspired those qualities in those under his supervision.

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FOCKLER, F/L Edwin Wesley (J10514) - **Distinguished Flying Cross** - No.20 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 28 September 1917 in Toronto; home in Vancouver; enlisted in Vancouver, 30 May 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 8 September 1941 when posted to No.15 EFTS; graduated 7 November 1941 when posted to No.11 SFTS; graduated and commissioned 27 February 1942. To "Y" Depot, 28 February 1942; to RAF overseas, 19 March 1942. Repatriated 5 August 1945. Release date uncertain. RCAF photo PL-27024 (ex UK-9472)

dated 4 April 1944) is captioned as follows: "With the 40-mm cannon mounted in the wings of their Hurricanes these three Canadians have had their fair share of the great work these Hurricane squadrons have been doing in support of the 14th Army in its recent triumphs in the catch-as-catch-can struggle on the Arakan front. Left to right as they sit in one of their squadron's jeeps are F/O George Hatch (J16691) of 145 Douglas Drive, Toronto, who at six foot four inches tall makes him the tallest Canadian pilot if not the tallest pilot of any of the air forces in India; F/O H.B. 'Buddy' Date (J18075) of Woodrow Beach, Sarnia, who like Hatch has been flying in India since December 1942, and F/O Ed. V. Fockler (J10514) of 1156 West 10th Avenue, Vancouver, B.C., who joined the Canadians in India at the same time as the other two." RCAF photo PL-45278 (ex UK-22717 dated 19 July 1945) taken outside Buckingham Palace following investiture - F/L J.D. Browne (Florham Park, New Jersey) shows his medal to F/L E.W. Fockler (Vancouver). RCAF photo PL-60246 (ex UK-19176 dated 28 February 1945) shows six pilots of six nationalities in the rocket-firing squadron. Left to right are F/L Peter L. McMillan (Inverleigh, Victoria, Australia), F/O J.. McPhail (St. John's Hill, Wanganui, New Zealand), S/L A.P. Millard, DFC (London, England, Commanding Officer), F/L Ed Fockler, DFC (Vancouver), F/L Richard W. Parr (Johannesburg, South Africa), F/L John Penman (Midlothian, Scotland) and P/O J. Jenkins (Narrowmaine, New South Wales, Australian). RCAF photo PL-60248 (ex UK-19178 dated 28 February 1945) is captioned as follows - "This graceful pagoda stands near the camp of a Hurricane squadron in central Burma. At base of it is a veteran Burma pilot, F/L Ed Fockler, DFC (Vancouver). Ed has been with the squadron since early in 1942, fought through the Arakan, Imphal and Kohima campaigns with 40-mm cannon, and is now with the squadron's rocket-firing flight." RCAF photo PL-60249 (ex UK-19179 dated 28 February 1945) is captioned as follows - "Canadian Hurricane pilots with a pongyi, Buddhist priest, before his pagoda. Left to right, F/L Ed Fockler, DFC (Vancouver), P/O Harry Mitchell (Toronto), Warrant Officer Bill Thompson (Ottawa), the yellow-robed pongyi, with F/L John Anderson (Montreal). Anderson flies with 40-mm cannon, others are rocket projectile flight." Public Record Office Air 2/9633 indicates he was recommended when he had flown 60 sorties (119 operational hours).

During his present tour of operations and when flying over enemy territory at Imphal in 1943, Flight Lieutenant Fockler has shown extreme keenness, efficiency and ability in finding and destroying the enemy. He possesses, in a high degree, the concentration and determination needed to discover the cunningly concealed Japanese positions and has achieved much success against their infantry river craft and gun emplacements. Flight Lieutenant Fockler has invariably operated with gallantry and exceptional devotion to duty.

NOTE: Public Record Office Air 2/9633 has recommendation dated 2 May 1944. This is a remarkable record of service in Asia. Sorties from 13 April to 24 April 1943 (all at Imphal) were on Lysander aircraft; all other sorties on Hurricane IId machines.

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| 13 Apr 43 | Tactical Recce (2.45) | Yazagyo-Kalemyo-Kalewa-Mawlun-Mansi-Nanza; pranged two lorries, one 45-foot motor boat. |
| 15 Apr 43 | Tactical Recce (2.10) | Thayaung. |
| 16 Apr 43 | Photo Recce (2.35) | Indaingyi-Natchaung; located nine lorries; pranged two. |

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| 18 Apr 43 | Tactical Recce (2.35) | Kalemyo-Natchaung-South Myauk. |
| 19 Apr 43 | Tactical Recce (2.40) | Pantha-Indaw-Pyingaing |
| 20 Apr 43 | Tactical Recce (2.20) | Pantha-Aungbin-Hehlo |
| 21 Apr 43 | Tactical Recce (2.15) | Kawya-Manmawnwein |
| 22 Apr 43 | Tactical Recce (2.40) | Yazagyo-Kalenyio-South Miyauk |
| 22 Apr 43 | Scramble (50 minutes) | |
| 23 Apr 43 | Photo Recce (2.15) | Pinlebu |
| 24 Apr 43 | Tactical Recce (2.20) | Paungbyin-Thayaung-South Miyauk |

Second Tour:

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| 24 Dec 43 | Offensive Recce (1.35) | Maungdaw-Rathidaung-Kyauktaw |
| 30 Dec 43 | Offensive Recce (1.50) | Kyauktaw-Akyab-Rathidaung; strafed eight Japs in dugout. |
| 1 Jan 44 | Offensive Recce (1.45) | Maungdaw-Ponnagyun; three 40-foot boats; located 15-plus large boats; light machine gun in tail and wing. |
| 4 Jan 44 | Strike (1.10) | Maungdaw-Alethangyaw; strafed Japs. |
| 10 Jan 44 | Offensive Recce (1.40) | Paletwa-Myohaung-Minbya; three loaded sampans pranged. |
| 13 Jan 44 | Offensive Recce (2.00) | Ponnagyun-Pauktaw-Akyab; destroyed six large kisties, two sampans. |
| 14 Jan 44 | Offensive Recce (2.05) | Kyauktaw-Myohaung-Ponnagyun-Bagona; set two 50-foot barges on fire; strafed Bagona. |
| 14 Jan 44 | Strike (1.25) | Ponnagyun; destroyed seven large loaded boats. |
| 19 Jan 44 | Offensive Recce (2.00) | Maundaw-Foul Point-Ponnagyun-Kanzauk; destroyed four sampans; light machine gun in engine. |
| 23 Jan 44 | Offensive Recce (2.00) | Kyauktaw-Pyelongi-Myohang-Minbya; 15-plus kisties, Myohaung; five sampans, Minbya. |
| 25 Jan 44 | Strike, A.S.C. (1.10) | Buthidaung; strafe Japs; killed five in dugout. |
| 28 Jan 44 | Offensive Recce (1.50) | Baguna-Donbaik-Thetkado; two large sampans. |
| 2 Feb 44 | Offensive Recce (2.00) | Htizwe-Kanzauk-Myohaung-Minbya; destroyed two large kisties, one sampan. |
| 3 Feb 44 | A.S.C. (1.10) | Baguna; strafe Japs. |
| 5 Feb 44 | Scramble (55 minutes) | Leader, Red, White Blue sections. |

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| 7 Feb 44 | Offensive Recce (1.55) | Buthidaung-Kawzon-Hparabyin; killed ten Japs in boat; destroyed five kisties. |
| 14 Feb 44 | Offensive Recce (2.20) | Akyab-Pauktaw-Minbya-Myohaung; destroyed five loaded kisties, four sampans. |
| 15 Feb 44 | Offensive Recce (2.15) | Pauktaw-Akyab-Ponnagyun; destroyed three kisties, five sampans. |
| 16 Feb 44 | Offensive Recce (1.15) | Kuauktaw-Teinnyo-Myohaung; strafed Japs, Lammadaw; destroyed one barge, five kisties. |
| 21 Feb 44 | Offensive Recce (2.15) | Akyab-Pauktaw-Kanzauk; located and damaged 15-plus large loaded boats. |
| 22 Feb 44 | Offensive Recce (2.20) | Akyab-Baronga-Ponnagyun; three kisties. |
| 24 Feb 44 | Offensive Recce (2.00) | Minbya-Ponnagyun; two large loaded paddy gigs. |
| 25 Feb 44 | Strike (1.15) | Foul Point; set aircraft on fire in enemy territory. |
| 29 Feb 44 | Offensive Recce (2.30) | Minbya-Kywegu-Ramre-Akyab; strafed Japs, one lorry, three kisties. |
| 4 Mar 44 | Night Recce (1.05) | Foul Point |
| 10 Mar 44 | Offensive Recce (1.45) | Kyauktaw-Myohaung-Minbya; attacked seven bullock carts, derrick and workmen on bridge. |
| 16 Mar 44 | Offensive Recce (2.50) | Htizwe-Awran-Rathidaung; three loaded barges, two kisties, Jap dump |
| 17 Mar 44 | Offensive Recce (1.55) | Batarat-Sunye-Akyab; three kisties, five bullock cards, 15 Japs on Akyab. |
| 18 Mar 44 | Offensive Recce (2.00) | Pyinnya-Alechaung; concentrations of barges, loaded kisties, sampans destroyed. |
| 18 Mar 44 | Offensive Recce (1.15) | Alechaung; concentrations of barges, loaded kisties, sampans destroyed. |
| 20 Mar 44 | Offensive Recce (2.20) | Kyauktaw-Thayettabun-Minbya; destroyed three loaded kisties, one paddy gig. |
| 22 Mar 44 | A.S.C. (45 minutes) | Alethangyaw; strafed Jap positions. |
| 23 Mar 44 | Offensive Recce (2.30) | Minbya-Sanbal-Kyauk-Pandu; two loaded barges, three kisties. |
| 24 Mar 44 | Offensive Recce (1.55) | Kyauktaw-Alechaung; three loaded kisties, two bullock carts. |

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| 25 Mar 44 | Offensive Recce (2.40) | Myohaung-Minbya-Htizwe-Kanzauk; four kisties, one paddy gig. |
| 26 Mar 44 | Offensive Recce (2.40) | Ponnagyun-Buthigdaung; four loaded kisties. |
| 28 Mar 44 | Offensive Recce (2.00) | Kindaung |
| 29 Mar 44 | Offensive Recce (2.30) | Akyab-Sunye-Minbya-Kanzauk; one Jap, ten loaded kisties, one 50-foot barge, five bullock carts. |
| 1 Apr 44 | Offensive Recce (1.55) | Kanzauk-Ponnagyun-Htizwe; strafed Jap camp near Kanzauk. |
| 2 Apr 44 | Offensive Recce (2.50) | Sanbale-Myebon-Kywegu-Letpan; one 50-foot motor launch, one 60-foot boat, six loaded kisties. |
| 3 Apr 44 | Offensive Recce (2.30) | Kyauktaw-Sanbale-Myohaung; two loaded barges, three kisties. |
| 3 Apr 44 | Offensive Recce (1.45) | Myohaung-Minbya-Kanzauk, two kisties. |
| 5 Apr 44 | A.S.C. (1.25) | Seiyinbya, strafe. |
| 7 Apr 44 | Offensive Recce (1.30) | Myohaung-Minbya-Buthidaung-Bagona; strafe, A.S.C; set dump on fire. |
| 8 Apr 44 | Offensive Recce (2.30) | Myohaung-Minbya-Myebon; four kisties. |
| 11 Apr 44 | Offensive Recce (1.50) | Donbrik-Alechaung; two 50-foot supply boats, dumps. |
| 18 Apr 44 | Offensive Recce (2.50) | Myebon-Kywegu-Letpan-Akyab; two lorries, ten Japs, one Jap officer, two bullock carts. |
| 20 Apr 44 | Offensive Recce (2.25) | Htizwe-Tanko; one barge, three kisties. |
| 26 Apr 44 | A.S.C. (2.05) | Imphal area, Kalewa; one 75-foot barge, one 60-foot boat, four 35-foot boats. |

During the present tour of operations, and also in 1943 when he flew 26 hours in Lysanders over enemy territory at Imphal, Flying Officer Fockler has shown extreme keenness and an ability to find and destroy the enemy. he possesses all the necessary qualities for the operations which this squadron has carried out, including the concentration and determination required to find the Jap positions, which are so cunningly concealed. he has to his credit numerous river craft, Jap infantry, and gun positions. On each sortie Flying Officer Fockler goes up determined to get the utmost out of his trips, with a complete disregard to his personal safety, and has been an excellent example to all in his zealous devotion to duty.

RCAF photo PL-27209 (ex UK-10131 dated 18 April 1944) is captioned as follows: "Pilot Officer

Jimmy Ashworth (J18076) left and Flying Officer Ed Fockler (J10514), British Columbians flying with an RAF Hurricane squadron on the Arakan front, have found a real pal in 'Mony', the squadron's pet chimp who's a bit camera shy and does his lens watching from behind the shelter of Fockler's arm. The two Canadian pilots came to India in December 1942 and have done considerable operations flying in Hurricanes, including many hours strafing the Jap army's communications and hide-outs during the operations that ended with the 14th Army's victory at the end of February this year. Ashworth's home is at Lake Windermere, Fockler's folks live at 1156 West 10th Avenue, Vancouver." . (RCAF photo PL-60248, dated 28 February 1945, reads as follows: "This graceful pagoda stands near the camp of a Hurricane squadron in central Burma. At base of it is a veteran Burma pilot, F/L Ed Fockler, DFC, (309-24th Avenue East) Vancouver. Ed has been with the squadron since early in 1942, fought through the Arakan, Imphal and Kohima campaigns with 40-mm cannon, is now with the squadron's rocket-firing flight."

RCAF Press Release dated 3 February 1945 from S/L Crampton, transcribed by Huguette Oates, reads:

MANDALAY FRONT: -- Deeply-dug bunkers and fox-holes, among the toughest positions from which to rout an enemy, are now being blasted by rocket-firing Hurricanes on this front. Four Canadians fly with the RP flight of "A" Hurricane squadron equipped with this weapon. The other flight of this squadron still flies with 40 mm cannon and machine-guns. One of its pilots is a Canadian. Three Canadians flew on the RP flight's first op with their new weapon, blowing up Japanese bunkers at Gangaw on December 28 and materially helping the advance. Doubtful at first as to the effectiveness of the rocket projectile after their long experience with the deadly accurate 40 mm cannon, the pilots returned from Gangaw full of the enthusiasm born of a successful operation.

Since then, F/L Ed Fockler, DFC, J10514, 309-24th Avenue East, Vancouver, B.C., F/L Ken Wilson, High River, Alberta, P/O Harry Mitchell (J90999), of 186 Chatham Avenue, Toronto, Ontario, and W/O Bill Thompson, 7874, of 71 Ossington Avenue, Ottawa, Ontario, have flown on successful attacks against similar targets from Kabwet, on the Irrawaddy, 18 miles northeast of Shwebo, to Lengauk, southwest of Monywa, in the lower Chindwin Valley. They cover, in fact, the entire 14th Army Front.

Gangaw was taken the day after the RP attack on its fortifications. The rockets also played a big part in the aerial artillery assault which led to the taking of Monywa, where another important airfield was recovered for the RAF. "Strawberries" were received by the squadron from the 14th Army for these and also several other efforts. "We seldom see our targets, they are so well

concealed,” said Ed Fockler, describing the work of the RP men. “We hear the results later, from the Army. The attacks are actually area assaults on pin-points given us by the Army’s Air Liaison Officer who briefs us.”

Fockler has been with the squadron more than two years and won his DFC on completing a tour with the 40 mm cannon. He has been in India since November 1942, joining the squadron then when they were covering the retreat from the Chindwin to the Imphal Valley as best they could with Lysanders. “Rockets are not quite as accurate as the cannon we used for so long but their terrific blast makes up for that,” he continued, “and we fire them from fairly close range.”

When the rocket is released, the aircraft is at 45 degree angle, and 600 to 800 yards from the target. “The RP flight is hoping soon to get ‘duffys’ on tanks,” said Fockler. “We are looking forward to seeing what the armor-piercing war-heads will do against the Jap armor.” “Duffy” is the term used by the pilots for their targets.

While one flight hurls the RPs against the Jap positions, the other flight flies with their cannon and machine-guns, often against the same target. Flying Officer John Anderson, J19611, of 2044 Grey Avenue, Montreal, P.Q., is the only Canadian with this flight. He has been with the squadron since October 1943. He likes the accuracy of the cannon he has been using so long, and found the Chin Hills and the great central plain of Burma a happy-hunting ground for targets during the past year, getting a fair share of motor transport and supply dumps along the Jap’s lines of communication during their advance against Imphal and Palel and later during the Tiddim battle and the enemy’s retreat to the Chindwin and the Irrawaddy.

The Jap is seldom seen. Many pilots have flown hundreds of hours at low-level over Burma and have never seen one. But once, Anderson and his No. 1, an Australian flight lieutenant who now commands the RP flight, were presented with a sight the Burma pilot dreams of. “At that time,” said Anderson, relating the story, “we were flying about wrecking anything we could find between Tamu and Kalemmyo. This day, Mac and I were hunting gharries (trucks) on the main road. We crossed a chaung and got the surprise of our lives. We could hardly believe it. There were at least 200 Japs, probably more, bathing in the stream. We went down and gave them a thorough spraying. We never heard how many we got, but I don’t think many got away. We blasted a bus on the Kalemmyo road after that and used up all our ammo on other MT. Next day we went down the road again and knocked off another bus and some more gharries. Those were

two good days.”

W/O Bill Thompson was an MT mechanic at Rockliffe, Trenton, Camp Borden and other RCAF stations in Canada, re-mustering as a pilot in 1942. He joined the squadron in India in June 1944 and has flown all his ops with a South African pilot on targets on the Arakan and Imphal fronts and now with the RPs in the assault against Mandalay and the Irrawaddy Valley. He was the first squadron pilot to fire an RP when they went to the training centre for their conversion course. He was also on the first RP attack against Gangaw.

On his first flight with the squadron last year in the Arakan, Thompson showed his mettle by setting ablaze a 60 foot lighter carrying petrol and oil, though it was almost wholly concealed beneath a river bank. The first RP op was most successful, according to Thompson. “Not a single rocket struck outside our target area, which was pretty good considering it was our first ‘duffy’ with them,” he observed with pride.

Pilot Officer Harry Mitchell, J90999, another pre-war RCAF man who joined on leaving school in 1939, also came to the squadron in the Arakan last summer. One of his first targets was a stores depot at Buithidaung. “I got a big kick out of that effort,” Mitchell reported. “The stores were inside tin-roofed bashas. When we left them, you couldn’t see much for the black smoke pouring out of them.” “At Imphal,” Mitchell continued, “we flew the pants off ourselves. One pilot got 60 ops hours in one month. In one day, he flew 12 hours. Anderson got in 54 that month. It was pretty good going compared with what it had been before.” Like all other RP pilots, Mitchell is enthusiastic about the new weapon. “We have had good ‘strawberries’ on practically every op we have done with them,” he said.

To back up the squadron’s claim to be one of the best and keenest on the Burma Front (“The best” say the pilots) is a Japanese sword and also a tank gun and shells, presented to the squadron by the Army as tokens of appreciation for their support in their operations on all sectors of the front.

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FODERINGHAM, P/O Clifford (J15718) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Toronto, 4 April 1921; home there. Clerk. Ex-RCA. Enlisted in

Toronto, 18 December 1940 and posted to No.1 Manning Depot. To No.21 EFTS (non-flying duty), 14 January 1941; to No.3 ITS, 21 April 1941; graduated and promoted LAC, 9 June 1941 when posted to No.11 EFTS; graduated 27 July 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 10 October 1941; posted that date to Embarkation Depot; to RAF overseas, 2 November 1941. Commissioned 25 July 1942; promoted Flying Officer, 26 January 1943. Killed in flying accident, 3 September 1943 (Lancaster JA915). Aircraft crashed while on air-to-air firing flight with towed target. Aircraft burnt out. Crew consisted to four members of RCAF (F/O C. Foderingham, DFC, captain; F/O W.G. Gordon, navigator; F/O A.W. Stewart, wireless operator; Flight Sergeant H.R. Ross, bomb aimer) plus F/L K.B. Watkins (mid-upper gunner, RAF) and F/O R.T. Hodd, DFM (rear gunner, RAAF). Photo PL-14523 shows him. RCAF photo PL-15936 (ex UK-3947 dated 20 May 1943) shows P/O A.W. Stewart, DFM (Noranda) with two of his crew, F/O W.C.S. Gordon (Owen Sound) and F/O Clifford Foderingham (Toronto). Public Records Office Air 2/9604 says he was recommended after flying 28 sorties (155 operational hours).

This officer has always displayed outstanding coolness and courage often under very difficult conditions. One night in August, when his aircraft was so severely damaged by night fighters that he had to descend on the sea, it was largely due to his leadership and presence of mind that four members of the crew were rescued. On two other occasions, by his ability and skill, he has brought his damaged aircraft safely to base. Pilot Officer Foderingham has at all times shown great devotion to duty, setting a splendid example to all.

NOTE: The original recommendation (23 September 1942) read as follows:

During his tour of operations with the squadron this officer has always shown a marked determination to press home his attacks and displayed outstanding coolness and courage on a number of occasions under very difficult conditions.

On the night of the 17th/18 August his aircraft was severely damaged by enemy night fighters as a result of which he had to land it in the sea, and it was very largely due to his leadership, courage and presence of mind that four of the crew were rescued.

There have been two instances also when by his ability and skill his aircraft has been brought safely back to base after being badly shot up, and on the 21st/22nd September he made a very successful landing after a tyre had burst while taking off.

His keenness and persistence under all circumstances has been a splendid

example to the squadron and he is recommended for an award of the Distinguished Flying Cross.

NOTE: Captain of Wellington BJ844, 17/18 August 1942 when it was attacked by an enemy fighter over Dutch coast. R54295 Sergeant C.H. Cobbett was reported lost, believed drowned; R92623 Sergeant L. McFadyen suffered compound fracture of tibia; Sergeant C. Foderingham suffered from exposure; Can 8358 Flight Sergeant W.C. Gordon suffered bullet wound in calf; R69116 Sergeant A.W. Stewart suffering from exposure.

David Wallace provides the following information from the Operational Record Book of No.101 Squadron::

Form 540

17 August 1942 - War Operations on Osnabruck Twelve aircraft took off, two aircraft returned early. One aircraft failed to return (F/S Brown Capt., Sgt. Thomas. u/t Capt.). One aircraft came down in the sea (Sgt. Foderingham) crew were rescued some hours later, except Sgt. Cobbett, Front Gunner, who is missing believed drowned.

Form 541 (times up and down not given but most aircraft left between 2135 and 2150, returning 0300 to 0350).

17 August 1942 - Wellington III BJ 844 - Duty: OSNABRUCK

Sgt. Foderingham, C.
F/S Gordon, WC
Sgt. Stewart, AW
F/S Cobbett, OH
Sgt. McFayden, DH

Down in sea. 4 members of crew picked up next morning. F/S Cobbett missing, believed drowned.

Circumstances of death: Lancaster JA915 was in non-operational day exercise, air-to-air firing and crashed at 1135 hours. Crew consisted of J15718 F/O C. Foderingham, DFC, captain with 87 hours solo on type, 616 hours on all types; J16260 F/O W.G. Gordon DFC, navigator, J16926 F/O A.W. Stewart, DFC, WOP, R102337 Flight Sergeant H.R. Ross, bomb aimer, 106146 A/F/L K.B. Watkins, mid-upper gunner and Aus 403268 F/O R.T. Hood, DFM, rear gunner. The exercise with a towed target (Martinet aircraft from Ipswich) had been completed and the Lancaster

was returning to base. Weather was fine. Contrary to regulations, parachutes were not carried. Excerpts from investigations:

According to the evidence of eye witnesses, at 1140 hours this aircraft was seen to be flying quite normally in a straight line and level altitude at a height of between 1,000 - 2,000 feet when it was suddenly seen to dive steeply to the ground. Several witnesses stated that the aircraft was seen to turn steeply to starboard before diving to the ground and one witness stated that when he first saw the aircraft descending it seemed to be going very slowly. The aircraft was completely disintegrated and there were no survivors.

The Lancaster carried no flight engineer and the lack of parachutes was cause for sharp comment. No positive reason could be found but the investigation concluded:

This accident was investigated by the Branch [Air Accidents Investigation Branch] and was probably due to the pilot inadvertently stalling the aircraft whilst flying at a height from which it was impossible to recover.

It was learned on enquiry that one of the crew (F/O Watkins) had been a pilot in the past but was at present employed as Air Gunner, and further that it was the practice amongst some crews to let its members do some piloting in case of emergency.

It is considered possible, though it could not be established, that the pilot of the aircraft at the time of the accident was F/O Watkins. In this connection, it is significant that the Medical Officer stated no body was found in the tail gunner's position.

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FODERINGHAM, F/L William Cecil (J35573) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Toronto, 12 August 1919. Educated at Huron Street School (1927-1934) and Central Technical School (1934-1937). CNR Freight Claims clerk, 1937 onwards. Private, Queens Own Rifles, 1935-1937. Member, Second Battalion, Toronto Scottish Regiment (Machine Gun), 31 July 1940 to 13 March 1941. Enlisted Toronto 18 May 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 9 July 1942. To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.7 EFTS until 27 December 1942; to No.16 SFTS, 6 March 1943; graduated and commissioned 17 September 1943 To "Y" Depot, 1 October 1943; taken on strength of No.3 PRC, Bournemouth,

31 October 1943 but actually embarked from Canada on 1 November 1943. Disembarked in Britain, 9 November 1943. Attached to No.6 EFTS, 3-31 December 1943. Detached to Swinderby, 16 February to 21 March 1944. Promoted Flying Officer, 17 March 1944. To No.18 (Pilots) AFU, 21 March 1944. Attached to No.1514 Beam Approach Training Flight, 25 April to 1 May 1944. To No.26 OTU, 6 June 1944. To No.11Base, 25 August 1944. To No.166 Squadron, 2 November 1944. Promoted Flight Lieutenant, 17 December 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.1 SFTS, 9 July 1945. To No.1 Composite Training School, 25 October 1945. To No.4 Release centre, 12 December 1945; retired 14 December 1945. Played football for Toronto Argonauts (Grey Cup, 1947). Died at Bala, Ontario, 29 January 1983 as per **Legion Magazine** of May 1983. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Officer Air 2/8750 has recommendation dated 13 April 1945 when he had flown 34 sorties (230 hours), 9 November 1944 to 4 April 1945.

9 November 1944 - Wanne Eickel
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
22 December 1944 - Coblenz
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven-Buer
2 January 1945 - Nuremburg
7 January 1945 - Munich
14 January 1945 - Merseburg
16 January 1945 - Zeitz-Troglitz
22 January 1945 - Duisburg
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
3 February 1945 - Bottrop-Welheim
7 February 1945 - Cleve
8 February 1945 - Politz
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforstheim
1 March 1945 - Mannheim
2 March 1945 - Cologne

5 March 1945 - Chemnitz
15 March 1945 - Misburg
16 March 1945 - Nuremburg
21 March 1945 - Bremen
22 March 1945 - Hildesheim
25 March 1945 - Hanover
27 March 1945 - Paderborn
1 April 1945 - Hamburg
4 April 1945 - Lutzendorf

This Canadian officer is one of the most experienced pilots on the squadron and has taken part in 34 attacks on the enemy. Prominent in the list of sorties have been attacks on the enemy's oil refineries and these he has pressed home with conspicuous success. Time after time he has successfully defied the heaviest concentrations of anti-aircraft gunfire to inflict the most damaging attacks and the undoubted success of his crew has been largely due to his magnificent leadership.

For his steadfastness, devotion to duty and disregard for personal safety he is recommended for the award of the Distinguished Flying Cross.

Notes: On Repatriation Form dated 10 May 1945 he stated he had flown 34 sorties (229 hours 25 minutes), the last on 4 April 1945. Had also flown 256 hours five minutes non-operational time. Types flown overseas were Tiger Moth (20.05), Oxford (79.30), Wellington (75.00), Halifax (38.35) and Lancaster (272.20).

Training: Course at No.1 ITS was 14 September to 6 November 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament, written, Aircraft Recognition, Drill, Meteorology and Signals. Scored 635 out of possible 1,000 points. Placed last in a course of 79. "Does not assimilate knowledge easily but has plenty of punch and drive. Deportment and service spirit good. If unable to qualify as pilot will have to remuster to ground, being over height and overweight for Air Bomber or Air Gunner."

Course at No.7 EFTS was 29 December 1942 to 19 February 1943. Tiger Moth aircraft - eleven hours dual to first solo, 28.50 day dual, 28.25 day solo, one hour night dual. Was eight hours on instruments and logged 10.05 in Link (66 percent in Link). Had one accident - damage to aircraft when he struck a snow bank - no blame attached. Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, Signals (practical). Scored 559 out of possible 700 points. Placed 11th in a class of 17. "Average student, little slow to learn. Little more application would produce better results. Deportment good. Acted satisfactorily as Class

Senior.”

Course at No.16 SFTS was 31 May to 17 September 1943, which is odd because he had been posted there on 6 March 1942. Anson aircraft - 6.20 day dual to first day solo, total 87.05 day dual, 60.45 day solo, 2.50 night dual to first night solo, 11.00 total night dual, 7.00 night solo. Was 12.30 in formation and 28.30 on instruments. Logged 27 hours in Link. Air tests in General Flying (217/300), Instrument Flying (134/200), Navigation (98/150). Armament (110/150), Night Flying (70/100), Formation (34/50) and Link (35//50). Ground Examinations in Airmanship (141/200), Armament (160/200), Navigation (133/200), Signals (177/200), Aircraft Recognition (87/100) and Meteorology (82/100). “Suitable temperament for operational pilot. Performs his duties very efficiently.”

Course at No.18 (Pilots) AFU was 21 March to 6 June 1944. Oxford aircraft (3.05 day dual to first day solo, 23.05 total day dual, 37.20 day solo pf which 2.30 was formation and 8.20 on instruments; 1.05 night dual to first night solo, 8.35 total night dual, 7.30on night solo, Also logged 7.15 on Link. Flying Test Grades in General Flying (240/400), Applied Flying (120/200), Instrument Flying (130/250), Night Flying (65/100) and Link (30/50). “Average. Inclined to be erratic in his flying until settled down, when he flies smoothly and well. Must get the habit of checking details, however small. Should make a good captain with experience.”

Course at No.1514 Beam Approach Training Flight was 26 April to 1May 1944. Logged ten hours 30 minutes in Oxford (all beam and instrument flying) and 5.15 in Link. Graded in Beam Approach and “Q” Codes, Link Trainer (124/200), Receiver Operation (55/100), Instrument Flying (136/250), Cloud and Night Flying (136/250) and General Application of Beam Approach Procedure, Flying (99/200). “Instrument Flying just average. Procedure low average. Is inclined to get muddled and make very bad mistakes. Will need considerable practice before being capable of using beam in an emergency.”

Course at No.28 OTU was 7 June to 25 August 1944, Wellington aircraft - 3.40 day dual to first day solo, total 3.50 day dual, 29.30 day solo, 3.05 night dual to first night solo, total 3.25 night dual, 32.15 night solo. Was 37.00 on instruments and one hour in formation. Ten hours in Link. Flying Test Grades in General Flying (275/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (70/100) and Link (25/50). Ground courses in Airmanship (215/300), Armament (220/300), Navigation (158/200) and Signals (60/100). “An above the average pilot suitable for multi-engine aircraft. Very keen and should do well on operations.” (W/C L.W. Goodman).

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FOGG, Sergeant Russell Lawrence (Can 4231A) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO

113/44 dated 21 January 1944. Born 17 November 1917 in Winnipeg (RCAF press release 2659 announcing award); home there; enlisted there 13 September 1939 as Master Motor Mechanic. With No.110 (Army Cooperation) Squadron as of 16 December 1939. Promoted AC1, 1 April 1940. To Overseas, 16 May 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 August 1942. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 December 1943. Repatriated 31 March 1946. Retired 13 May 1946. Postwar worked for T. Eaton Company. Died in Winnipeg, 21 May 2009. Obituary noted, "One of his favourite stories was that of the time he drove the King, Queen and Princesses of England. "

This NCO was one of the first members of the RCAF to arrive overseas. He has been continuously employed in the Mechanical Transport Section of this Headquarters since the time it was organized and has served efficiently and courageously as a Transport Driver during the extremely trying "blitz" period. It is largely due to the excellent and efficient services rendered by him that this section has attained a very high standard of serviceability and efficiency.

RCAF Press Release No.6219 dated 17 August 1944, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- "They just seemed like a normal, pleasant family ... except that they were King, Queen and Princess." That's what Flight Sergeant Russell Fogg of Winnipeg (420 Home Street) said after spending a day, from 10 a.m. to six p.m., driving the King, Queen and Princess Elizabeth during their visit to Canadian bomber group.

There was a glass partition between him and the Royal family in the limousine and he could not hear what they were saying, but the Queen and Princess carried on an animated conversation, marked by frequent laughter much of the time, said F/S Fogg. At the end of the day, both the King and Queen shook hands with him, said the Flight Sergeant who has been a motor transport driver in the RCAF since 1939 and wears the ribbon of the BEM for meritorious service.

The Queen asked him how long he had been overseas and he told her --- since February 25, 1940. The King asked how many miles they had covered during their day's tour, and he told him --- 85 miles. The King also asked for whom he normally drove and he answered, for Air Vice Marshal N.R. Anderson, CB, of Ottawa. Princess Elizabeth stood in the background while Their Majesties chatted with him at the end of the tour.

"I felt honoured that I was chosen to drive Their Majesties," said Fogg, who is dark-haired, of medium height, mustached and presents a trim appearance. He

drove for Timothy Eatons in Winnipeg before the war.

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FOGGO, S/L Andrew Swan (C10485) - **Mention in Despatches** - Station Goose Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Toronto; enlisted in Hamilton, Ontario, 13 March 1942 in Works and Buildings Branch, posted to No.1 Manning Depot and commissioned as Flying Officer that date.. To Eastern Air Command, 16 May 1942. Promoted Flight Lieutenant, 1 October 1942. To No.1 GRS, 6 September 1943. To Mountain View, 14 May 1944. Promoted Squadron Leader, 1 February 1945. To Eastern Air Command again, 10 January 1946. To Greenwood, 22 February 1946. To "K", 25 June 1946. Retained rank of Squadron Leader, 1 October 1946. Retired 24 June 1947.

This officer, as Works and Buildings Officer at Goose Bay, Labrador, has by his energy and initiative over long and arduous hours, and especially during severe winter conditions, maintained the Station and the aerodrome so that services have been maintained and runways have always been serviceable when flying was possible.

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FOIDART, LAC Edgar Toussaint Laurent (R134877) - **Mention in Despatches** - Tholthorpe - 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. DMT at Tholthorpe. Born 1 March 1922. Home Winnipeg. Enlisted in Winnipeg, 1 November 1941 for General Duties and posted to No.2 Manning Depot. To No.12 SFTS, 14 November 1941. Promoted AC1, 1 February 1942 Promoted LAC, 1 May 1942. Reclassified as Driver and posted to "Y" Depot, 5 March 1943; to RAF overseas, 26 May 1943. Repatriated 2 June 1945. To No.3 Repair Depot, 13 August 1945. Retired 1 October 1945. Recommended 3 February 1945 (see DHist file 181.009 D.1719, PAC RG.24 Vol,20606).

On June 28th, 1944 an aircraft landed at this station and crashed into a stationary aircraft. During the ensuing fire, which was very dangerous owing to exploding bombs and ammunition, this airman drove an ambulance to the immediate vicinity of the fire and unhesitatingly gave assistance in the rescuing of the crew from the aircraft. This airman is above average in carrying out his normal duties always and to the extent that he has given splendid service of an excellent character.

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FOLEY, W/C George Joseph (C864) - **Member, Order of the British Empire** - Eastern Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Trenton, 4 July 1938, serving with No.5 Squadron before the war. A supply officer in the RCAF after the war; retired in Ottawa 28 January 1965.

For the past two years, this officer has been serving in the capacities of Equipment Staff Officer and Senior Equipment Officer at Eastern Air Command Headquarters. This officer's arduous duties during a period of difficult, rapidly changing conditions within this Command have been of the highest order. His ability to meet situations calling for skill and tact have proven his ability and called forth the admiration of his associates.

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FOLEY, F/O Joseph Charles Copeland (J19424) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 25 November 1914, Liverpool, England. Home Wellington, Ontario. Druggist and ex-RCMP. Enlisted Toronto 25 November 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 7 December 1941. To No.5 ITS, 14 February 1942; graduated and promoted LAC, 24 April 1942; posted next day to No.8 AOS; graduated and promoted Sergeant, 28 August 1942. To "Y" Depot, Halifax, 29 August 1942; to RAF overseas, 24 September 1942. Promoted Flight Sergeant, 28 February 1943. Promoted WO2, 28 August 1943. Commissioned 13 December 1943. Promoted Flying Officer, 13 June 1944. Promoted Squadron Leader, 1 February 1945. Repatriated by air, 7 June 1945. To Eastern Air Command, 8 June 1945. Released 10 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.3260 (RG.24 Vol.20637) has recommendation dated 24 August 1944 when he had flown 33 sorties (202 hours ten minutes), 13 May 1943 to 4 August 1944.

Flying Officer Foley has taken part in 33 sorties against the enemy, including 23 night attacks against the major German targets. During his tour of operations he invariably set an extremely high standard of navigation, his track keeping and timing being of such a superb quality that never once was his aircraft either hit by flak or attacked by enemy fighters. He has been unsparing of himself in his endeavours to assist more junior Navigators and his example has been a distinct asset to this squadron.

I consider the exceptionally high standard of navigation and the high personal example of Flying Officer Foley merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was follows; operations to 16 March 1944 on Halifax aircraft; Lancasters thereafter:

13 May 1943 - Bochum (6.00)
15 September 1943 - Montlucon (8.10)
16 September 1943 - Modane (2.30)
22 September 1943 - Hanover (6.40)
23 September 1943 - Mannheim (7.30)
27 September 1943 - Hanover (5.50)
3 November 1943 - Dusseldorf (5.00)
11 November 1943 - Cannes (9.30)
19 November 1943 - Leverkusen (7.00)
22 November 1943 - Berlin (7.15)
25 November 1943 - Frankfurt (7.35)
29 December 1943 - Berlin (7.30)
28 January 1944 - Berlin (8.00)
2 February 1944 - Gardening, Kiel (5.50)
15 February 1944 - Berlin (6.35)
19 February 1944 - Leipzig (7.25)
24 February 1944 - Gardening, Kiel (6.35)
25 February 1944 - Gardening, Kiel (5.50)
13 March 1944 - Le Maus (5.40)
15 March 1944 - Amiens (5.15)
16 March 1944 - Amiens (5.10)
1 May 1944 - Ghislain (4.35)
22 May 1944 - Dortmund (5.00)
24 May 1944 - Aachen (5.30)
6 June 1944 - Coutances (4.40)
14 June 1944 - St. Pol (4.20)
16 June 1944 - Sterkrade (4.55)
7 July 1944 - Caen (4.50, day)
18 July 1944 - Caen (4.35, day)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (6.00)
25 July 1944 - Stuttgart (9.30)
4 August 1944 - Bois de Casson (5.30)

FOLEY, S/L Joseph Charles Copeland, DFC (J19524) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD.

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FOLKES, P/O Reginald William (J18382) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born Toronto, 24 July 1918, home Toronto; educated University of Toronto. Served with 9th Toronto Field Battery, Royal Canadian Artillery, 29 July 1940 to 19 May 1941. Enlisted in RCAF, Toronto, 20 May 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 13 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 27 September 1941 when posted to No.8 AOS; graduated 3 January 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 28 February 1942 when posted to No.2 ANS, 28 February 1942. To "Y" Depot, Halifax, 31 March 1942; to RAF overseas, 29 April 1942. Disembarked in United Kingdom, 12 May 1942. To No.2 (Observer) AFU, 16 June 1942. To No.23 OTU, 28 July 1942. Promoted Flight Sergeant 28 August 1942. To No.76 Conversion Flight, 7 October 1942. To No.10 Squadron, 21 October 1942. Promoted WO2, 28 February 1943. To Pockington (non-effective, sick. pneumonia), 2 May 1943. To No.10 Squadron again, 18 June 1943. Commissioned 12 July 1943. To No.77 Squadron, 25 July 1943. Promoted Flying Officer, 12 January 1944. To No.1658 Conversion Unit, 21 March 1944. Assessed on 11 April 1944 as follows: "This officer has served for only a short period on this unit, during which time he has shown sound qualities as an instructor." (W/C H.H. Drummond). To No.1659 Conversion Unit, 11 April 1944. Repatriated 21 January 1945. To No.2 Air Command, Trenton, 2 February 1945. Released 19 March 1945. Died in Sunnybrook Hospital, Toronto, 12 September 1993.

Pilot Officer Folkes has completed a tour of operations during which he has participated in attacks against many of the enemy's most heavily defended targets in Germany. He is a most valuable member of a gallant crew whose ability as bomb aimer has been amply demonstrated by photographic results. In November 1943 his aircraft was attacked by enemy fighters and so badly damaged that control was temporarily lost. Nevertheless, the target was attacked from a much lower altitude and good photographs obtained. This officer has played no small part in the many successes attained by his crew.

NOTE: Public Records Office Air 2/8780 has recommendation dated 20 March 1944 when he had flown 23 sorties (157 hours 25 minutes); draft text adds a few details:

* with No.10 Squadron

7 November 1942 - Genoa (8.25)*
18 November 1942 - Turin (7.50)*
15 January 1943 - Lorient (5.45)*
5 March 1943 - Essen (3.20)*
8 March 1943 - Nuremburg (8.45)*
9 March 1943 - Munich (8.20)*
11 March 1943 - Stuttgart (7.35)*
12 March 1943 - Essen (4.45)*
3 July 1943 - Cologne (6.00)*
9 July 1943 - Gelsenkirchen (6.35)*
15 July 1943 - Montebeliard (8.05)*
17 August 1943 - Peenemunde (8.10)
6 Sept 43 - Munich (9.10)
22 Sept 43 - Hanover (6.40)
29 Sept 43 - Bochum (5.00)
4 October 1943 - Frankfurt (7.45)
3 November 1943 - Dusseldorf (5.40)
19 November 1943 - Leverkusen (5.45)
20 December 1943 - Frankfurt (6.25)
21 January 1944 - Magdeburg (7.05)
28 January 1944 - Berlin (8.40)
19 February 1944 - Leipzig (8.10)
22 February 1944 - GARDENING (3.10, recalled)

This officer Air Bomber has completed his first tour of operations comprising 23 sorties, many of them against the most heavily defended German targets. A member of a most exceptional crew of this squadron, this officer has contributed greatly to the standard of a notable crew, and his ability as a bomb aimer is amply substantiated by the photographic results. Even on the night of 3rd November 1943, after the aircraft was temporarily out of control and damaged due to fighter attack, the target was still attacked although at a much lower altitude, and a good photographic record obtained.

In recognition of an operational tour which has been marked throughout with a high standard of efficiency and devotion to duty, it is strongly recommended that this officer be awarded the Distinguished Flying Cross.

Notes: On repatriation form dated 8 January 1945 he stated he had flown 23 sorties (157 hours 25 minutes), plus 177 hours 25 minutes training time overseas. As a bombing instructor his

duties had been on the ground.

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FOLKINS, S/L (now W/C) Gordon Arthur (C1013) - **Air Force Cross** - No.11 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 9 July 1906 in Calgary. Home Fort William and Whitehorse. Enlisted at Calgary, 20 February 1939 with 113 (F) Squadron (Auxiliary). Trained at No.1 SFTS; graduated 20 May 1940. Promoted Flight Lieutenant, 15 August 1941. At No.10 SFTS as of 17 November 1941. To No.11 SFTS, 25 April 1942. Attained rank of Squadron Leader, 15 June 1942. Promoted Wing Commander, 15 July 1943. To War Staff College, 31 March 1944. To No.1 Flying Instructor School, 2 June 1944; to Central Flying School, 31 January 1945. To AFHQ, 28 February 1945. To Moncton, 2 March 1945. Released 11 November 1945. Rejoined interim RCAF, 12 August 1946 at Northwest Air Command Headquarters. To Fort Nelson to command, 25 August 1946. Reverted to Squadron Leader as of 1 October 1946 (23406). To Whitehorse to command, 24 February 1947. Promoted Wing Commander, 1 January 1948. To Maritime Group, 27 January 1951. To AFHQ, 29 September 1950. Attended RAF Staff College and Empire CFS. To No.2 Flying Training School, 1 April 1952. To Trenton, 23 July 1955. Retired 11 June 1957.

This officer has been continuously employed on flying instructional duties for over three years during which time he has never had an accident. He has capably fulfilled the duties of a Squadron Commander and Officer Commanding the Central Flying School Visiting Flight and has been outstanding in initiative, leadership, ability, and devotion to duty with an exacting thoroughness in everything he undertakes.

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FOLSOM, F/L Charles (J12203) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. American in the RCAF; born 21 July 1917 in Hopkinson, Kentucky, home there. Educated Kemper College and US Naval Academy. Surveyor/Contractor. Enlisted Ottawa 1 September 1941 and posted to No.1 Manning Depot. To No.6 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.20 EFTS; graduated 28 February 1942 when posted to No.16 SFTS; graduated and commissioned 19 June 1942. To central Flying School, Trenton, 18 July 1942. To No.9 SFTS, 9 September 1942; promoted Flying Officer, 15 March 1943; to No.1 General Reconnaissance School, 1 July 1943; to "Y" Depot, Halifax, 18 September 1943; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 21 October 1943; promoted Flight Lieutenant, 15 September 1944. Repatriated 2 August 1945; released 24 September 1945. A founding member of the National Building Materials Distributors Association, member of the National Sash and Door Jobbers Association and served on the board of directors of the Hopkinsville Electric Plant Board. Died in Hendersonville,

Tennessee, 13 January 2003.

This officer has completed a most successful tour of operational duty. He has served with Coastal and Transport Commands and has completed numerous missions against enemy shipping over the North Sea and off the Dutch coast. On one occasion he destroyed two enemy E-boats, despite intense anti-aircraft fire. He has now flown on many sorties in close support of the 14th Army in Burma, operating over the jungle and mountainous terrain. His courage and determination have been outstanding at all times.

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FONES, Sergeant Frederick Ernest (R68420) - **Mention in Despatches** - No.9432 Servicing Echelon (No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 7 April 1919 in London, Ontario. Home there. Educated Ealing Public School (1924-1932) and H.B. Beal Technical School (1932-1937, specializing in Architectural Drafting). Inspector for Kellogg's Corn Flakes, 1936-1938 (seasonal); draughtsman for Roy James Construction Company, 1938-1940. Enlisted as an airframe mechanic, London 13 September 1940. To School of Technical Training, St. Thomas, 25 October 1940. Promoted AC1, 8 March 1941. To No.8 SFTS, 12 March 1941 where he was a specialist in hydraulics and repairs to Ansons and Harvards (described as "Reliable and conscientious"). Promoted LAC, 1 July 1941. To "Y" Depot, Halifax, 23 January 1942; embarked for overseas, 17 February 1942; disembarked in Britain 6 March 1942. To No.410 Squadron, 20 March 1942. Promoted Corporal, 1 July 1942. To No.424 Squadron, 8 October 1942. To No.432 Squadron, 2 May 1943. Wellington airframe course, 18-25 July 1943. Attached to A.V. Roe, 28 November to 12 December 1943. To No.9432 Servicing Echelon, 6 December 1943. Attached to Rootes Securities, 21 February to 6 March 1944. Promoted Sergeant, 23 April 1944. To No.62 Base, 12 August 1944. Repatriated via Greenwood, 18 June 1945. To No.8 OTU, 19 June 1945. To Moncton, 3 September 1945. Released 5 September 1945. Died in London, Ontario, 17 December 1985 as per **Airforce Magazine** of October-November-December 1986. No citation in AFRO. Recommended for MiD, 21 July 1944, at which time he was a Fitter IIE with No.9432 Servicing Echelon. (See DHist file 181.009 D.1719, RG.24 Vol.20606). Recommendation read as follows:

Sergeant Fones has at all times carried out his duties cheerfully and willingly in a most efficient manner, although long, tedious hours of work have been put in by him. His cheerful personality and devotion to duty have a most inspiring effect on his subordinates, with the result that they, too, put in many hours of night work, night after night.

Assessment: "A very capable and dependable Sergeant." (S/L W.E.K. Boone, Station East Moor, 8 February 1945).

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FONGER, F/O Owen Woodward (J21918) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born Niagara Falls, Ontario, 13 December 1911. Home Leaside, Ontario. Enlisted Toronto 15 November 1941. To No.1 Manning Depot, 14 December 1941. To No.1 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.8 AOS until 6 June 1942; graduated and commissioned 2 October 1942. To "Y" Depot, Halifax, 16 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 2 April 1943. Promoted Flight Lieutenant, 2 October 1944. Repatriated 19 May 1945. Released 6 July 1945. Died in Toronto, 24 August 1999. RCAF photo PL-32672 (ex UK-13883 dated 26 August 1944) shows him; caption card spells name incorrectly as "Finger". No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 18 April 1944 when he had completed 29 sorties (207 hours five minutes) as a navigator, 10 August 1943 to 23 March 1944:

10 August 1943 - Nuremburg (9.20)
12 August 1943 - Milan (10.20)
17 August 1943 - Peenemunde (9.15)
22 August 1943 - Leverkusen (6.15)
23 August 1943 - Berlin (7.25)
5 Sept 43 - Mannheim (7.50)
6 Sept 43 - Munich (9.15)
15 Sept 43 - Montlucon (6.40)
16 Sept 43 - Modane (9.40)
22 Sept 43 - Hannover (6.00)
27 Sept 43 - Hannover (6.45)
29 Sept 43 - Bochum (5.15)
3 October 1943 - Kassel (6.15)
22 October 1943 - Kassel (6.40)
3 November 1943 - Dusseldorf (5.25)
11 November 1943 - Cannes (10.10)
19 November 1943 - Leverkusen (6.55)
22 November 1943 - Berlin (7.30)
3 December 1943 - Leipzig (8.35)
29 December 1943 - Berlin (4.20)
20 January 1944 - Berlin (7.55)
19 February 1944 - Leipzig (7.20)
2 March 1944 - Meulan-les-Mureaux (8.10)
6 March 1944 - Trappes (4.50)

11 March 1944 - GARDENING, St. Nazaire (7.20)
16 March 1944 - Amiens (5.45)
18 March 1944 - GARDENING, Heligoland (5.10)
22 March 1944 - GARDENING, Kiel Bay (6.25)
23 March 1944 - Laon (5.20)

This officer has completed 29 night sorties, many of them against the enemy's most heavily defended targets.

When half way through his tour of operations, the aircraft in which he was navigator was badly shot up by an intruder over this country and crashed when approaching base. Flying Officer Fonger sustained severe shock and suffered from injuries to his back. In spite of this, as soon as he was discharged from hospital, he continued with his duties in a very cheerful and determined fashion.

Flying Officer Fonger has undertaken more than his normal duties as called for and he has been of great assistance to the Navigation Section of the squadron where his knowledge has invariably been placed at the disposal of the newer navigators in the section.

His high courage, determination and example has been a great inspiration to the other members of the squadron.

I consider Flying Officer Fonger's continuous gallantry and the determination he has shown throughout his operational tour fully merits the on-immediate award of the Distinguished Flying Cross.

FONGER, F/L Owen Woodward, DFC (J21918) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Enlisted 15 November 1941. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served eleven months in Canada, 27 months overseas. Officer in charge of Radar Navigation Instruction.

This officer has completed a tour of operations and on being screened was placed in charge of the Radar Navigation Training on this station. Since his appointment to that position, this officer has shown himself to be extremely keen and has displayed great devotion to duty. He has completely reorganized the Radar Training section, together with the system of Radar training, with the result that the standard of training has been raised to a very high level.

RCAF Press Release No.4489 dated 11 April 1944 from P/O Fred Jackson reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: - The fellows around the Moose squadron used to rib F/O Owen Fonger of 383 Bayview Avenue, Leaside, Ontario, that he was living on borrowed time but Navigator Fonger can smile at the others now because he's finished his tour of operations.

That "borrowed time" business goes back to an experience the Leaside navigator had after an attack on Kassel when his aircraft, captained by P/O Doug. Cook of Kelowna, B.C., went into a wild lurch coming in for a landing and wound up a heap or wreckage off to one side of the runway. F/O Fonger got out or the wreckage in a hurry. In fact, he was thrown out, being hurled something like 30 feet into the air and landing away off by himself. The only member of the crew hurt was the flight-engineer who broke his arm.

That Kassel trip is the one that really sticks on F/O Fonger's memory. It had gone all right too as far as the target was concerned and it was not until P/O Cook had his aircraft over England that a fighter caught it dead astern and just about tore it apart with a burst of gunfire. That was a wild moment as F/O Fonger recalls it but it was all over in a few seconds and the bomber proceeded on to base.

P/O Cook knew the ship was badly hit but it was not until he prepared to land that he found out how badly. "Bob just had her moving in nicely when it lurched and just dove for the ground. It just sort of fell in a wild lurch; one of the wings hit first and that was all we knew. I picked myself off the ground 30 feet away and the rest with the exception of the engineer crawled out," recalled Fonger.

F/O Fonger didn't have much to say about the other trips. "I was usually too busy plotting courses to pay much attention to what was going on. I used to take a look at the targets during some of my early trips but soon found out that to do my job right I had no time to be gazing at the job the bomb-aimers were doing," he said.

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FONSECA, WO (now P/O) Allan Richard Gomez (R140829/J19915) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born Mulvihill, Manitoba, 2 October 1922; home there. Mechanic. Enlisted Winnipeg as "Tradesman", 19 November 1941 and posted to No.1 Manning Depot. To Trenton, 13 December 1941 when classified as Guard. To Boundary Bay, 3 January 1942. Promoted AC1, 19 February 1942. Promoted LAC, 19 May 1942. Remustered to aircrew, 9 September 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 4 December

1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Commissioned 17 January 1944. Promoted Flying Officer, 17 July 1944. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. To No.7 BGS, 25 January 1945. To No.2 Air Command Headquarters, 1 June 1945. To No.4 Release Centre, 15 September 1945. Retired 3 October 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty". Public Record Office Air 2/9149 has recommendation dated 19 February 1944 when he had flown 39 sorties (257 hours ten minutes), 23 May 1943 to 15 February 1944.

23 May 1943 - Dortmund (4.40)
25 May 1943 - Dusseldorf (4.15)
29 May 1943 - Wuppertal (5.30)
24 June 1943 - Wuppertal (4.30)
13 July 1943 - Aachen (5.20)
27 July 1943 - Hamburg (6.00)
29 July 1943 - Hamburg (5.15)
10 August 1943 - Nuremburg (6.40)
12 August 1943 - Milan (8.45)
14 August 1943 - Milan (8.45)
17 August 1943 - Peenemunde (7.15)
27 August 1943 - Nuremburg (7.10)
30 August 1943 - Munchen Gladbach (3.40, DNCO)
31 August 1943 - Berlin (7.35)
3 Sept 43 - Berlin (8.00)
5 Sept 43 - Mannheim (6.15)
6 Sept 43 - Munich (8.15)
2 October 1943 - Munich (7.45)
3 October 1943 - Kassel (5.40)
4 October 1943 - Ludwigshaven (6.05)
7 October 1943 - Stuttgart (6.30)
8 October 1943 - Hanover (4.35)
18 October 1943 - Hanover (4.40)
20 October 1943 - Leipzig (6.40)
18 November 1943 - Mannheim (5.45)
22 November 1943 - Berlin (6.40)
23 November 1943 - Berlin (6.50)
26 November 1943 - Berlin (7.25)
2 December 1943 - Berlin (6.30)
3 December 1943 - Leipzig (7.20)
16 December 1943 - Berlin (8.15)
5 January 1944 - Stettin (9.00)
14 January 1944 - Brunswick (5.10)

20 January 1944 - Berlin (7.40)
21 January 1944 - Magdeburg (7.10)
27 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (8.00)
30 January 1944 - Berlin (6.15)
15 February 1944 - Berlin (7.10)

Warrant Officer Fonseca has completed 39 operational sorties with the Pathfinder Force, 38 of which have been as a Marker. Warrant Officer Fonseca has been mid-upper gunner to two captains in this squadron, both of whom have found his coolness and reliability in the face of the fiercest opposition to be of a high order. His fine aggressive spirit has set a splendid example to the more junior air gunners in the squadron and his keenness to operate is most praiseworthy. Warrant Officer Fonseca has at all times displayed a very high sense of devotion to duty.

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FONTAINE, F/O Joseph Lucien Jean (J18418) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born Quebec, 11 January 1921; home Montreal. Ex-RCA. Enlisted in Ottawa, 3 February 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1942. To No.8 SFTS, 3 May 1941. To No.4 WS, 3 July 1941. Promoted LAC, 7 August 1941. To No.9 BGS, 19 December 1941; to No.6 BGS, 15 January 1942. Graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Promoted Flight Sergeant, 16 August 1942. Promoted WO2, 16 February 1943. Commissioned 9 May 1943. Promoted Flying Officer, 9 November 1943. Repatriated 9 March 1945. To No.1 Air Command, 20 March 1945. To No.16 SFTS, 25 April 1945. Remained in postwar RCAF (19938), attaining rank of Flight Lieutenant (1 January 1950). Still in RCAF as of 1956. Awarded Queen's Coronation Medal, 23 October 1953, 1 Air Division. RCAF photo PL-42320 (ex UK-19099 dated 7 March 1945) is captioned as follows: "Flying Officer Jean Fontaine of Montreal has recently completed his second tour of operations as wireless air gunner and is now on his way back to Canada. Fontaine has a rest period of nine months as instructor during his two tours and flew with four different squadrons in Bomber Command." Death reported on Royal Canadian Legion "Last Post" website but no specific issue cited of **Legion Magazine** ("Web only") but genealogical website gives 17 July 2005 in Sherbrooke, Quebec. 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 23 December when he had flown 46 sorties (250 operational hours) in the course of two tours.

First Tour

14 January 1943 - Brest
15 January 1943 - Lorient
3 February 1943 - Hamburg
4 February 1943 - Lorient
7 February 1943 - Lorient
11 February 1943 - Frisian Islands
17 February 1943 - Cologne
19 February 1943 - Wilhelmshaven
24 February 1943 - Wilhelmshaven
26 February 1943 - Cologne
5 March 1943 - Essen
12 March 1943 - Essen
26 March 1943 - Duisburg
28 March 1943 - St.Nazaire
29 March 1943 - Bochum
4 April 1943 - Kiel
10 April 1943 - Frankfurt
14 April 1943 - Stuttgart
16 April 1943 - Mannheim
11 June 1943 - Dusseldorf
12 June 1943 - Bochum
12 August 1943 - Milan
27 August 1943 - Nuremburg
31 August 1943 - Berlin
2 Sept 43 - GARDENING
16 September 1943 - Modane
22 September 1943 - Hanover
3 November 1943 - Dusseldorf

Second Tour

20 September 1944 - Calais
30 September 1944 - Bottrop
5 October 1944 - Saarbrucken
6 October 1944 - Sterkrade
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum

6 November 1944 - Gelsenkirchen
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Worms
29 November 1944 - Dortmund
4 December 1944 - Urst
5 December 1944 - Soest
6 December 1944 - Merseburg Leuna

Flying Officer Fontaine is a Wireless Operator of exceptional ability who is now engaged in his second tour of operations and has completed a total of 46 bombing attacks against the enemy by day and by night. This officer inspires confidence in new members of the squadron by the very fine example he sets of keenness to fly on operations and his coolness under the heaviest fire is exemplary.

Flying Officer Fontaine continues to display the same enthusiasm and in recognition of his fine record of service he is recommended for the non-immediate award of the Distinguished Flying Cross.

Accident Report, 23 March 1944, No.22 OTU, Wellesbourne, Wellington LN481 (XN-J), 1245 hours, circuits and landings. Crew was J6390 F/L B.M. Adilman (later killed), C175 W/C E.M. Mitchell (RCAF pupil), J18383 P/O A.P. Fast (WOP/AG, screened Canadian) and J18418 F/O J.L. Fontaine (AG, screened Canadian). They had done a few circuits ("a few landings") and four or five overshoots. Adilman was instructing in single engine flying and feathering. Feathered starboard propellor and then it would not unfeather. Adilman made a single-engine landing. Minor damage and no injuries.

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FOORD, F/O Albert Vernon (J85863) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 10 September 1923, Instow, Saskatchewan; home there. Student. Enlisted Regina, 2 October 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 26 October 1941. To No.2 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942 but not posted to No.15 EFTS until 14 February 1942); graduated 25 April 1942 when posted to No.3 SFTS; graduated and promoted Sergeant, 14 August 1942; to No.1 GRS, 4 September 1942; to No.36 OTU, 6 November 1942. Promoted Flight Sergeant, 14 February 1943. To "Y: Depot, 20 February 1943. To RAF overseas, 8 March 1943. Promoted WO2, 14 August 1943. Commissioned 5 March 1944. Promoted Flying Officer, 5 September 1944. Repatriated 2 August 1946. Released 20 September 1946. Graduate of University of

Saskatchewan (1950). Died 9 January 2001 in Victoria.

This officer has completed a very successful tour of operational duty. He has taken part in numerous attacks on enemy shipping while serving with Coastal Command and has on various sorties done severe damage to enemy E-boats and merchant vessels, often in the face of intense opposition. Flying Officer Foord completed his tour with a heavy transport squadron. He has taken part in many supply dropping sorties in support of the 14th Army and on many occasions has made successful landings at forward landing grounds under fire from Japanese artillery. He has always displayed outstanding gallantry and devotion to duty.

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FOOTE, F/L William Leroy (J27659) - **Distinguished Service Order** - No.626 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born Edmonton 26 June 1915; home Halifax Nova Scotia. Ex-Army. Enlisted Winnipeg 23 June 1942. To No.2 Manning Depot, 20 July 1942. To No.10 SFTS (non-flying duties), 10 September 1942. To No.7 ITS, 10 October 1942. Graduated 18 December 1942 when promoted LAC but not posted to No.6 EFTS until 9 January 1942. To No.4 SFTS, 6 March 1943. Graduated and commissioned 25 June 1943. To No.1 Central Navigation School, 9 July 1943. Posting apparently cancelled and he was sent to "Y" Depot. To UK, 15 July 1943. Repatriated 22 January 1945. To Western Air Command, 2 February 1945. To Release Centre, 31 March 1945. Released 5 April 1945. Cited with FS Robert A. Smith (RCAF, awarded DFM). RCAF photos PL-41060 and PL-41061 (ex UK-16893 and UK-16894, dated 24 November 1944) are captioned as follows: "He piloted a flying bonfire while his surviving air gunner, also a Canadian, shot down an attacking Ju.88. F/L W.L. Foote, Edmonton, went on to bomb Stuttgart. The exploit won for F/L Foote the DSO and for his Canadian mid-upper gunner, Flight Sergeant Robert A. Smith, Hamilton, the DFM." RCAF photo PL-35079 taken January 1945 at Repatriation Depot Lachine, shows Mr. Cecil Lord (Edmonton merchant in the east on business) shaking hands with F/O W.D. Dugger (Andrew, Alberta); behind them are F/O K.W. Moore, P/O W. Malanchuk, F/O L.M. Pederson and F/O W.L. Foote, all of Edmonton.

This officer and airman were captain and mid-upper gunner respectively of an aircraft detailed to attack Stuttgart. En route the aircraft was attacked by a fighter and sustained much damage. The rear gunner was killed and Flight Sergeant Smith was blown out of his turret into the fuselage. He was, however, uninjured and returned to his turret. A fire started in the rear of the fuselage which betrayed the position of the bomber to the enemy and the aircraft was subjected to five successive attacks. Nevertheless, Flight Lieutenant Foote skilfully manoeuvred the aircraft and enabled Flight Sergeant Smith to engage the fighter which was seen to fall away in flames. Flight Lieutenant Foote then continued to the target and completed his mission. This officer and airman have

taken part in many sorties and have displayed a high standard of courage and devotion to duty.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 1 August 1944 when he had flown 22 sorties (103 operational hours).

Flight Lieutenant Foote, a Canadian, was pilot and captain of a Lancaster aircraft detailed to attack Stuttgart on the night of July 28t/29th 1944. This was his 22nd operational flight against the enemy.

Approximately half an hour before reaching the target the aircraft was attacked by an enemy night fighter, the presence of which was not detected until it opened fire. The first burst killed the rear gunner, did extensive damage to his aircraft and started a fire in the rear of the fuselage where a large hole was blown in the floor. Both the hydraulic and electrical systems were rendered unserviceable and severe damage was done to the bomb doors and the bomb bay.

Flight Lieutenant Foote immediately carried out combat manoeuvres but the fire in his aircraft clearly betrayed his position and the aircraft was subjected to five successive attacks. During these attacks Flight Lieutenant Foote handled his aircraft so skilfully that he not only avoided further serious damage to it but enabled his mid-upper gunner to bring effective fire to bear on the enemy fighter which was seen to fall away in flames after the last attack.

After this combat Flight Lieutenant Foote continued on to the target with his badly damaged aircraft, carried out a successful attack and brought his aircraft safely back to base.

This officer displayed an inspiring coolness under fire, demonstrated skill of a high order and showed a keen aggressive spirit in pressing home his attack in very trying circumstances. I strongly recommend that Flight Lieutenant Foote be given the immediate award of the Distinguished Service Order for this outstanding example of gallantry.

Note: Stuttgart raid, 27/28 July 1944. Ten Lancasters of No.626 Squadron took off from RAF Wickenby on the night of the 27 July 1944 to bomb Stuttgart on a 494 bomber raid. On the way to the target, under bright moon-lit conditions, the bomber stream came under attack by German night-fighters over France. In all 39 Lancasters from the total force were shot down - 7.9 per cent. Three of 626 Squadron aircraft were intercepted, LM895 UM- Y2 (shot down), LM105 UM-P2 (Foote's machine), and ME830 UM-K2 (jettisoned bombs but made base).

LM105 UM-P2 took off at 21.24 from Wickenby. Its crew were Pilot F/LW J Foote, Navigator P/O W A Telling, Wireless Operator Sergeant S R J Humphreys, Bomb Aimer Sergeant W E Price, Flight Engineer Sergeant J W Ruddick, Mid Upper Gunner Sergeant R A Smith RCAF, and Rear Gunner Sergeant H I Ferguson. LM105 was also attacked by night-fighters en-route to the target and sustained damage causing the death of the rear gunner, 20 year old Sergeant Harold Ferguson and blowing the mid upper gunner, Sergeant R A Smith out of his turret. Fortunately Sergeant Smith was uninjured and returned to his position.

A fire had broken out in the rear of the aircraft. This attracted attention from more night-fighters and the Lancaster was attacked a further four times. Sergeant Smith engaged with the fighter and it was seen to fall away in flames. During the attack Flt Lt Foote was forced to drop part of their bomb-load, the 500 pounders, but carried on to bomb Stuttgart at 1.41am. The damaged Lancaster returned safely to Wickenby at 5.42 am.

RCAF Release No. 1488 by F/L W.A. Shields, dated 21 November 1944 read as follows:

WITH CANADIANS IN THE RAF: - With his rear gunner dead and his RAF Lancaster a flying bonfire, Flight Lieutenant W.L. "Bill" Foote, 29, of Edmonton (11665 Saskatchewan Drive), beat off five attacks by an enemy night fighter. He handled his crippled aircraft so ably that P/O Robert A. Smith (J89363) of Toronto, Ontario (39 Silverthorne Avenue), his surviving gunner, was able to shoot down the attacker.

Foote, with his fire extinguished, then went on to bomb Stuttgart—an exploit which won him the D.S.O. and Smith the D.F.M.

Trouble came in bunches the night of the Stuttgart raid, Foote's 21st operation. Up to that point, his tour had been comparatively uneventful --- no night fighters and no really bad flak, although his aircraft had been holed three or four times. He also lost a Canadian rear gunner who went with another crew which didn't come back, leaving Smith and himself as the only R.C.A.F. members of his crew.

On his way to Stuttgart, Foote had his first fighter attack. "It felt as though the whole aircraft was breaking up around us," he recalled. "The first burst apparently killed the rear gunner instantly. He gave no reply on the intercom.

"I slammed the stick forward and we went into a violent dive. We must have caught fire with that first burst but we didn't find out for a while. 'Smitty' was blown right out of his mid-upper turret into the fuselage, but he gamely climbed back in and gave me the fighter's position. There was a bright moon that night and he had caught us outlined against the bright part of the sky. When he broke off, he was between us and the moon and with Smitty's directions, we aimed to

keep him there.

“We didn’t think he would attack again, for we were under the impression that he couldn’t see us against the dark clouds behind. What we didn’t know was that we were burning fiercely underneath. We were just a flying beacon light.”

“The enemy, a Ju88, made three more attacks, one after the other. With Smitty giving directions, he didn’t hit us again. Smitty didn’t fire on his first few passes. We couldn’t. The hydraulic system had been shot away and he couldn’t rotate his guns mechanically. He had to rotate his guns by hand.”

“When the German broke away the third time, Smitty had him lined up. He gave him a burst and caught him on the starboard engine. It caught fire but the German was a determined cuss. He came back once more. Smitty really got him that time. Two other Lancasters saw him go down in flames, hit the deck and explode.”

“We still had troubles, though. The Lancaster would fly but I couldn’t keep her up. We were losing 100 feet a minute. The cannon fire had blown off part of the ailerons and the bomb doors also were banging open, interfering with the slipstream. We had to decide whether to go on and bomb or turn back.

“We decided we were safer with the main force than to attempt to make our way back alone like a wounded duck. Enemy night fighters would have got us sure. We’d lost a lot of height in three or four minutes time, but we could still get in to Stuttgart with the main force, although we had to bomb from 2,000 feet, considerably lower than the others.”

“After Smitty shot down the fighter, he announced over the intercom that he smelled smoke. A second later, he saw flames through the floor. I sent the wireless operator back to see. There were no lights, the floor was covered with oil from the gun turret hydraulics. He slipped and nearly fell through a hole in the floor. A couple of fire extinguishers and parachutes did fall out. The wireless man tried to reach the gunner in the rear turret but the cannon fire had jammed it shut.”

“In five minutes, the wireless operator and the flight engineer had put out the fire. Then we weren’t so conspicuous.”

“The navigator did one of the best jobs of the night. With the electrics shot, he had no navigation aids to work by and had to do it all by dead reckoning while we were dodging the fighter and fighting the fire.”

“We had only half our bomb load to dump on Stuttgart and it was probably a good job we did. With a full load we probably couldn’t have made it. When the bomb doors were shot open, four or more of our 500-pounders fell out.”

“We were lucky over the target – no fighters and very little flak. We came down 6,000 feet so fast the Germans may have thought we were one of their fighters. Anyway they didn’t bother us. The crew by that time were mad as hell, right on the bit, and a fighter would have had a tough time. The air bomber was so mad at losing his bombs that he hopped into the front turret and loosed a blast at the German fighter on the way down.”

Avoiding flak belts on the way back, Foote flew between the coast of Normandy and the German lines. They picked up a pinpoint on the British coast and landed at their own base without further mishap.

Foote gives entire credit to his crew. “I don’t think I did anything special. I just did what we are trained to do. The crew pulled us through; they are really swell fellows. I feel that I wear this ‘gong’ (the D.S.O.) for them.”

He has finished a tour of operations and is now attached to an operational training unit.

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FORBELL, S/L Harold Cooke (C13130) - **Air Force Cross** - No.1 Central Flying School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at St.Jovite, Quebec, 29 November 1913 as per RCAF Press Release reporting award; educated there and at Sir George Williams University. Engineer with Windsor Mills Flying School. Enlisted in Montreal, 26 October 1940. To Moncton Flying Club on enlistment. To Trenton, 16 December 1940. Promoted Sergeant, 21 January 1941 when posted to No.4 EFTS (specialized in teaching aerobatics and in soloing backward students; delegated to return all force-landed aircraft). To No.1 Manning Depot, 8 May 1942. To No.6 SFTS, 16 June 1942 for advanced RCAF course. Commissioned 31 July 1942. To No.3 Flying Instructor School, 29 August 1942. Promoted Flying Officer, 1 March 1943. To Trenton, 30 April 1943; with No.4 Visiting Flight he inspected every EFTS in Canada. Promoted Flight Lieutenant, 1 August 1943. Commanding No.5 Visiting Flight from January 1944 onwards. Promoted Squadron Leader, 1 August 1944. From January 1945 onwards, on staff of Central Flying School, he was writing training publications, surveying synthetic training equipment, investigating high “ceased training” record at No.10 EFTS, and was President of a Board of Officers surveying Auxiliary Squadron accommodations, drawing up plans and cost estimates. To No.1 Air Command, 11 March 1946. Attended Administration Course at No.1 Composite Training School, 17 June to 11 August 1946. Initially reluctant to volunteer for postwar service because of age, but urged by

A/V/M E.E. Middleton to do so ("He is the type of officer who will exert a very beneficial influence on the younger officers of the Force with whom he comes in contact." - Middleton memo of 25 March 1946). Eventually served in postwar RCAF (19758), retaining rank of Squadron Leader as of 1 October 1946. Attached to No.420 (Auxiliary) Squadron, 8 May 1947. To London, England, 12 August 1948 to attend RAF Staff College (23 August 1948 to 4 February 1949). To AFHQ, 17 February 1949. Promoted Wing Commander, 1 September 1951. To Training Command Headquarters, 25 February 1952. Notwithstanding his posting as being in Training Command, he appears to have gone commanded an Inter-Allied Training Squadron in SHAPE which probably accounts for his being awarded Honorary Italian Air Force wings. One report states of this work, "He was called upon to furnish a large amount of assistance to NATO nations as well as to evaluate the flying training conducted by these nations. To No.1 Air Division Administrative Unit, 1 August 1953 (but still with Training Squadron). To Training Command Headquarters, Trenton, 2 October 1955. To AFHQ, 31 August 1959. Retired 29 November 1961. Died in Arundel, Argenteuil County, Quebec, 20 July 1978. As of award had flown 2,588 hours 50 minutes - all described as instructional hours (hard to believe), 175 hours 25 minutes in past six months.

This officer is an outstanding instructor in all respects. As officer commanding a visiting flight he has carried out his duties in a highly meritorious manner. The zeal and persistence he has shown have provided an excellent example to all personnel under him and the contribution he has made to the training plan is most commendable. His leadership, efficiency and devotion to duty over a lengthy period have been an inspiring example.

Recommendation raised 23 December 1944 by W/C V.M. Terry, Central Flying School. Forbell was Officer Commanding, No.5 Visiting Flight of CFS; text as follows:

This officer is an outstanding instructor in all respects. As officer commanding a Visiting Flight he has made many contributions to the RCAF and to the Training Plan in Canada. He has always performed his duties with a zeal and persistence far ahead of those required of that required of him. He is strongly recommended for the Air Force Cross.

The same day, G/C A.D. Bell-Irving concurred.

Notes: As of 31 December 1957 he recorded his flying times as follows:

Sabre: 20.00
T-33: 25.00
Fiat 082: 5.00
Fokker S.14: 5.00
Cipa 200: 4.00

Morane Saulnier: 10.00
Fouga: 15.00
Caproni S.5: 10.00
Provost: 10.00
Lockheed 10: 500.00
Lockheed 12: 300.00
Hudson: 25.00
Ventura: 20.00
Anson: 300.00
Crane: 200.00
Beechcraft C-45: 600.00
Liberator: 10.00
Boston: 10.00
Bolingbroke: 25.00
Dakota: 150.00
Martinet: 300.00
M. Dassault 212: 100.00
Aeronca: 300.00
Fleet: 1,500.00
Moth: 500.00
Cornell: 1,000.00
Harvard: 500.00
Travelair OX-5: 50.00
Stearman: 50.00
Crane: 50.00
Cessna 140: 30.00
Waco F.17: 25.00
Fairchild 22: 25.00
Fairchild 24: 25.00
Fleet Canuck: 25.00
Morane: 25.00
Other types: 77.00

Selected Evaluations:

“A very good athlete and can be called upon at any time to take part and promote games, etc. Suitable for almost any flying duties. A good officer and instructor who has been a valuable asset to this school. He has a very pleasing personality and is very influential in promoting harmony and good will amongst other instructors.” (S/L R. Bannock, No.3 Flying Instructor School, 30 January 1943).

Memo dated 27 September 1949 (Air Commodore J.G. Kerr to AUC, whatever that is) stated

that Mr. A.D. McLean (Chairman, Committee of Award, Department of Transport) has expressed appreciation of services by RCAF officers who acted as Flying Judges in the 1949 Webster Trophy competitions. "Mr. McLean wishes to particularly thank S/L H.C. Forbell, AFC for his cooperation and efficiency while acting as Flying Judge in the final competition at Windsor, Ontario."

Report by Colonel J.I. Steeves, USAF, Air Training Advisory Group, SHAPE dated 1 September 1955 and covering the period 1 February to 9 August 1955: "Officer Commanding the Air Training Advisory Group Squadron which consisted of 16 examining and advising officers from practically all the NATO nations. This squadron has the primary mission of evaluating the standard of flying proficiency and flying training existing within the training establishments of the various European NATO nations. In addition the mission includes responsibilities for advising and recommending nations regarding procedures to improve the training situation. Also, this squadron has the responsibility of furnishing actual assistance in flying training matters to the various NATO nations. In the capacity of Squadron Commander, Wing Commander Forbell directed the activities of the personnel within his Squadron in the accomplishment of the above mission. His manner of performance was entirely satisfactory. // Remarks: During the period of this report, Wing Commander Forbell and his Squadron undertook a very heavy work load, his Squadron was called upon to assist in the organization of several training agencies, such as Instructor Schools, Standardization Boards and so forth in several different nations. In addition to this extra work load he was required to carry on his primary mission of evaluating and advising on matters relating to standardization and efficiency of training. He organized and carried out these duties in a very commendable manner. His direction and contribution to this effort will undoubtedly result in great benefit to the nations concerned as well as the over-all NATO air effort."

"Wing Commander Forbell is a very capable staff officer and he would be equally capable as a Commanding Officer. He has many special attributes which, in my opinion, equip him particularly well to fill an Air Attache assignment. On the Promotion Narrative which I wrote on this officer in the summer of 1959 I recommended strongly that he be considered for Attache employment. I am satisfied that he would do a commendable job with Group Captain rank in any employment, but I feel he would excel in the Air Attache role." (G/C E.R. Johnston, Training Command Headquarters, 28 October 1959).

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FORBES, S/L Homer Ashmore (J4786) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 358/44 dated 18 February 1944. Born Tatamagouche, Nova Scotia, 15 June 1914; home there. Former bank clerk, Dalhousie University student and member of the Colchester and Hants Regiment. Enlisted Halifax 18 July 1940. To No.3 EFS, 28 July 1940. To No.2 ITS, 31 July 1940; posted elsewhere temporarily, 1 August 1940; promoted LAC, 26 October 1940; to No.2 AOS, 27

October 1940; yo No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 2 March 1941 when posted to No.1 ANS; graduated and commissioned, 1 April 1941. To Embarkation Depot, 10 April 1941; to RAF overseas, 29 April 1941. Promoted Flying Officer, 1 April 1942. Promoted Flight Lieutenant, 20 October 1942. Promoted Squadron Leader, 20 October 1943. Flew two tours. Shot down near Berlin, March 1945. Repatriated 8 July 1945. Retained rank of Squadron Leader in postwar RCAF (24585). Promoted Wing Commander, 1 September 1951. Served in Alaska, on Korean War airlift, advanced navigation instructor and Canadian air representative to NATO bodies in London. Retired 1963. After retirement he joined CIDA (Canadian Industrial Development Agency) that fostered health, education and community development in Africa, Asia and the Caribbean (spent four years in Jamaica). He also completed a BA at Carleton University. Died in Dartmouth, Nova Scotia, 21 April 2002. RCAF photo PL-15869 (ex UK-4017 dated 14 May 1943) shows S/L H.A Forbes (Tatamagouche) and W/C P.Y. Davoud (Kingston) at Buckingham Palace after presentation of DFCs. (Photo PL-22445 shows the following investiture, S/L Harry [sic] Forbes of Tatamagouche, F/L Leslie Dilworth of Kelowna; centre holding ruler is F/L F.D. Smith of Vancouver.

Squadron Leader Forbes has a distinguished operational record, accurate in all his planning, cool, calculating and efficient on operations. He has always shown fine qualities of courageous leadership and has been a tower of strength in his crew.

Note: The website "Lost Bombers" gives the following on his being shot down. Mosquito MM131, No.139 Squadron (XD-J), target Berlin, 27/28 March 1945. This was one of two No.139 Squadron Mosquitoes lost on this night in two separate operations; the other was KB354. Airborne at 1912 hours, 27 March 1945 from Upwood. Shot down by a Me.262 jet night-fighter (Ofw Karl-Heinz Becker, 10./NJG11), crashing north of Brandenburg. His pilot, F/L A.A.J. Van Amsterdam, DFC (born in Holland) is commemorated on the Runnymede Memorial. Forbes (still a Squadron Leader) was held in Camp L1.

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FORBES, F/O Robert Alexander (J86735) - **Distinguished Flying Cross** - No.433 Squadron (incorrectly given as No.435 Squadron in **London Gazette**) - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 21 November 1921 in Oxford County, Ontario; home Woodstock, Ontario (educated there). Clerk and Bookkeeper. Enlisted in London, Ontario, 9 July 1942. To No.6 Manning Depot, 2 August 1942. To No. 6 ITS, 29 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.9 EFTS; graduated 14 May 1943 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 19 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. To No.11 (Pilots) AFU, 16 November 1943. Attached to No.1524 Beam Approach Training Flight, 11-18 January 1944. To No.22 OTU, 7 March 1944.

Commissioned 16 May 1944. To No.61 Base, 1 June 1944. Attached to No.1659 Conversion Unit, 1 June to 12 July 1944. To No.433 Squadron, 12 July 1944. Promoted Flying Officer, 16 November 1944. Repatriated 9 February 1945. Retired 10 April 1945. RCAF photo PL-32768 (ex UK-14587 dated 7 September 1944) is captioned as follows: "Air Commodore J.G. Bryans, Saskatoon, Saskatchewan and Victoria, British Columbia, commander of an RCAF Bomber Group base, listens in while members of a Porcupine Squadron Halifax report at interrogation. They are P/O R. Alex Forbes, Woodstock, Ontario, skipper (centre) and Flying Officer Jim Culley, Toronto, bomb aimer (right)." Died 4 July 1991 in Woodstock, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1991. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 March 1945 when he had flown 33 sorties (174 hours 30 minutes) from 18 July to 31 December 1944.

This officer has now completed his first tour of operations comprised of thirty-three trips over enemy territory. The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit has undoubtedly inspired a high standard of morale in his crew and the squadron in general.

I consider that his exceptional high qualities of leadership and his fine record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows. It should be compared with that of F/O James E. Culley as they were in the same crew yet there are discrepancies best resolved by reference to the Squadron Operational Record Book:

18 July 1944 - Caen (4.10)
28 July 1944 - Hamburg (5.20)
30 July 1944 - Villers Bocage (4.10)
1 August 1944 - Le Hey (3.25)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (2.45)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (4.40)
9 August 1944 - Foret de Croc (4.05)
12 August 1944 - Mont Richard (5.35)
14 August 1944 - Bons Tassily (4.15)
25 August 1944 - Ferfay (4.25)
27 August 1944 - Mimoycques (4.10)

28 August 1944 - Ferme de Grand Bois (4.00)
6 September 1944 - Emden (4.40)
11 September 1944 - Le Havre (4.30)
11 September 1944 - Gardening, Kiel (6.00)
20 September 1944 - Calais (2.40)
4 October 1944 - Bergen (6.30)
6 October 1944 - Dortmund (6.10)
14 October 1944 - Duisburg (5.10)
15 October 1944 - Wilhelmshaven (4.40)
23 October 1944 - Essen (5.40)
24 October 1944 - Gardening Oslo (1.40, incomplete)
28 October 1944 - Cologne (5.25)
11 November 1944 - Gardening, Oslo (6.35)
16 November 1944 - Julich (5.30)
27 November 1944 - Neusse (5.25)
30 November 1944 - Duisburg (6.30)
4 December 1944 - Karlsruhe (6.40)
11 December 1944 - Duisburg (6.30)
26 December 1944 - St. Vith (6.10)
28 December 1944 - Gardening, Oslo Fiord (6.35)
31 December 1944 - Gardening, Oslo Fiord (6.50)

Notes: Application for operational wing dated 4 January 1945 confirms he had flown 33 sorties (174 hours 30 minutes) from 18 July to 31 December 1944.

Repatriation form dated 1 February 1945 states he had flown 174 hours 20 minutes on operations and 219.20 non-operational. Types flown overseas were Oxford (54.20), Wellington (78.15), Halifax II and V (41.10) and Halifax III (219.55).

Training: Course at No.6 ITS was 29 December 1942 to 5 March 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written and practical), and Meteorology. Scored 802 out of possible 1,000 points. Placed 69th in a class of 101. "This trainee appears to lack confidence and is somewhat nervous. His motivation is good and he is quite determined. Not particularly strong. Second aircrew recommendation Air Bomber."

Course at No.9 EFTS was 22 March to 14 May 1943. Tiger Moth aircraft - 40.55 day dual (14.55 to first solo), 22.50 day solo, 4.40 night dual, 30 minutes night solo. Was 10.40 on instruments and 10.30 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 475 out of possible 700 points. Placed 23rd in a class of 23. "Just an average student inclined to be slow to learn but has succeeded in reaching the necessary level in flying. C.T.S. good average student and tries to get ahead.

Conduct and deportment average. Link 65 percent.”

Course at No.9 SFTS was 17 May to 3 September 1943. Anson II aircraft - 6.15 day dual to first day solo, 79.15 total day dual, 60.55 day solo, 10.20 night dual, 10.00 night solo; spent 13.20 in formation, logged 31 hours in Link. Flying tests in General Flying (207/300), Instrument Flying (132/200), Navigation (104/150), Armament (112/150), Night Flying (75/100), Formation Flying (36/50) and Link (38/50). Ground courses in Airmanship (133/200), Armament (151/200), Navigation (151/200), Signals (175/200), Aircraft Recognition (34/50), and Meteorology (80/100). “A good average student who tries to improve his ability.”

Course at No.11 (Pilots) AFU was 23 November 1943 to 7 March 1944. Oxford aircraft - 5.45 day dual to first day solo, total 24.20 day dual, 13.45 day solo, 30 minutes night dual to first night solo, 3.55 total night dual, 12.20 night solo. Flying tests in General Flying (210/400), Applied Flying (120/200), Instrument Flying (130/250), Night Flying (60/100), Link (30/50). “A pilot who has given an average performance during the course. He suffers from lack of confidence which has hampered him somewhat from improving his flying.” (W/C G.M. Wyatt).

Attended No.1524 Beam Approach Training Flight, 11-18 January 1944. Oxford aircraft (8 hours 35 minutes, all dual) plus 4.30 in Link. Graded on Beam Approach Procedure and “Q” Codes, Link (114/200), Receiver Operation (56/100), Instrument Flying (145/250, Cloud and Night Flying (145/250) and General Application of Beam Approach Procedure, flying (123/200).

Course at No.22 OTU was 9 March to 20 May 1944. Wellington I aircraft - 8.30 day dual to first day solo (total day dual), 6.25 day solo, 5.25 night dual to first night solo (total night dual), 5.50 night solo. Flew six day and five night cross-countries, three fighter affiliation exercises, one night interception exercise. Flying tests in General Flying (180/400), Applied Flying (140/200), Instrument Flying (180/250), Night Flying (70/100), Link (34/50). Ground courses in Airmanship (243/300), Armament (288/300), Meteorology (80/100), Navigation (150/200), and Signals (63/100). “Was rather slow converting to Wellingtons and below average in general flying. He improved during the latter stages of the course and though a quiet type is a competent captain. This crew are suitable for heavier aircraft. He has been recommended for a commission. Owing to illness this crew were unable to complete the full quota of Fighter Affiliation exercises.”

Course at No.1659 HCU was 19 June to 9 July 1944. “Average, has worked hard. No outstanding faults. Should do well on ops.”

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FORBES, F/L Theodore Scott (J88121) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 15 May 1924 in Barriere, British Columbia; educated at North Saanich School; Saanichton; home Vancouver. Student. Enlisted in Vancouver, 31 August 1942

and posted to No.3 Manning Depot. To No.3 SFTS (guard), 14 November 1942. To No.2 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943 when posted to No.15 EFTS; to No.15 SFTS, 15 May 1943. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943 (date of embarkation from New York). Disembarked in Britain, 16 October 1943. Attached to No.50 Group Pool, date uncertain. Attached to No.2 EFTS, 3-31 December 1943. To No.15 (Pilots) AFU, Castle Combe (Oxfords), 11 January 1944. To No.18 OTU, Finningley (Wellingtons), 25 April 1944. Promoted Flight Sergeant, 3 June 1944. Commissioned 2 July 1944. To No.11 Base, 4 August 1944, attending No.1662 Heavy Conversion Unit (Halifax aircraft). To No.1 Lancaster Finishing School, 4 November 1944. To No.100 Squadron, 24 November 1944. Promoted Flying Officer, 2 January 1945. Promoted Flight Lieutenant, 18 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945 with No.408 Squadron. To No.1 Composite Training School, 4 October 1945. To Eastern Air Command, 15 November 1945 To Dartmouth, 19 November 1945 and eventually joined No.164 (Transport) Squadron. Unit redesignated No.426 Squadron, 1 August 1946. Retained rank of Flying Officer on acceptance for postwar RCAF (288121). To Central Flying School, Trenton, 17 January 1948. To No.103 Search and Rescue Squadron, Greenwood, 30 August 1948. Retired 30 August 1951. Died in Vancouver, 5 May 1970.

Flight Lieutenant Forbes has completed numerous sorties against some of the most distant and heavily defended targets in Germany and the occupied countries. On one occasion during an attack against Potsdam, whilst still some distance from the target, the starboard inner engine of his aircraft was rendered unserviceable. Nevertheless he pressed on. During the bombing run the starboard wing and fuel pipe lines sustained severe damage. Undeterred, this officer completed his mission with excellent results. Throughout his tour Flight Lieutenant Forbes has displayed a fine fighting spirit and outstanding devotion to duty.

Training: He was an excellent student throughout training. At No.15 (P) AFU (8 February to 25 April 1944) he flew Oxford aircraft (6.05 day dual to first day solo, 25.30 total day dual, 35.00 day solo, 3.15 night dual to first night solo, 11.10 total night dual, 9.30 night solo, plus 20.35 on Beam Approach Training, 7.20 in Link). Described as "An exceptionally keen and confident pilot who has completed a very useful course. This pilot is outstanding and has a high sense of responsibility; should make a good captain of aircraft."

At No.18 OTU (9 May to 24 July 1944) he flew Wellingtons (6.30 day dual to first day solo, total 9.00 day dual, 31.25 day solo, 5.50 night dual to first night solo, 6.45 total night dual, 30.00 night solo - of which 20.30 were on instruments; also logged 10.05 in Link). "Has proved himself outstandingly good as a captain in spite of his youth, and has done an excellent course. This pilot is well above the average, and will be an asset to his squadron."

Notes: Application for Operational Wing submitted 13 August 1945 listed the following sorties:

2 December 1944 - Karlsruhe (6.00)
15 December 1944 - Ludwigshaven (6.35)
17 December 1944 - Ulm (7.45)
21 December 1944 - Bonn (6.35)
24 December 1944 - Cologne (5.35)
28 December 1944 - Munchen-Gladbach (5.40)
2 January 1945 - Nuremberg (8.30)
28 January 1945 - Stuttgart (7.20)
1 February 1945 - Mannheim (6.55)
2 February 1945 - Wiesbaden (6.25)
13 February 1945 - Dresden (9.50)
20 February 1945 - Dortmund (6.50)
2 March 1945 - Cologne (5.25)
5 March 1945 - Chemnitz (9.30)
7 March 1945 - Dessau (9.50)
8 March 1945 - Kassel (7.20)
12 March 1945 - Dortmund (5.45)
23 March 1945 - Bremen (4.50)
31 March 1945 - Hamburg (4.50)
3 April 1945 - Lutzkendorf (8.35)
9 April 1945 - Kiel (6.00)
10 April 1945 - Plauen (8.40)
14 April 1945 - Potsdam (10.00)
18 April 1945 - Heligoland (4.50)
22 April 1945 - Bremen (5.00)
25 April 1945 - Berchtesgaden (8.00)
27 April 1945 - Brussels (3.20, POW EXODUS)
10 May 1945 - Brussels (3.45, POW EXODUS)

A summary of his flying dated 31 January 1951 lists the following types - Tiger Moth (98.00), Crane (134.45), Anson II and V (30.45), Wellington III and X (77.40), Halifax II and V (43.25), Lancaster I, III and X (737.20), Stinson 105 (50 minutes), Dakota (712.35), Swordfish III (2.20), Hudson (2.40), Canso (233.45), Cornell (2.40), Expeditor (174.50), Walrus (45 minutes), Harvard (77.55), Ventura (2.15), Norseman (158.15), Oxford (106.05), S-51 helicopter (20 minutes), Aeronca Sky Van (30 minutes), Republic Seabee (20 minutes), Aeronca on skis (6.00), Fleet Canuck, wheels and skis (8.00).

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FORD, F/L Charles George (J21372) - **Distinguished Flying Cross** - No.428 Squadron - Award

effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born Melfort, Saskatchewan, 2 August 1921. Educated there. Harvester, 1939 and 1940. Enlisted in Regina, 20 March 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 9 May 1941. Promoted AC1, 12 September 1941. To No.15 SFTS, 17 September 1941. Promoted LAC, 13 December 1941. Remustered to aircrew and posted to No.4 ITS, 14 March 1942, reverting to AC2 that date; restored to LAC, 1 April 1942; graduated 8 May 1942 but not posted to No.16 EFTS until 6 June 1942; to No.5 EFTS, 20 June 1942; graduated 14 August 1942 and posted next day to No.4 SFTS; graduated and commissioned 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 12 January 1943. Attached to No.50 Group until 12 March 1943 when posted to No.3 (Pilots) AFU. Attached to No.1519 Beam Approach Training Flight, 6-13 April 1943. To No.24 OTU, 4 May 1943. Promoted Flying Officer, 4 June 1943. To No.1664 Conversion Unit, 24 July 1943. Promoted Flight Lieutenant, 27 November 1943. To Middleton-St. George, 21 April 1944. Repatriated via Rockcliffe, 28 June 1944. To Station Edmonton, 28 October 1944. To Watson Lake, 13 February 1945. To No.1 School of Flying Control, Patricia Bay, 22 April 1945. To North-West Air Command, Edmonton, 21 June 1945. To No.8 Release Centre, 9 October 1945. Retired 29 October 1945. In July 1950, inquiring about possible re-enlistment, he stated that he has attended the University of Saskatchewan for four years (BSC, Agriculture) and was presently employed by the federal government as a Settlement Supervisor for the Veterans Land Act. Died in Sidney, British Columbia, 11 February 1995 as per **Legion Magazine** of May 1995.

Flight Lieutenant Ford is a fine captain and a skilful and resolute pilot. He has completed a notable tour of operations during which he has attacked such strongly defended targets as Berlin, Mannheim and Stuttgart with success. On one night in April 1944 his aircraft was badly damaged and several members of the crew were injured in an encounter with a fighter. Nevertheless, Flight Lieutenant Ford flew back to friendly territory. Whilst attempting to land his crippled aircraft safely this brave pilot was injured. Despite this he did everything possible to extricate the members of his crew from the burning bomber before he collapsed. He displayed great courage and determination throughout.

Notes: On the night of 20/21 April 1944, Halifax aircraft JP113, after leaving target, was attacked and damaged by an unidentified aircraft, from astern, below. Resulting damage forced a crash-landing in England. He suffered concussion (woke up in Norwich Hospital, eight hour lapse of memory), abrasions to left leg and a cracked spine. The following Circumstantial Report was filed regarding the loss of the aircraft:

At 2055 hours on 20th April 1944, the above mentioned aircraft piloted by J21372 F/L C.C. Ford took off from this aerodrome to carry out a bombing operation on targets at Lens, France. Whilst on the return journey, the aircraft was attacked by an enemy night fighter. The fuselage caught fire and on the order to

abandon, the navigator, Air Bomber and Wireless Operator baled out over French territory. The pilot extinguished the fire by putting the aircraft into a steep dive and decided to attempt reaching this country with the remainder of the crew. On reaching this country, there was no response to "darky" calls and both port engines suddenly cut, presumably due to lack of petrol. All members were injured in the crash and taken to the Norfolk and Norwich Hospital. The rear gunner died at 2.00 p.m. on 21st April 1944.

The names of the members of the crew together with their total number of sorties, are as follows:

Pilot (slightly injured) - J21272 F/L C.G. Ford, 26 1/3 ops.
Air Bomber (missing) - J25069 F/O A.H. Murphy (11 1/3 ops, Falconbridge, Ontario)
Flight Engineer (seriously injured) - 1807113 Sergeant J.E. Carrigan, 26 1/3 ops.
Navigator (missing) - J14675 F/O N.R. McGregor (26 1/3 ops)
WOP/Air (missing) - 1089363 Flight Sergeant E.S. Jones (24 ops)
Mid-Upper Gunner (slightly injured) - J26495 F/O B.D. Ardis (22 ops, New York)
Rear Gunner (killed) - 54437 P/O A. Shaw (23 1/3 ops, Yorkshire)

The website <http://aircrewremembered.com/ford-charles.html> provides more on this incident. Sergeant Carrigan was later awarded the DFM and P/O Shaw was Mentioned in Despatches. McGregor evaded capture and was sheltered by the Maquis until 8 September 1944 (postwar doctor with RCAF to 1958; died 1 April 2000). F/O Murphy was captured and held in Stalag Luft III (liberated April 1945). Flight Sergeant Jones was captured and held in Stalag Luft VI; escaped during forced march in April 1945. JP113 (NA-A) was known as "Git Up Them Stairs" and the panel was cut from the wreckage by Attlebridge villagers before it could be consumed by fire; it ended up with the Ford family. Flight Lieutenant Ford's recollections were reported as follows: "After crash suffered memory loss for eight hours; apparently mid upper gunner and I pulled other crew members from plane and went to look for help. In the Norfolk and Norwich hospital it was determined I suffered injuries to back, left leg and head. RAF Ely, Cambridge stated - fracture of malar, fracture of body of fourth lumbar vertebrae with slight compression. Head wound was stitched. Also suffered a deviated septum (nose)."

Training: Course at No.4 ITS was 16 March to 8 May 1942. Graduated 42nd in a class of 89. "Good mentality and physique. Active in sports generally and displays leadership qualities."

Course at No.5 EFTS was 22 June to 14 August 1942. Tiger Moth aircraft. Flew 34.55 day dual, 33.40 day solo, 2.45 night dual, 1.40 night solo. Spent eleven hours on instruments; logged twelve hours in Link. Placed fifth in a class of 14. "A very good type, high average in all subjects. Officer material. Conduct very good."

Course at No. 4 SFTS was 17 August to 4 December 1942. Cessna Crane aircraft; flew 61.30 day

dual, 90.45 day solo, 8.40 night dual, 10.45 night solo. Of this, 9.20 in formation and 39.00 on instruments. Navigation exercises included in these figures - 9.20 dual and 12.05 solo. Logged 22.35 in Link. Placed 20th in a class of 49. "This student has made very satisfactory progress; has worked conscientiously and is reliable. Received high average marks in Flying and Ground School. Has been well disciplined and is of good appearance. Possesses the officer qualities of leadership and initiative. Should make a satisfactory commissioned officer."

Course at No.24 OTU was 5 May to 4 July 1943. Flew Whitley aircraft (two hours day dual to first day solo, 6.40 total day dual, 30.25 day solo, 1.35 night dual to first night solo, total 2.40 night dual, 35.05 night solo). Of these times, two hours in formation and one hour on instruments. Logged 15 hours 15 minutes in Link. Flying tests as follows - General Flying (300/400), Applied Flying (150/200), Instrument Flying (170/250), Night Flying (75/100), Link (43/50). Ground school marks in Airmanship (235/300) and Signals (79/100). "An above average pilot and a good captain."

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FORD, WO2 (now P/O) Herbert Campbell (R60894/J13480) - **Commended for Valuable Services** - No.12 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Calgary, 26 March 1915. Home Lacombe, Alberta. Enlisted in Edmonton, 29 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; graduated 3 December 1940 when posted to No.31 SFTS; graduated and promoted Sergeant, 24 March 1941; posted that date to Trenton. To No.12 SFTS, 24 June 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 15 August 1942. To "Y" Depot, 28 December 1942. To RAF, 2 February 1943 but may have been retained in Canada. Promoted Flying Officer, 1 January 1943. Promoted Flight Lieutenant, 3 February 1944. To No.8 OTU, 20 November 1944. Promoted Squadron Leader, 1 January 1945. Retired 6 February 1945.

A capable and efficient Warrant Officer who has proved himself to be a hard working instructor, keen on giving his best at all times and going about his work in a cheerful manner. He has a total of 1,172 hours in the air of which 923 comprise time as an instructor.

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FORD, F/L James Andrew Lorne (J12688) - **Distinguished Flying Cross** - No.608 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 508/45 dated 23 March 1945. Born 19 September 1920 Fergus, Ontario; home there. Enlisted Hamilton, Ontario 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940 when posted to No.1 EFTS; graduated 13 September 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 18 November 1940 when posted to Trenton. To No.10

SFTS, 11 April 1941. Attained rank of WO2, 1 December 1941. Commissioned 30 June 1942. To No.1 OTU, 18 November 1942. To Eastern Air Command, 23 March 1943. To No.126 (Fighter) Squadron, 25 March 1943. Promoted Flying Officer, 30 December 1943. To No.36 OTU, 11 February 1944. To "Y" Depot, 22 April 1944. Taken on strength of No.3 PRC, Bournemouth, 27 April 1944. Promoted Flight Lieutenant, 30 June 1944. Repatriated 2 August 1945. Retired 25 September 1945.

This officer has displayed the highest standard of determination and devotion to duty in his attacks on the enemy. In December 1944, he flew with great distinction in an attack on Duisburg. Some hours later Flight Lieutenant Ford was again in the air. He had volunteered to take the place of a sick pilot. This time the target was Hanover and Flight Lieutenant Ford executed his mission successfully. His fine fighting spirit and great keenness have set a fine example.

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FORD, P/O Lawrence Eagleton (J85684) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 7 November 1916, at Mountain, Saskatchewan; home Kelvington, Saskatchewan. Enlisted 26 November 1941, Saskatoon and posted to No.2 Manning Depot. To No.3 Personnel Holding Unit, 31 January 1942. To No.12 SFTS (guard), 13 February 1942. To No.2 ITS, 26 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.3 AOS until 6 June 1942; graduated and promoted Sergeant, 28 September 1942. To "Y" Depot, 12 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 28 March 1943. Promoted WO2, 28 September 1943. Commissioned 24 March 1944. Promoted Flying Officer, 24 September 1944. Repatriated 13 August 1945. Retired 1 October 1945. Died in Kelvington, Saskatchewan, 1 August 2005 as per **Legion Magazine** of November 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009.D.1730 (RG.24 Vol.20607) has recommendation dated 1 August 1944 when he had flown 33 sorties (188 hours 15 minutes):

Pilot Officer Ford has recently completed a tour of operations which includes offensive sorties against such major targets as Frankfurt, Augsburg, Leipzig, Dusseldorf and Karlsruhe. He has distinguished himself in all of these operations by his outstanding skill and a navigator and his cool courage in the face of danger. By his undaunted determination and outstanding devotion to duty, this officer has always directed his aircraft to the target and brought it back safely to base. He has set a fine example and inspired confidence to other members of his crew.

The sortie list was as follows:

Eight sorties in England and North Africa - 53 hours 15 minutes but no details.

19 February 1944 - Leipzig (6.55)
24 February 1944 - Schweinfurt (8.45)
25 February 1944 - Augsburg (7.00)
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (6.00)
30 March 1944 - Nuremburg (7.55)
9 April 1944 - Villeneuve St. George (5.55)
18 April 1944 - Noisse-le-Sec (4.45)
20 April 1944 - Lens (4.10)
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (6.10)
7 May 1944 - St. Valery (3.30)
12 May 1944 - Louvain (1.45, duty not carried out)
19 May 1944 - Merville (4.15)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (4.00)
31 May 1944 - Au Fevre (4.30)
5 June 1944 - Houlgate (5.30)
6 June 1944 - Coutrance (4.25)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Cambrai (2.40)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (4.00)
5 July 1944 - Coquereaux (4.20)

The following is from <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/he350b.html>

Wellington HE350 damaged by flak, returned to East Moor airfield.

On 29th June 1943 this aircraft was being flown on an operational flight to attack Cologne when it suffered minor flak damage over Germany, the crew were able to land safely at East Moor at 04.29hrs where it was soon repaired.

Pilot - Sergeant F. H. Turcotte RCAF.

Navigator - Sergeant L. E. Ford RCAF.

Air Bomber - Sergeant J. S. Stokes RCAF.

Wireless Operator / Air Gunner - Sergeant M. F. Tupper RCAF.

Rear Gunner - Sergeant L. S. Lafoy RCAF.

Sergeant Turcotte was the pilot of a No.425 Squadron Wellington that overshot on landing on 4th/5th April 1943 from operations damaging the propellers and the nose of the aircraft probably at Dishforth airfield. No.425 Squadron were posted overseas in May 1943 and it seems likely that some of their aircrew were not posted overseas. All of those named above were also on the books of No.426 Squadron around that time, and all arrived at No. 429 Squadron, probably as a complete crew, on 26th June 1943. Their stay at East Moor was only brief, they were posted out to Linton on Ouse with the Squadron on 22nd July 1943.

P/O M. F. Tupper then returned to 429 Squadron on 17th June 1944 from 432 Squadron. A Canadian newspaper report in early 1944 gives a WO2 N. F. Tupper, of Port Williams, Nova Scotia serving with No.426 Squadron.

Sergeant Ford may well have been Lawrence Eagleton Ford RCAF, later commissioned in 1944 (J/85684). He was born in 1916 and was living in Kelvington, Saskatchewan when he enlisted in Saskatoon in November 1941.

Wellington HE350 was built to contract B124362/40 by Vickers Armstrong's at Chester and was delivered to MU storage in December 1942, it was issued to 429 Squadron at East Moor in mid-June 1943. It suffered flak damage (sustaining Cat.A/FB damage) on 29th June 1943 and was repaired on site with the repairs being completed by 3rd July 1943. It then suffered a Cat.B/FB mishap on 26th July 1943 (detailed on this website) but this time was sent away and repaired in works. On completion of these repairs it was issued to 1485 Target Towing Flight at Skellingthorpe in September 1943. It was later lost with Cat.E2/FA recorded on 20th September 1943 when both engines cut on take off and it crashed two miles north-east of Skellingthorpe, Lincolnshire.

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FORD, F/L Leslie Sydney (J3712) - **Distinguished Flying Cross** - No.175 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 26 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born Halifax, Nova Scotia, 30 December 1919. Home in Liverpool, Nova Scotia. Attended Acadia University for three years. Enlisted in Halifax, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.8 EFTS on 17 August 1940; to No. 4 SFTS, 3 November 1940; graduated 28 January 1941; promoted Sergeant and awarded wings that date. Commissioned 29 January 1941. To Embarkation Depot, 17 February 1941; to RAF overseas, 23 February 1941. Promoted Flying Officer, 29 January 1942. Further trained at No.52 OTU, March and April 1941. Served with Nos.403 Squadron, 21 April 1941 to 12 September 1941; No.402 Squadron, 21 September 1941 to January 1942; No.175 Squadron, 6 February 1942 to 9 July 1942. Promoted Squadron Leader, 13 July 1942 Returned to No.403 Squadron as "B" Flight Commander, 19 July 1942; became Commanding Officer on 13 August 1942. Posted to Digby as Wing Commander (Flying), 19 April 1943. Killed in action, 4 June 1943 attacking enemy shipping off Dutch coast; with four pilots of No.402 Squadron attacked three E-boats and was shot down into sea. Credited with with following aerial victories: **27**

September 1941, one Bf.109 damaged (Hurricane Z3349, shared with another pilot); **19 August 1942**, two FW.190s destroyed (Spitfire BM344); **15 February 1943**, one FW.190 destroyed (Spitfire BS474); **27 February 1943**; one FW.190 destroyed (BS474); **27 February 1943**, one FW.190 destroyed (BS474); **13 March 1943**, one FW.190 destroyed (BS474); **3 April 1943**, one FW.190 destroyed (BS474); **4 April 1943**, one FW.190 destroyed (BS474). RCAF photo PL-1536 shows LAC L.S. Ford (Liverpool, Nova Scotia), LAC H.L.M. Young (Edmonton), and LAC J.E. Nuss (Edmonton). RCAF photo PL-3091 shows him as Pilot Officer. RCAF photo PL-4565 (ex UK-303) shows F/O L.E. Price (Quebec City), P/O L.S. Ford (Liverpool, Nova Scotia) and F/L Ted Cathels (Vancouver) on the engine of one of their fighters.

This officer has carried out many operational missions, having been engaged in fighter sweeps and in bombing attacks on land and sea targets. He has participated in two attacks when two mine sweepers and an enemy destroyer were sunk and two destroyers were damaged. He is a keen and zealous flight commander and leader.

FORD, S/L Leslie Sydney (J3712) - **Bar to Distinguished Flying Cross** - No.403 Squadron - Award effective 16 September 1942 as per **London Gazette** dated 2 October 1942 and AFRO 1653/42 dated 16 October 1942.

On August 19th, 1942, this officer led his squadron in support of the combined operations against Dieppe with great skill. Several enemy aircraft were destroyed, two of which were shot down by Squadron Leader Ford. Throughout, his inspiring example instilled great confidence in his fellow pilots.

NOTE: Public Records Office Air 2/8769 has recommendation for a Croix de Guerre dated 20 January 1943 stating about the same as above. Although it was sent right through to Fighter Command Headquarters, it was not approved at Air Ministry level, either because the deed had already been covered by the Bar to the DFC or because of Ford's death in action. Several other pilots were recommended for the Croix de Guerre following the Dieppe Raid and ended up with Mentions in Despatches (see H.H. Hills, R.C. MacQuoid and M.B. Pepper).

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FORD, Corporal Thomas (R94325) - **Mention in Despatches** - No.239 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 21 October 1918. Home Mount Royal, Quebec. Enlisted Montreal 19 April 1941 as Radio Technician. To No.4A Manning Depot, 5 May 1941. To McGill University, 31 May 1941. Promoted LAC, 6 September 1941. To No.31 Radio School, 21 September 1941. To "Y" Depot, 11 November 1941. Repatriated 13 August 1945. Retired 27 August 1945,

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FORD, F/O Thomas Fullerton (J49321) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 2 June 1924, Home in Calgary. Enlisted Calgary 19 October 1942. To No.3 Manning Depot, 2 November 1942. To No.11 SFTS (guard), 10 March 1043. To No.7 ITS. 2 May 1943; graduated and promoted LAC, 9 July 1943 when posted to No.6 EFTS; graduated 3 September 1943 and posted next day to No.10 SFTS; graduated and commissioned 28 January 1944. To No.3 Aircrew Graduate Training School, 11 February 1944; to "Y" Depot, 22 March 1944; taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 28 July 1944. Repatriated with No.420 Squadron, 16 June 1945. Retired 21 July 1945. RCAF photo PL-44846 (ex UK-22307 dated 27 June 1945) taken as he waved goodbye to ground crew just before take-off for the Azores, Newfoundland and Nova Scotia.

This officer has completed numerous bombing missions against enemy targets. He quickly displayed the qualities of a highly skilled pilot and his determination to make every sortie a success has been worthy of high praise. On one occasion in March 1945, en route to Dortmund, the linkage of the throttle of the starboard inner engine broke. The engine could not be used and the propeller had to be feathered. In spite of this, Flying Officer Ford continued to the target which he reached after the main bombing force had concluded its attack. Although much anti-aircraft fire was directed at his aircraft, Flying Officer Ford pressed home a good attack. He afterwards flew back to base and landed safely. This officer set a splendid example of devotion to duty.

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FORD, F/O Thomas Hooper (J25490) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 22 March 1922, Calgary; home Lacombe, Alberta. Reporter, ex-RCA. Enlisted Edmonton 1 August 1941 as Clerk/Stenographer and posted to No.2 Manning Depot. To No.2 WS, 17 September 1941. To Trenton, 2 October 1941. Promoted AC1, 8 November 1941 when posted to No.1 Manning Depot. Promoted LAC, 1 April 1942. Remustered to aircrew, 1 August 1942 when posted to No.1 ITS; may have graduated 25 September 1942 but not posted to No.7 EFTS until 24 October 1942; graduated 18 December 1942 but not posted to No.14 SFTS until 28 December 1942; graduated and commissioned, 16 April 1943. To No.1 GRS, 30 April 1943. To "Y" Depot, 24 July 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 16 October 1943. Repatriated, 7 February 1945. Retired 27 March 1945. Died in Lacombe, Alberta, 20 February 1968 as per **Legionary** of May 1968. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 5 December 1944 when he had flown 27 sorties (132 operational hours):

3 August 1944 - Trossy St.Maximim

4 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion
10 August 1944 - Ferme de Forestel
14 August 1944 - Ovilly
15 August 1944 - Volkel
18 August 1944 - Ghent
26 August 1944 - Kiel
29 August 1944 - Stettin
3 Sept 44 - Eindhoven
5 Sept 44 - Le Havre
8 Sept 44 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
26 September 1944 - Calais
3 October 1944 - West Kapelle
7 October 1944 - Emmerich
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
6 November 1944 - Gelsenkirchen
11 November 1944 - GARDENING, Kattegat
16 November 1944 - Duren
21 November 1944 - Aschaffenburg
29 November 1944 - Dortmund

Flying Officer Ford as a Canadian pilot and captain of aircraft has completed 27 sorties against the enemy, including such targets as Stettin, Frankfurt and Stuttgart.

He has carried out these operations with great determination and his cheerful confidence has inspired a high standard of morale in his crew. He has shown himself to be a good captain and leader and has at all times pressed home his attacks with a fine offensive spirit. His cool courage and disregard for his personal safety has been an example not only to his crew but to other captains in the squadron.

This officer has undoubtedly achieved a fine record and I strongly recommend him for the award of the Distinguished Flying Cross.

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FORD, F/O William Henry (J37510) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 10 December 1912, Regina; home there. Teacher. Enlisted Regina 9 July 1942. To No.2 Manning Depot, 18 October 1942. To No.11 SFTS, 30 November 1942 (guard duty). To No.7 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.7 AOS; graduated and commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 15 November 1943. Repatriated 5 August 1946. Released 13 September 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9069 (Part 2) has recommendation dated 8 February 1945 when he had flown 31 sorties (202 hours), 19 October 1944 to 21 February 1945.

19 October 1944 - Stuttgart
23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
22 December 1944 - Coblenz
28 December 1944 - Munchen Gladbach
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - GARDENING
14 January 1945 - Merseburg
16 January 1945 - Zeitz/Troglitz
22 January 1945 - Duisburg/Hamborn
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz

20 February 1945 - Dortmund

21 February 1945 - Duisburg

This Canadian navigator has now completed 31 sorties against the enemy, including many attacks on some of the most heavily defended targets in Germany.

Throughout his tour of operations he has shown a marked determination to seek out his target despite the most vigorous defence by the enemy and his bearing when under fire has been an inspiration to his crew. Many of the attacks in which he has taken part have been carried out in most adverse weather conditions which rendered accurate navigation exceedingly difficult, but Flying Officer Ford has never failed in his task, always discharging his duties with exceptional skill.

By his keenness for operational flying he has imbued in other navigators the same fine offensive spirit and he has in every way been an asset to the squadron.

For his devotion to duty and courage in the face of the enemy, he is recommended for the award of the Distinguished Flying Cross.

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FORESTELL, F/O James Vincent (J29647) - **Mention in Despatches** - No.10 (BR) Squadron (now in No.12 Squadron) - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 15 April 1917; home Coniston, Ontario.. Enlisted North Bay, Ontario 27 January 1941 and posted that day to No.2 Manning Depot; to No.1 Manning Depot, 28 February 1941. To No.4 Manning Depot, 24 April 1941. To No.8 SFTS, 3 May 1941 (guard duty); to No.4 WS, 3 July 1941; promoted LAC, 7 August 1941; posted to No.1 BGS, 22 November 1941; graduated and promoted Sergeant, 22 December 1941. To Eastern Air Command, 23 December 1941. To No.10 (BR) Squadron, 29 December 1941. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942; commissioned 4 May 1943. To No.5 Manning Depot, 15 September 1943. To No.12 (Transport) Squadron, 30 September 1943; to No.4 Release Centre, 30 September 1945. Retired 13 October 1945. Died 13 June 1998 in Coniston, Ontario as per family genealogical site, but Royal Canadian Legion "Last Post" website gives date of 13 June 2003.

This officer has completed many hundreds of hours of operational flying in the North Atlantic area and as first wireless operator of his crew, he has maintained an exceptional standard of efficiency at all times. On several occasions, under very severe weather conditions, he was of material help in the safe return of his aircraft to base. His cheerfulness and devotion to duty have been an inspiration

to those with whom he flies.

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FORGRAVE, P/O Ross Aubrey (J87189) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 5 September 1923, St. Jean, P.Q.; home Iberville, Quebec. Toolmaker. Enlisted Montreal 21 January 1942 and posted to No.5 Manning Depot. To No.3 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942; posted that date to No.8 AOS; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Commissioned 17 May 1944. Repatriated 28 October 1944. To No.3 Training Command, 29 November 1944. To No.2 ANS, 2 December 1944. To "Y" Depot, 14 March 1945. To United Kingdom, 18 March 1945. Repatriated 5 August 1945. Released 19 September 1945. Died in Leith, Ontario, 24 February 1999.

Pilot Officer Forgrave has flown on a large number of operational sorties, navigating his aircraft safely to the target and back, often in very adverse weather. On one occasion in April 1944, while over the target area, his aircraft was seriously damaged by anti-aircraft fire, one member of the crew being wounded. This officer by his navigational skill played no small part in the safe return of the aircraft to base. He has always displayed courage and determination worthy of high praise.

DHH file 181.009 D.2609 (Library and Archives Canada RG.24 Vol. 20627) has original recommendation drafted by S/L J.A. Westland, 15 August 1944 when he had flown 37 sorties (189 hours); sortie list and submission as follows:

8 August 1943 - position 5050N 0210 E, bombing (3.30)
8 September 1943 - Boulogne (3.10)
6 March 1944 - Trappes (1.20, duty not carried out)
13 March 1944 - Le Mans (5.15)
15 March 1944 - Stuttgart (8.45)
18 March 1944 - Frankfurt (6.20)
23 March 1944 - Frankfurt (6.30)
4 April 1944 - Paris (6.00)
10 April 1944 - Ghent (3.45)
20 April 1944 - Lens (5.05)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (4.35)
27 April 1944 - Aulnoye (3.15)
3 May 1944 - Mining, St. Malo (5.00)

8 May 1944 - Mining, St. Nazaire (5.00)
9 May 1944 - St. Valery-en-Caux (4.40)
10 May 1944 - Mining, St. Nazaire (5.20)
31 May 1944 - Au Fevre (4.15)
5 June 1944 - Houlgate, D Day (5.05)
6 June 1944 - Conde sur Noireau (6.05)
10 June 1944 - Versailles (5.50)
24 June 1944 - Bonnetot (4.05, day)
25 June 1944 - Gorenflos (4.30, day)
27 June 1944 - Wizernes (3.40)
6 July 1944 - Siracourt (4.30)
9 July 1944 - Ardouval (3.55, day, duty not carried out)
14 July 1944 - Anderbelck (3.15)
17 July 1944 - Mining, Borkum (3.25)
18 July 1944 - Wesseling (5.15)
20 July 1944 - Anderbelck (3.20, day)
24 July 1944 - Mining, Brest (5.10)
25 July 1944 - Stuttgart (7.10)
5 August 1944 - St. Leu d'Esserent (4.25, day)
8 August 1944 - Mining, Brest (5.05)
9 August 1944 - Foret de Croc (3.55)
12 August 1944 - Brunswick (5.25)

With almost 40 successful sorties completed, this officer has demonstrated his outstanding ability time after time to navigate his four-engined heavy aircraft through some of the most adverse conditions possible.

Chosen as a Wind Finder in his Section he has on all occasions been worthy of the confidence reposed in him. His quiet confidence has been a great asset and splendid example to all the aircrew on the squadron.

On one particular occasion on the night of April 27th, 1944, while attacking Aulnoye the aircraft was badly shot up while over the target area directly after releasing the bombs. The Mid-Upper Gunner was wounded and the aircraft caught fire, burning all the way back to this country. The navigator, then Warrant Officer Forgrave, directed his pilot to the closest emergency landing field and it is definitely felt that his action in this instance was largely responsible for the safety of the crew and aircraft.

His remarkable keenness for operations, his courage and determination in the face of great difficulties is worthy of high praise and I take great pleasure in recommending Pilot Officer Forgrave for the award of the Distinguished Flying

Cross.

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FORMAN, F/L George William (J11616) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 13 February 1915, Parlesenham, Ontario; home Geraldton, Ontario. Enlisted at Geraldton, 7 May 1941. Attended No.3 WS, 28 September 1941 to 10 April 1942; attended No.2 BGS, 11 April to 30 May 1942 (qualified for aircrew badge, 11 April 1942 and commissioned 11 May 1942). To No.34 OTU, 30 May 1942. To "Y" Depot, Halifax, 25 September 1942; to RAF overseas, 21 October 1942. Repatriated 26 September 1945. Released 5 November 1945. Died at Elliot Lake, Ontario, 27 November 2002 as per **Legion Magazine** of March 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 25 September 1944 when he had flown 33 sorties (133 hours 25 minutes), 13 February 1943 to 17 September 1944. Deputy Signals Leader when recommended.

Since joining this squadron Flight Lieutenant Forman has participated in numerous operational sorties, throughout which he has displayed great skill, courage and devotion to duty. By his example of unselfishness and unconquerable spirit of determination to achieve his objective this officer has inspired a high standard of morale in his crew. For his outstanding record of achievement and devotion to duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

13 February 1943 - Boulogne (2.00, day)
26 February 1943 - Dunkirk (1.35, day)
5 April 1943 - Sea Search (1.45, day)
4 May 1943 - Abbeville (2.15, day)
15 July 1943 - Sea Search (1.45, day)
27 April 1944 - Montmen (4.35)
30 April 1944 - Somain (4.50)
7 May 1944 - Valerie-en-Caux (3.50)
27 May 1944 - Bourg Leopold (4.30)
31 May 1944 - Mont Couple (3.15)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Coutrances (4.25)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Cambrai (4.20)

15 June 1944 - Boulogne (3.40, day)
16 June 1944 - Sterkrade Holten (4.25)
21 June 1944 - St. Martin l'Hortier (4.10, day)
23 June 1944 - Bientques (3.30)
27 June 1944 - Ardouval (3.50)
28 June 1944 - Metz (6.50)
4 July 1944 - Bienmais (4.05, day)
6 July 1944 - Bienmais (4.00)
17 July 1944 - Caen (4.05, day)
18 July 1944 - Wesseling (5.00)
20 July 1944 - Ferme de Grande Bois (3.40, day)
24 July 1944 - Ferfay (4.00)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.50)
12 August 1944 - Brunswick (5.25)
3 September 1944 - Volkel (3.45, day)
10 September 1944 - Le Havre (4.15, day)
12 September 1944 - Wanne Eickel (4.45, day)
17 September 1944 - Boulogne (3.50, day)

FORMAN, F/L George William, DFC (J11616) - **Croix de Guerre (France)** - No.432 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. Recommended 10 January 1945 by which time he had flown 35 sorties (146:15 hours). No complete record of first five sorties; subsequently had flown 27 April to 6 October 1944. See DHist file 181.009 D.5557 (RG.24 Vol.20668).

As Wireless Operator this officer has participated in a large number of sorties both in Germany and against defence installations in occupied France. On all occasions his strong sense of devotion to duty and cheerfulness in the face of enemy fire have been largely responsible for the efficiency and accuracy with which his crew have completed their attacks.

For his untiring zeal and intense loyalty this officer is strongly recommended for the award of the Croix de Guerre.

NOTE: Public Records Office Air 2/9645 has final text of citation.

This officer is a wireless operator and he has participated in a large number of sorties against enemy positions, both in France and in Germany. On all occasions his devotion to duty, cheerfulness and determination in the face of enemy fire have been largely responsible for the accuracy with which his crew have completed their tasks.

The recommendation for the Croix de Guerre included the following sorties not listed in the DFC submission:

27 September 1944 - Bottrop (5.10, day)

4 October 1944 - Dortmund (6.20)

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FORMAN, W/C John Murray (J15236) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 20 March 1913, Listowel, Ontario (birth date on MI.9 report); home there; salesman. Enlisted Toronto 2 July 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; graduated 17 January 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 17 February 1941. Posted overseas 8 April 1941. Further trained at No.21 OTU. Commissioned 28 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 November 1942. Promoted Squadron Leader, 7 July 1943. Shot down 15 September 1943; evaded capture and returned to Britain 16 November 1943. Repatriated 15 December 1943. To AFHQ, 11 February 1944. Promoted Wing Commander, 1 October 1944. To Release Centre, 17 March 1945. Released 26 March 1945. Invested with DFC at Government House, 7 November 1949; photo PL-48179 shows him after investiture with his wife and A/V/M A.L. James. Postwar - Canadian Pension Commission. Died in Ottawa, 23 February 2004. Obituary notice stated that in 1943 he had been shot down over France and evaded capture. Note: an air gunner who has attained wing commander rank is very unusual.

This officer has proved himself a brilliant and inspiring leader. As a flight commander he has trained his crews to an exceptional degree of efficiency and keenness. On one occasion he was shot down over enemy territory but successfully evaded capture and returned to this country. His courageous leadership has always set an inspiring example to all other air gunners.

FORMAN, W/C John Murray, DFC (J15236) - **Croix de Guerre with Gold Star (France)** - AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Forman was shot down in Northern France. During the period he was evading capture he joined the French Forces of the Interior and engaged in special intelligence work. He assisted allied nationals to evade capture and return to countries not under the domination of the Germans. At great personal risk he aided in several sabotage schemes.

Public Record Office WO 208/3316 has MI.9 report of his evasion, noting that he had been rear gunner and arrived back in Britain on 16 November 1943 (interviewed on 16 November 1943). Other members of the crew were:

W/C D.W.M. Smith (CAN/RAF, POW)
F/L Edward Bochum Mason (navigator, evader)
Sergeant Heyworth (flight engineer, in British hospital)
P/O H.Dereniuk (bomb aimer, POW)
Warrant Officer John M. Nelmes (second gunner, evader)
P/O E.N. Bells (second pilot, POW)
Sergeant Malins (WOP, no information)

I was a member of the crew of a Halifax aircraft which took off from Middleton St. George on 15 September 1943 about 2100 hours to bomb the Dunlop factory at Montlucon. Over the target we were hit in the cockpit by incendiary bombs from above, which destroyed the flying instruments and the two starboard motors. The intercom was out of order, and it is probable that the wireless operator and the navigator heard only the last part of the order to "stand by to abandon aircraft". They baled out at once. The pilot carried on for about eight minutes, but lost height so rapidly that we crashed about midnight on a hillside at the south end of the Forest of Tronçais (France 1:250,000, Sheet 22, Square B7).

I was badly shaken up and bruised. I twisted a knee in getting out of the aircraft, and a French doctor who examined me later thought it possible that I had broken two vertebrae in the spine. No one else was injured except the pilot, who had a cut knee.

The aircraft caught fire immediately it crashed, and we buried all our parachutes and flying equipment. Frenchmen later recovered anything that was unburned, including the navigator's log, which had been blown out when the aircraft crashed.

The six of us immediately started walking north, our hope being to reach Paris and make some contacts with an organisation. After we had gone about two miles we decided to separate. I went with P/O Bell, the second pilot, while the other four split into two pairs.

Bell and I continued north and went to sleep in the forest just south of St. Bonnet-Tronçais (Square g6) about 0400 hours (16 September). We stayed in the forest till 1500 hours. I was then in considerable pain and decided to find some help. Bell decided that he would remain in the wood. I could not walk

alone, and he supported me to the edge of a road. I remained here till a peasant came along with a log of wood on a wagon. I told him who I was and he put me on the wagon beside the log. He took me along the road through St. Bonnet for about three miles. We then met a man on a bicycle, to whom the peasant apparently explained who I was. This man hid me behind a hedge, where I remained for about two hours. About dusk I was picked up, and shortly afterwards was in touch with the organisation which arranged the rest of my journey.

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FORMAN, Sergeant William Flett (R87968) - **British Empire Medal** - RCAF Overseas Headquarters - Awarded 8 June 1944 as per **London Gazette** of that date and RCAF Routine Order 1380/44 dated 30 June 1944. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 12 September 1921 in Peterhead, Scotland. Educated in Vancouver where he was a bank clerk. Militia service, September 1940 to January 1941 (Second Battalion, The Westminster Regiment). Enlisted in Vancouver, 31 January 1941 as Clerk and posted to No.1 Manning Depot. To Trenton, 8 March 1941. To Regina Recruiting Centre, 19 April 1941. To No.4 Training Command, 6 September 1941. To "Y" Depot, 20 November 1941. To RAF overseas, 12 December 1941. Promoted LAC, 1 January 1942. Taken on strength of RCAF Overseas Headquarters, 30 March 1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 July 1943. Promoted Flight Sergeant., 1 December 1944. Repatriated 7 February 1945. To No.3 Repair Depot, Vancouver, 17 February 1945. To No.8 Release Centre, Vancouver, 1 June 1945. Retired 2 June 1945. Died in Calgary, 4 May 1968 as per DVA letter of 23 May 1968 and Calgary **Herald** of 6-7 May 1968. RCAF photo PL-28192 (ex UK-8674 dated 13 March 1944) taken on 4 March 1944 with his bride, Stephanie Doreen Coates of Welling, Kent.

During his three years of service overseas, this NCO has displayed outstanding industry and devotion to duty. In his work as NCO in charge of establishments, he has put much extra time and untiring energy into the successful performance of his work. He has given outstanding meritorious service.

Notes: At the time of enlistment he was reported as having "a very keen desire to fly". Interviewed on 3 June 1941 (F/L P.M. Stewart) for possible remuster to aircrew; report read, "Good gunner type. Very intelligent, active, keen, alert; good airman, stocky build, strong." Although recommended for aircrew, he stayed in Clerk role. This was fortunate, for he was hospitalized twice overseas with ulcers.

Assessment of 15 November 1944 by W/C G.P. Hedges attests to his continuing good work: "Has done a most excellent job for nearly two years as NCO in charge Establishments. He shows very real ability and though young, has good leadership qualities. Strongly recommended for Acting Flight Sergeant."

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FORREST, F/O Harry (J16900) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 31 December 1917. Home in Winnipeg; enlisted there 1 February 1941 and posted to No.2 Manning Depot. To No.16 SFTS, 19 March 1941. To No.2 WS, 25 April 1941; promoted LAC, 28 May 1941; may have graduated 14 September 1941 but not posted to No.3 BGS until 10 October 1941; graduated and promoted Sergeant, 8 November 1941. To No.31 OTU, 20 November 1941. To RAF overseas, 14 April 1942. Promoted Flight Sergeant, 8 May 1942. Promoted WO2, 8 January 1943. Commissioned 10 February 1943. Promoted Flying Officer, 10 July 1943. Promoted Flight Lieutenant, 10 January 1945. Repatriated 10 May 1945. Retired 20 June 1945. No citation in AFRO.

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FORREST, F/O Hugh Lindsay (J11188) - **Distinguished Flying Cross** - No.196 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born Eastbourne, Sussex, 30 June 1918; home Beverley, Yorkshire. Enlisted in Vancouver, 6 March 1941 and immediately posted to No.3 Manning Depot. To No.7 Equipment Depot, 9 April 1941; to No.2 ITS, Regina, 15 May 1941; promoted LAC, 20 June 1941 and posted that date to No.5 EFTS. Ceased training and posted elsewhere, 15 August 1941. To No.2 AOS, 26 October 1941; to No.8 BGS, 31 January 1942; promoted Sergeant, 14 March 1942 and posted that date to No.1 ANS; graduated and commissioned 13 April 1942. To "Y" Depot, Halifax, 14 April 1942. To RAF Trainee Pool, 8 May 1942. Repatriated 2 August 1945. Released 16 October 1945. Died in Scottsdale, Arizona, 6 July 1999. RCAF photo PL-44401 (ex UK-21551 dated 25 May 1945) taken outside Buckingham Palace after investiture, with his wife. Photo PL-44403 shows him alone. RCAF photo PL-44407 (ex UK-21557 dated 25 May 1945) is of three DFC recipients after investiture - S/L J. Hudson (Oak Bay, Victoria), S/L G.C. Semple (Toronto) and F/L H.L. Forrest (Winnipeg).

Throughout his period of operation this officer has proved himself to be a most efficient and reliable navigator. His many successful sorties have included sixteen to the industrial centres in the Ruhr area. He has also participated in many minelaying missions, always displaying consistent keenness and a high degree of navigational skill.

FORREST, F/L Hugh Lindsay, DFC (J11188) - **Bar to Distinguished Flying Cross** - No.162 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Forrest has completed a large number of sorties against heavily defended German targets,

including Berlin. He has, throughout, shown outstanding navigational skill which, combined with his courage and determination, have materially contributed to the successful completion of many missions.

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FORSBERG, LAC Frank William (R107819) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 26 August 1920. Home Rosetown, Saskatchewan. Enlisted Regina, 24 June 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.14 SFTS, 14 July 1941; to School of Technical Training, 22 August 1941. Promoted AC1, 27 December 1941. To No.1 BGS, 1 January 1942. To "Y" Depot, Halifax, 12 March 1942. Promoted LAC, 27 April 1942. To RAF overseas, 30 April 1942. Repatriated to Canada with No.419 Squadron via Yarmouth, 11 June 1945. Released 6 October 1945. No citation in AFRO.

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FORSBERG, WO Walter Gordon (R107547) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1944 as per **London Gazette** of that date and AFRO 2231/44 dated 13 October 1944. Born Rosetown, Saskatchewan 1923; home there. Farmer. Enlisted Regina 2 May 1941. Commissioned August 1944. Trained at No.2 ITS (graduated 7 September 1941), No.19 EFTS (graduated 21 November 1941) and No.12 SFTS (graduated 13 March 1942). On 23 October 1942 he was in Wellington HX775 on a ferry flight to Gibraltar and thence to Bathurst (pilot was Sergeant J.W. Chester, RCAF; others in crew were Sergeant M.N. Walker, RNZAF, Sergeant H.E.M. Howell, RAAF and Sergeant D.D. Gardner (RAAF). Aircraft forced landed at Las Palmas, on Gran Canaria with engine trouble. Crew interned until 7 March 1943 except Sergeant Forsberg, who stowed away on a former Italian tanker that was operating under Merchant Navy control and reached Caracao. Source for this is Davis Gunby of New Zealand. See photos PL-22944 and PL-22944 and PL-35936.

This airman has completed very many sorties involving attacks on a wide range of targets in Germany and Northern France. He has also completed numerous minelaying operations. He is an outstanding captain whose skill, determination and devotion to duty have set a fine example.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.A.G. McLeish has recommendation drafted 10 July 1944 when he had flown 36 sorties (219 hours 55 minutes) as follows:

Warrant Officer Forsberg, as captain of aircraft, has completed many sorties into Germany and France as well as minelaying operations, all with a large measure of success. His skill as a pilot and his example as a captain have been an inspiration to all members of the squadron and he has been instrumental in

helping prepare many new crews for operational flying.

On one of his first sorties the port outer engine failed and the port inner began to fail on the homeward journey from Frankfurt but by very careful flying he managed to bring his aircraft back to safe territory. On another occasion, when taking off with the maximum fuel and bomb load, the starboard inner engine failed just as the aircraft left the ground. Again by his coolness and skill he managed to gain several hundred feet of altitude and then attempted to restart the engine and complete the sortie. Although this was not possible, the determination he showed was admired by all, and greatly added to the morale of the squadron.

For very satisfactory service throughout many sorties, I recommend the immediate award of the DFC.

The sortie list was as follows:

11 November 1943 - Cannes (10.10, second pilot)
18 November 1943 - Ludwigshaven (7.40)
19 November 1943 - Leverkusen (6.55)
22 November 1943 - Berlin (8.05)
25 November 1943 - Frankfurt (7.00)
20 December 1943 - Frankfurt (7.40)
29 December 1943 - Berlin (8.25)
21 January 1944 - Magdeburg (8.25)
29 January 1944 - Berlin (8.05)
11 February 1944 - Gardening Brest (5.30)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (8.10)
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (6.15)
26 March 1944 - Courtrai (5.10)
30 March 1944 - Gardening Heligoland (5.40)
9 April 1944 - Lille (5.05)
20 April 1944 - Lens (4.55)
22 April 1944 - Laon (6.00)
23 April 1944 - Gardening Kiel Bay (6.40)
24 April 1944 - Gardening Le Havre (4.40)
25 April 1944 - Villeneuve (6.25)
30 April 1944 - Gardening St. Nazaire (6.05)
7 May 1944 - Gardening (4.15)
9 May 1944 - Gardening (5.15)

10 May 1944 - Ghent (5.20)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.45)
2 June 1944 - Le Havre (4.40)
14 June 1944 - St. Pol (4.10)
15 June 1944 - Boulogne (4.10, daylight)
16 June 1944 - Duisburg (5.05)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientique (4.00)
27 June 1944 - Ardouval (4.20)
4 July 1944 - Villeneuve (6.30)

FORSBERG, F/O Walter Gordon, DFC (J88878) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Since the award of the Distinguished Flying Cross Flying Officer Forsberg has completed many further sorties against major German targets. As captain of aircraft he has continued to operate with outstanding skill and determination. His courage and devotion to duty have always been of the highest order.

RCAF Press Release 3572 dated 29 December 1943 reads as follows:

With the RCAF Bomber Group Overseas - When the stories are written about Canadian airmen who have escaped from enemy territory or have "ditched" and walked back to Merry Old England, likely none will surpass the thriller told by 21-year old pilot WO2 W.G. Forsberg of Ricetown, Saskatchewan, at present skipper of a Halifax bomber with the "Ghost" squadron of the RCAF Bomber Group in England.

Many stories have been told of airmen "walking back" to England after escaping from enemy territory, but Forsberg goes them one better. He actually worked his way back to Canada after ditching off the Canary Islands, and returned for the second time to carry bombs over German cities.

It all goes back to May 28, 1941, when Forsberg joined up in the RCAF at Regina, Saskatchewan. After completing his pilot's training at Regina ITS and his elementary at Virden, he won his wings at Brandon SFTS on Friday, March 13, 1942. It is well to note the day and date as he says himself he has been lucky ever since.

WO2 Forsberg came overseas in April 1942, and after the usual preliminary

training he was assigned to operational duties on Wellington bombers. From here in we will let him tell you his own story.

“After I completed my training I was assigned to doing operational sorties between England and Gibraltar on Wellington bombers. After doing this for some time it was finally decided to send me to West Africa for operations.

“On this particular trip our destination was Bathurst in Gambia, West Africa. We were well on our way to our destination when one of our engines cut out on us. We were losing height rapidly and finally ditched into the sea just off the Canary Islands. We were so close to shore that the tide carried our dinghy into shore, when we all clambered out safely.

“It wasn’t long before the Spanish guards were on our trail, and we were all captured and interned, for what we thought was the duration.

“I remained in the internment camp from October 22 until December 28, 1942, when I made plans for my escape. There was an Italian boat leaving for Curacao, South America, and under cover of darkness I managed to stow away in the hold of the ship. For 13 days I kept hidden in the hold of the ship, and was only able to keep alive by swiping bread from the galley at night and getting water from the pumps.

“On the thirteenth day the ship docked at Caragas Bay, South America. It was about six o’clock at night when the boat docked, so I waited until it was dark, when I stole on to the docks and hid myself in some pipes on the waterfront. I stayed there until the crew came ashore and then I followed them into town.

“Arriving in the town I immediately got in touch with the United States military police and told them my story. They wouldn’t believe me as I guess it sounded too much to them like a Hollywood thriller. I had to wait until the next morning when I could get in touch with the British Consul, who looked after me for three weeks. I had lost 23 pounds during the 13-day trip on the ship and was glad to rest up.

“After three weeks ashore I was ready to start out again, so I signed up as a gunner on a Norwegian boat sailing for New York. The trip was uneventful and after ten days we docked at New York.

“On arrival in the American metropolis I immediately got in touch with RCAF Headquarters there. At the time I was clad only in a torn shirt, a sailor’s pair of trousers and deck shoes. The Red Cross came to my help by supplying me with a

coat, and the RCAF dished out the sum of \$ 20.00 to keep me going while I was there.

"I was in New York one night, but took the opportunity to visit Jack Dempsey's Bar. The next day I left for Ottawa and the repatriation depot. There I was outfitted and given two months leave. At the expiration of the leave I was fully re-equipped and posted overseas again," Forsberg concluded.

A husky lad of Swedish descent, Forsberg has taken part in seven operational trips since he started to pilot Halifax bombers over Germany. On one of these to Frankfurt, two of his engines cut out on him on the way home, but he managed to land the aircraft safely without injury to himself or his crew. Other targets he has attacked are Mannheim, Berlin, Leverkusen and Cannes.

He has one brother in the RCAF, LAC T.W. Forsberg, who is a fitter with the Moose Squadron of the RCAF Bomber Group at the same station.

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FORSYTH, F/O Alexander John (C8067) - **Member, Order of the British Empire** - No.8514 AMES, India - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 4 March 1920. Home in Russell, Ontario; educated at Ottawa Technical High School and worked for Northern Electric. Enlisted in Ottawa, 6 May 1941 as Radio Mechanic. To Queen's University, 13 June 1941; commissioned 20 September 1941. To "Y" Depot, 12 October 1941; to RAF overseas, 24 October 1941. Served over three years in India and Burma as a radar officer. Repatriated to Canada, 23 April 1945. Retired 28 June 1945. Studied civil engineering at Queens University. Had a 35-year career with Defence Construction Limited (a Crown Corporation). Died in Ottawa, 10 March 2016. Obituary stated he had worked in Britain, India and Burma "installing mobile radar stations." Public Records Office Air 2/8959 has recommended citation and gives unit as No.859 Air Ministry Experimental Station.

As commanding officer and technical officer of this unit, this officer has shown outstanding ability, coolness and unflinching interest in his men. He commanded a forward Radio Direction Finding Station during the Arakan campaign, encountering many difficulties both technical and organizational. The fact that his station while in site was technically efficient and subsequently was successfully withdrawn demonstrates the ability and resource possessed by Flight Lieutenant Forsyth and also the confidence inspired by him in his men.

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FORSYTH, F/L David Esplin (J11310) - **Distinguished Flying Cross** - No.418 Squadron - Award

effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. Born at Clydebank, Scotland, 21 October 1922. Went to America at 18 months but did not become American citizen. Home given variously as Montreal or New York City. Enlisted Ottawa 19 June 1941 and posted to No.4A Manning Depot. To No.16 Explosives Depot, 28 July 1941. To No.31 OTU, 2 August 1941. To No.3 ITS, 12 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.10 EFTS until 7 November 1941; graduated 2 January 1942 and posted next day to No.6 SFTS; graduated and commissioned 24 April 1942. To Trenton, 23 May 1942. To No.13 SFTS, St. Hubert to instruct, 15 July 1942. Promoted Flying Officer, 24 October 1942. Promoted Flight Lieutenant, 1 September 1943 when posted to No.36 OTU, Greenwood. To "Y" Depot, 27 November 1943; taken on strength of No.3 PRC, Bournemouth, 13 December 1943, actually arriving in UK 21 December 1943. Further training at No.60 OTU before posting to No.418 Squadron (April 1944 to January 1945). Repatriated 16 February 1945. Released 17 April 1945. Total wartime score was four enemy aircraft and four V-1s destroyed. Victories as follows: **4/5 July 1944**: one V-1 destroyed over sea; **5/6 July 1944**: one V-1 destroyed over sea. **9/10 August 1944**: two V-1s destroyed over sea; **23 September 1944**: two Ju.88s and one unidentified twin-engine enemy aircraft destroyed on ground, Holshagen and Tutow, F/O R.T. Esam as navigator; **30 September 1944**: one FW.190 destroyed, Eggebat (Esam navigator). RCAF photo PL-28741 (ex UK-10024 dated 24 April 1944) shows F/O Dick Esam (Highgate, London) and his pilot, F/L D.E. Forsythe, Brooklyn. Photo PL-32830 (ex UK-15089 dated 20 September 1944) is captioned as follows: "F/L Stan Cotterill of Toronto was about to take off in one of the City of Edmonton's Mosquitos when F/L D.E. Forsythe of Brooklyn, New York intercepted him to give him his parcel from the citizens of the western city. The gift was sponsored by the City Council and Lions Club of Edmonton." Photo PL-33042 shows him with F/O R.T. Esam. PL-33655 (ex UK-15538 dated 5 October 1944) has the following caption: "Here is shown a modern day Damon and Pythias team that the RCAF can be proud of. F/L Stan Cotterill DFC and Beamsville and Toronto suffered severe damage to his aircraft on a recent sortie and his friend F/L Dave Forsyth of Brooklyn, New York stood by the crippled aircraft and protected it from enemy fighters before a successful crash landing on English soil. It was F/L Forsyth's last tour trip."

During the course of his operational career, Flight Lieutenant Forsyth has completed many long and difficult sorties against heavily defended enemy airfields. He has also attacked the enemy's road and rail transport. In addition, this officer has shown great enthusiasm for daylight operations and owing to his careful planning and skilful execution, excellent results have been obtained. Flying at low level deep into enemy territory, he has destroyed at least four enemy aircraft on the ground in Northern Germany. At all times Flight Lieutenant Forsyth's skill, determination and fine fighting spirit have been most praiseworthy.

RCAF Press Release No.6810 dated 30 September 1944 from F/O Ron Gadsby, transcribed by Huguette Oates, reads:

WITH THE CITY OF EDMONTON SQUADRON: -- They call Flight Lieutenant Dave Forsyth "The Profile" here in the Officers' Mess of the City of Edmonton Squadron. Dave is from Brooklyn, N.Y. and looks like a cross between Robert Taylor and Rudolph Valentino. He came to Canada when the war started – to blast Huns, because F/L Forsyth doesn't like Germans.

Last Saturday afternoon, he flew his Mosquito Intruder deep into their territory and destroyed three of their aircraft before they could murmur a frightened "Heil Hitler". With his navigator, Flying Officer R.T. Esom of Highgate, London, at his side, F/L Forsyth led a flight of two aircraft to a large German flying field near Lutow. In the second kite was F/O J. Hill of Guelph, Ontario, with his English navigator, F/S G. Roach of London. As they swept in over the field, F/L Forsyth spotted a Junkers88 at the end of a runway. He let a burst go and the Junkers exploded. As he followed in, F/O Hill selected a Dornier and with a short burst, set it ablaze.

By this time, the flak was coming up in streams but they turned across the field and another Junkers88 was set blazing by the cannons of F/L Forsyth. The weather was hazy but the two City of Edmonton Mosquitos managed to reform over another airfield that was nearby. So poor was the visibility that they almost struck the control tower as they flashed by.

From his port window, F/L Forsyth noticed another aircraft on the ground and, turning sharply, he squirted it. It, too, blew up. "It was raining like hell all through our little encounter", said Forsyth, "and by the time we had cleaned out the fourth aircraft, I felt it was time to go home. My starboard engine was heating up from a flak hit in the oil line so we streaked for home. It kept going all the way back in spite of the leak."

F/L Forsyth has but one more trip to make before completing his tour of operations and then he is to return to Canada for instructional duties. After the war he plans to settle in Montreal and become a Canadian citizen because "...well, I like you people, that's all".

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FORSYTHE, WO Kenneth Maxworth (R117274) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Eramosa Township, 15 January 1916. Home Rockwood, Ontario; enlisted in North Bay, 1 August 1941 and immediately posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; promoted LAC, 8 November 1941 and posted that date to No.10 EFTS.

Ceased training and posted elsewhere, 11 December 1941; to No.1 AOS, 31 January 1942; graduated 9 May 1942 and posted to No.1 BGS; to No.1 CNS, 20 June 1942; promoted Sergeant, 4 August 1942; to "Y" Depot, Halifax, 5 August 1942; to No.31 GRS, 25 September 1942; to "Y" Depot again, 7 November 1942; to RAF overseas, 22 November 1942. Repatriated to Canada, 2 August 1945; released 17 September 1945. Postwar he operated Forsythe and Gerrie Real Estate and Insurance and later was the Manager of Halwell Mutual Insurance Company. Died 2 April 2002 in Guelph, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002.

RCAF Press Release 4827 issued 14 December 1944 read as follows:

WITH RCAF IN THE MIDDLE EAST: Warrant Officer K.M. "Maxie" Forsythe of Rockwood, Ontario, a navigator, was a member of a Wellington crew that ditched in the Indian Ocean. When their large dinghy was accidentally punctured, a small type dinghy was inflated and the crew members were all night in a sea that ran to waves 30 feet high. Of the eight men who clung to the dinghy, only four survived the night.

Throughout it all, Warrant Officer Forsythe had much to do with saving the lives of the men who were finally rescued.

Their Wellington was on a routine flight over the Indian Ocean when an oil leak developed in one engine. They were about 100 miles from the nearest land when they were forced down in the heavy seas.

One of the men found the strain too great and allowed himself to float away from the little dinghy to drown.

"Maxie swam out and dragged him back several times," one survivor said, "but finally there just wasn't a thing you could do about it."

Then another man cracked under the strain and tried to take off his Mae West but "Maxie" and the others fought and argued with him and kept putting it back on. Finally the second man did slip away and was drowned. Two more men died the next morning.

"That left four of us," Forsythe commented. "We would take turns sitting in the dinghy; one would sit and the other three hang on." They had signalled their position to base before their crash and had been sighted once but they had several bad moments the following morning when an aircraft failed to spot them in a rough sea.

“We just about gave up”, Warrant Officer Forsythe commented, “when a ship passed us a couple of times without seeing us.”

Finally, they were sighted and the rescue boat came toward them. But, just prior to their being sighted, they noticed that several sharks were starting to gather round.

Despite this, Warrant Officer Forsythe swam away from the dinghy to haul back one of the men who was floating away, even with the immediate help at hand.

Forsythe spent a month in hospital recuperating from severe sunburn and from numerous cuts and scratches which, although unnoticed at the time, had become septic.

“It was a remarkable feat of courage and endurance,” one observer remarked. “Forsythe had a lot to do with saving the lives of those who did come through. Apparently he more or less took responsibility in the water; certainly he put up a marvellous show.”

Forsythe, a tall and strongly-built young man with brown eyes and a slow and pleasant manner of speech, has since finished his operational tour in the Indian Ocean area and been posted elsewhere. Before the war he worked underground in a mine in the Sudbury district.

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FORTIN, Sergeant Joseph Alfred Arthur (R55633) - **Mention in Despatches** - No.425 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 15 February 1913. Home in Quebec City. Enlisted there 5 November 1940 as master Motor Mechanic and posted to No.4 Manning Depot. Promoted AC1, 19 June 1941. To No.14 SFTS, 9 July 1941. Promoted LAC, 1 October 1941. To “Y” Depot, 24 January 1942. To RAF overseas, 26 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, 27 July 1943. Repatriated 18 June 1945 by air. To No.8 OTU, 19 June 1945. To Greenwood, 30 June 1945. To AFHQ, 21 February 1946. Remained in RCAF as Sergeant, 1 October 1946 (26422). To Rockcliffe, 10 July 1947. To AFHQ, 28 August 1947. To Rockcliffe again, 30 September 1947. To Joint Air Training Centre, Rivers, 14 September 1949. Retired 17 October 1950 and returned to Quebec City. Recommended 24 August 1943 for services as NCO in charge of Motor Transport Section. He had joined unit on formation and had shown "reliability and good judgement". "In North Africa, Sergeant Fortin has rendered invaluable service to the squadron; he has worked long hours under trying circumstances and has undertaken major repair jobs in the field, maintaining a high standard of serviceability for the much needed transport vehicles. His services and devotion to duty are

worthy of the highest praise".

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FOSS, W/C Marshall MacLaglan (C1260) - **Commended for Valuable Services** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Sherbrooke, Quebec, 6 October 1903. Worked for Foss Machinery Limited, 1822-1925 (sales), Canadian Industries Limited, 1926-1929 (aircraft finisher), Trans-Canada Air Pageant, 1931, and Renault Advertising Agency, 1931-1939 (assistant to President). Private pilot with 1,300 hours when he enlisted in Montreal, 3 October 1939. To Camp Borden, 9 October 1939. To Trenton, 12 December 1939. Qualified for flying badge, 8 January 1940. Described as "Average but not a polished pilot. Somewhat heavy on controls and erratic in procedure. Neglects instruments." To Camp Borden, 23 January 1940. To No.6 (BR) Squadron, 18 March 1940. To Flying Instructor School, Trenton, 17 July 1940. To No.2 SFTS, Uplands, 2 September 1940. Promoted Flight Lieutenant as of 1 December 1940. To No.5 SFTS, Bantoid, 14 January 1941. To No.1 AOS, 30 March 1941. To No.5 SFTS, 10 May 1941. To No.20 EFTS, 24 November 1941. To Dorval, June 1942. Promoted Squadron Leader, 1 June 1942. To overseas 11 June 1942. To Canada again, 23 July 1942. To AFHQ, 25 July 1942. Promoted Wing Commander, 1 August 1943. To No.1 AOS, 10 July 1944. To Release Centre, 30 April 1945. Retired 18 June 1945. Died Toronto 2 March 1993.

The co-ordination of results of research and development of items of operational equipment through the Flying Clothing Committee, the conduct of service trials and tests, the introduction of the new items of equipment has been increasingly successful through the efforts of this officer. His advancement of detailed operational characteristics and requirements to research groups, his energy in pursuing operational problems requested of him, and his untiring efforts to fulfil his responsibility in respect of operational equipment has implemented the efforts of the National Research Council and the Royal Canadian Air Force research groups.

Recommended for the AFC by G/C G.E. Hall, AFHQ, 10 September 1943 as follows:

The co-ordination of results of research and development of items of operational equipment through the Flying Clothing Committee, the conduct of service trials and tests, the introduction of the new items of equipment and the subsequent preparation of instructions accompanying the equipment has been increasingly successful through the efforts of this officer. His advancement of detailed operational characteristics and requirements to research groups, his energy in pursuing operational problems requested of him, and his untiring efforts to fulfil the responsibility of D.O.R in respect of operational equipment has implemented the efforts of the National Research Council and the Royal Canadian Air Force

research groups.

This was accompanied by another statement by Hall:

The introduction of new items of operational equipage, including flying clothing, oxygen equipment, i/c - r/t personal equipment etc has always been an extremely difficult task. The coordination of all of the results of scientific research and development into instructions for aircrew has, during the past months, been undertaken by this officer, together with the responsibility of arranging and following through service trials and tests and the subsequent introduction of the items to the aircrew.

Since this officer has assumed these responsibilities, the introduction of newly developed equipment had been greatly facilitated and the instructions accompanying the equipment have been of a high standard and have achieved their purpose. The National Research Council's work in the field of research in operational equipage has been implemented by this officer advancing detailed operational characteristics and requirements to the research groups, through his energy in pursuing operational problems requested of him, and in his untiring efforts to fulfil the responsibilities of D.O.R. in respect of the operational equipage.

As Chairman of the National Research Council's Sub-Committee on Oxygen Equipment, Sub-Committee on Protective Clothing, and the National Research Council's Co-ordinating Committee on Protective Clothing (Research), and as Member of the National Research Council's Associate Committee on Aviation Medical Research, I wish to recommend that this officer be honoured with an award of the AFC.

It may be noted that his work involved at least two visits to Aero Medical Centre, Dayton, Ohio.

Excerpt, diary of No.20 EFTS, Oshawa, 16 May 1942: "Flight Lieutenant M.M. Foss, Chief Supervisor Officer at this unit since December 1941, has received instructions that he has been selected for Overseas Service and that he is to report to Dorval 1 June 1942. No.20 EFTS owes a great deal to this very capable officer, who has worked untiringly and unsparingly since he arrived at this unit, November 24th, 1941. His marked ability as an organizer and as an officer who gets things done is clearly reflected in the vastly improved standard of operation in every department of this school."

Instructor Training: Attended Central Flying School, 30 July to 30 August 1940 and graded Category B. Retested 28 March 1941 on Anson. Described under following headings - Sequence (Very Good), Voice (Clear), Manner (Efficient), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average), Remarks (An above average instructor. Excellent

demonstration and a complete knowledge of sequence). Category A.2 awarded. Total flying to date was as follows: - Single Engine dual, 55.30; Single Engine solo, 84.40; Twin Engine dual, 13.45; Twin Engine solo, 72.40. He had spent 125 hours instructing.

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FOSS, G/C Roy Holmes (C373) - **Mention in Despatches** - Station Gander - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. See **Canadian Who's Who**, 1968. Born at Sherbrooke, Quebec, 19 January 1896. Served with 7th Battery, Royal Canadian Artillery before transfer to Royal Flying Corps. Trained in 1918 and served in No.28 Squadron. Business manager, notably in construction, between the wars. Attended civil flying instructor's courses, 1928, 1929 and 1933. Flying instructor with Montreal Light Aeroplane Club from 1929 onwards. Entitled to RCAF pilot's badge and appointed to be Flight Lieutenant on Non-Permanent Active List, in Montreal, 1 September 1934. Served prewar in No.15 (F) Squadron, Non-Permanent Air Force; given command of No.115 (F) Squadron, 28 September 1938. Proceeded overseas with No.1 (Canadian) Squadron. Although he appears to have been assigned to RCAF Overseas Headquarters on 1 June 1940, his logbook indicated that on 7 September 1940 he flew one sortie with No.1 (C) Squadron (vectored onto two enemy aircraft) which may have entitled him to a Battle of Britain clasp. Repatriated to Canada, 31 July or 18 August 1941 To Eastern Air Command, 8 September 1941. To Newfoundland, 2 November 1941. At Gander he flew nine operational sorties and qualified for the Atlantic Star. Promoted Wing Commander, 1 September 1940; promoted Group Captain, 15 October 1941. To No.9 BGS, 15 November 1942. To No.4 Group Headquarters, Prince Rupert, 6 June 1943. To Boundary Bay and No.5 OTU, 31 March 1944. To No.8 BGS, Lethbridge, 27 April 1944. Granted Air Efficiency Award, 20 September 1944. To No.2 WS, 2 December 1944. To No.10 Repair Depot, 15 September 1945. But retired 25 September 1945. Postwar he was President, Foss Construction Company which he had founded in 1936. Appointed Honorary Commanding Officer of No.401 Squadron, 1 October 1966. Died in Montreal, 18 January 1977. DHist file 181.009 D.3061 (RG.24 Vol.20635) has letter from Foss to AOC No.1 Group, St.John's, Newfoundland, dated 20 June 1942 giving much detail of his work. In previous 7 1/2 months he had flown 140 hours 35 minutes. This included the following: **30 December 1941** and **1 January 1942**, flew 13 hours 40 minutes searching for Digby 744 (not located); **2 January 1942** Digby 738 forced landed at Wellington, Fresh Water Bay, Newfoundland; Foss flew a doctor and mechanic to within half a mile of the site, had medical assistance rendered within 75 minutes of forced landing, and had aircraft towed to a place where it could be salvaged; **28 January to 1 February 1942** flew 16 hours 20 minutes searching for Hudson 768, landing at several difficult sites to gather information; from information gained at Alexander Bay station, it was possible to locate the lost Hudson, fly in and bring out two crewmen who were suffering terribly from exposure and could not make dog team trip to Grand Falls. Three trips made to site of crash, but on last one he had to leave alone following magneto failure. All landings made in small burnt area surrounded by dead trees. **2 March 1942** at request of Newfoundland government he flew a Fox Moth to Musgrave Harbour and evacuated a Mrs. Vincent+ (labour and acute appendicitis); baby girl born 21 hours after arrival at Gander; **2 March 1942 (evening)**, night

flight of 90 minutes searching for Ferry Command personnel who had become lost skiing. Dropped flares over airport which enabled the man to find his way back, though with both feet badly frozen; **11 March 1942**, co-pilot with F/L Cameron, Digby 577, conducting Atlantic ice patrols; located main seal herds which were photographed and reported to Sealing Fleet; **22 March 1942** flew Mrs. Vincent and baby back to Musgrave Harbour, a trip that would otherwise have required a five-day dog team trip (requested by Newfoundland government); **29 March 1942** with F/L Graham flew to Burlington and Fleur-de-Lis to investigate and treat patients (meningitis epidemic), landing on ice in both places; probably five lives saved by early treatment; **3 April 1942** with F/L Graham flew to Musgrave Harbour at request of Newfoundland government to retrieve sick nurse. Landing conditions very bad owing to soft, wet snow. He made one flight to evacuate nurse, then returned to bring out Graham, needing 14 attempts to effect two takeoffs; **26 April 1942** flew S/L Hobbs to Silverdale where woman was reported in four-day labour; could not land within eight miles of village and returned to Gander.

Group Captain Foss as Commanding Officer of an RCAF Operational Station has flown many wearisome hours under adverse weather conditions on searches for lost aircraft and in the rescue of aircrew personnel. He showed courage and resolution in landing and taking off in small hazardous places and undoubtedly saved service crews from hardships and danger of freezing. His ability as a pilot was also demonstrated in landing and taking off in difficult circumstances while on mercy flights, undoubtedly saving lives. He completed on one occasion thirteen hours flying on search. Most of this flying was completed on light aircraft which was the only means of successful operation.

This award began (date uncertain) as a recommendation for an AFC submitted by Air Commodore C.M. McEwen, No.1 Group, St. John's. It appears to have been reduced to a Mention in Despatches by Air Marsal Lloyd Breadner, Chief of the Air Staff. Original submission read:

Acting Group Captain Foss has been Commanding Officer, RCAF Station Gander, Newfoundland since November 1941. During this period he has completed 150 hours flying, which is time expended mainly in searching for lost aircraft and rescue; also in transportation mercy flights. He showed courage and resolution in landing and taking off in small hazardous places and undoubtedly saved service crews from hardships and danger of freezing. His ability as a pilot was also demonstrated in landing and taking off in difficult circumstances while on mercy flights, undoubtedly saving lives. He completed on one occasion thirteen hours and 40 minutes flying on search. Most of this flying was completed on light aircraft which was the only means of successful operation.

FOSS, G/C Roy Holmes (C373) - **Officer, Order of the British Empire** - No.10 Repair Depot -

Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Presented with OBE insignia, 11 March 1949. Governor General's Record (RG.7 Group 26, Volume 60, file 190-I, dossier 9) has citation.

The experience and knowledge gained by this officer during his service with the Auxiliary Active Air Force have been invaluable to the Royal Canadian Air Force since the outbreak of hostilities. His outstanding ability, hard work and zeal have been largely responsible for his success as a station commander. Through his leadership qualities he has been instrumental in building up a high state of morale and efficiency in all with whom he has served.

NOTE: On 14 September 1943, A/V/M de Niverville recommended him for a CBE. It did not reach priority list. The submission read:

This officer was the Commanding Officer of No.9 Bombing and Gunnery School, Mont Joli, Quebec from November 1942 to June 1943, during which period he raised the standard of training and efficiency of his unit to a marked degree. He displayed organising and administrative ability far above the average and his fearless leadership and sense of duty earned him the respect and confidence of those serving under him. His enviable record of highly meritorious service while in this Command is typical of his career in the Royal Canadian Air Force.

On 30 July 1945, Air Commodore B.F. Johnson recommended him for the OBE. This did not reach the Priority List at that time (although it clearly succeeded later). The July 1945 submission was identical to the OBE citation noted above.

The degree to which he was honoured is a bit surprising given his curious wartime career. In August 1943 he apparently received a "rocket" for allowing civilians to be transported by service air without WAC approval. This was, in fact, an emergency flight on 29 July 1943 involving movement of an air force wife (one Mrs. Douglas) from Prince Rupert to Vancouver for urgent medical treatment. The flight was made by Goose 940, piloted by W/C G.G. Diamond. On 6 October 1943, Air Commodore A.H. Hull wrote critically of Foss exceeding his authority in granting 48-hour passes without clearing them at WAC Headquarters. On 6 March 1944, A/V/M L.F. Steveson (Air Officer Commanding, Western Air Command) criticised him for what was described as the physically deplorable condition of the Airmen's Mess at No.4 Group Headquarters.

Against this are the formal assessments which were invariably very good as the following demonstrate:

11 June 1941: Has been SPSO at RCAF Overseas Headquarters for about a year. Has done the work remarkably well but his knowledge and practical experience is wasted in his present post.

He would make a fine Flying Training Station Commander." (unidentified officer, RCAF Overseas Headquarters).

6 December 1941: "Spent two months as SAO at this Headquarters and was posted in October as Commanding Officer at Gander. A thoroughly reliable, sound officer with plenty of energy and initiative." (A/V/M N.R. Anderson).

26 August 1942: Fairly well qualified for any type of employment. This officer has done a lot of good work on his station and has cooperated well with the Americans. The administrative and organization of the station could be brought to a higher standard and has been brought to attention. Very popular with his personnel and felicitous regarding their welfare. Has been recommended for a decoration for his flying." (A/C C.M. McEwen).

25 June 1943: "Due to his outstanding ability, zeal and hard work, this officer is largely responsible for the vast improvement in the administration and the standard of training at No.9 BGS. He is an excellent officer in all respects and it is with regret that I see him leave the Command of No.9 BGS." (A/V/M de Niverville).

31 October 1944: "A very satisfactory Commanding Officer." (A/V/M G.R. Howsam).

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FOSTER, FS (now P/O) Burns Wilfred (R155149/J88069) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 21 August 1922 Leamington, Ontario; home Simcoe, Ontario. Drug salesman. Enlisted London, Ontario 7 April 1942. Trained at No.5 ITS (graduated 25 October 1942); posted to No.10 EFTS, 25 November 1942 and apparently washed out as a pilot; to No.1 Composite Training School, 16 December 1942; to No.4 BGS on 20 February 1943 (graduated 14 May 1943) and No.4 AOS (graduated 25 June 1943). To "Y" Depot, Halifax, 9 July 1943; to RAF overseas, 15 July 1943. Commissioned 3 July 1944. Repatriated to Canada 3 November 1944; to No.4 BGS, 10 December 1944; released 9 March 1945. Finished his Pharmacy Degree from the University of Toronto in 1947, and returned to work at Taylor's Drug Store, Delhi, Ontario in 1948. Moved to St. Thomas, Ontario, 1978 where he finished his pharmacy career. Died in St. Thomas, 10 January 2017. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 26 July 1944 when he had flown 32 sorties (161 hours 45 minutes), 7 March to 23 July 1944. DFM presented 15 April 1948.

Flight Sergeant Foster has completed many excellent operations while with this squadron and has shown remarkable keenness and enthusiasm to attack the enemy. His determination to press home his attack to the greatest advantage is well exemplified by the fifteen photographs which he has had plotted within 1/2

miles of the aiming point. I consider Flight Sergeant Foster's resolution and undoubted courage merit the non-immediate award of the Distinguished Flying Medal.

The sortie list was as follows; those marked with an asterix (*) were on Halifax aircraft; other trips flown on Lancasters:

*7 March 1944 - Le Mans (6.05)
*22 March 1944 - Gardening, Kiel Bay (7.15)
*23 March 1944 - Laon (6.20)
*25 March 1944 - Aulnoye (6.15)
*26 March 1944 - Courtrai (4.40)
*29 March 1944 - Vaires (7.00)
*30 March 1944 - Gardening, Heligoland (5.50)
*1 April 1944 - Gardening, Terschilling (3.25)
*8 April 1944 - Gardening, Texel (3.30)
*9 April 1944 - Lille (4.00)
19 April 1944 - sea search (4.55)
*20 April 1944 - Lens (4.50)
27 April 1944 - Montzen (4.20)
9 May 1944 - St. Valery (3.25)
11 May 1944 - Boulogne (3.35)
12 May 1944 - Louvain (4.35)
22 May 1944 - Dortmund (4.50)
24 May 1944 - Aachen (4.50)
27 May 1944 - Bourg Leopold (5.10)
31 May 1944 - Mont Double (3.30)
4 June 1944 - Calais (3.30)
5 June 1944 - Merville (5.00)
6 June 1944 - Coutance (5.25)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.15)
27 June 1944 - Ardouval (5.05)
4 July 1944 - Villeneuve St. George (6.20)
6 July 1944 - Siracourt (4.15, daylight)
7 July 1944 - Caen (4.30, daylight)
15 July 1944 - Bois Desjardins (4.15)
18 July 1944 - Caen (4.10, daylight)
18 July 1944 - Wesseling (6.05)
23 July 1944 - Kiel (5.45)

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FOSTER, P/O Edward Austin Nixon (J17091) - **Distinguished Flying Cross** - No.115 Squadron (deceased) - Award effective 25 April 1943 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 11 December 1920 in Toronto; home there. Clerk in a hardware store. Educated at Keele Public School, Regal Road Public School and Central Technical School. Enlisted Toronto 12 February 1941. To No.1 Manning Depot, 17 February 1941. To No.5 Equipment Depot, 26 March 1941. Posting delayed sby appendicitis and surgery. To No.1 WS, Montreal, 26 May 1941 as Wireless Operator/Air Gunner Under Training; promoted LAC, 28 June 1941; failed Morse in finals. On 15 November 1941 he was posted to Composite Training School, Trenton and reclassified as Air Gunner Under Training; to No.6 BGS, Mt. Joli, Quebec, 14 December 1941; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, Halifax, 17 February 1942; to RAF overseas, 12 March 1942. Disembarked in Britain, 23 March 1942; to No.7 Air Gunner School, 30 May 1942. To No.20 OTU, 30 June 1942. Promoted Flight Sergeant, 16 August 1942. To No.115 Squadron, 22 September 1942. Promoted WO2, 16 February 1943. Attached to No.1483 (B) Flight, 20-27 February 1943. Returned to No.115 Squadron, 28 February 1943. Commissioned 10 March 1943. Killed in action 26/27 April 1943 (Lancaster DS609); buried in Germany. DFC presented to next of kin at Government House, 28 February 1946.

This officer has at all times exhibited the greatest keenness to fly on operations and has taken part in a large number of sorties. He has shown great courage and determination in the face of the enemy and as air gunner has set a high standard in the squadron. He has participated in numerous minelaying operations and has twice been engaged in raids on Berlin.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 21 April 1943 when he had flown 27 sorties (143 hours 44 minutes). Sortie list and submission as follows:

| | |
|------------------|-------------------------------|
| 12 October 1942 | GARDENING (5.40) |
| 16 October 1942 | GARDENING (7.40) |
| 26 October 1942 | GARDENING (5.40) |
| 31 October 1942 | GARDENING (6.50) |
| 4 December 1942 | GARDENING, Frisians (4.00) |
| 7 December 1942 | GARDENING, La Rochelle (5.50) |
| 9 December 1942 | Turin (8.00) |
| 11 December 1942 | GARDENING, La Rochell (6.25) |
| 12 December 1942 | GARDENING, Frisians (4.55) |
| 28 December 1942 | GARDENING (4.10) |
| 31 December 1942 | GARDENING, La Rochelle (6.15) |
| 9 January 1943 | GARDENING, Heligoland (4.30) |
| 13 January 1943 | GARDENING, La Rochelle (6.15) |
| 15 January 1943 | Lorient (5.30) |
| 18 January 1943 | GARDENING, Frisians (3.00) |

| | |
|-----------------|-------------------------------|
| 20 January 1943 | GARDENING, Frisians (4.00) |
| 26 January 1943 | Lorient (5.50) |
| 3 February 1943 | Hamburg (5.05) |
| 20 March 1943 | GARDENING, La Rochelle (5.10) |
| 22 March 1943 | St. Nazaire (5.04) |
| 26 March 1943 | Duisburg (3.00) |
| 27 March 1943 | Berlin (6.15) |
| 29 March 1943 | Berlin (3.20) |
| 2 April 1943 | GARDENING, La Rochelle (5.20) |
| 3 April 1943 | Essen (3.00) |
| 14 April 1943 | Stuttgart (6.00) |
| 18 April 1943 | Spezia (7.00) |

This officer has completed a total of no less than 27 operational sorties during his stay in this squadron, and has at all times shown the greatest keenness to fly on operational missions, has shown great courage and determination in the face of the enemy and set a high standard as an air gunner in the squadron.

Further Notes: Having failed at Wireless School, his course at No.6 BGS was 19 January to 16 February 1942. Flew in Battle aircraft (eight hours 40 minutes, all by day). Fired 500 rounds on ground, 300 rounds air to ground and 1,400 rounds air to air. Scored 9.5 % on Beam Test, seven percent on Beam Relative Speed Test and 13.5 % on Under Tail Test. Marked on Written Exam (90/100), Practical and Oral Exam (73/100), Ability as Firer (195//250). Placed third in a class of 43. "He achieved very satisfactory air firing results and will be a confident and reliable Air Gunner."

Involved in an accident, 10 November 1942 with No.115 Squadron (Wellington III, BK32 (serial incomplete); he was rear gunner and uninjured. Time was 1110 hours, East Wretham, Norfolk, day training flight. Pilot (not identified in file) failed to straighten tail wheel before starting take-off run, started to swing to starboard and overcorrected to port in a vicious swing; aircraft skidded sideways and starboard undercarriage collapsed; Category "B" damage. Pilot entirely to blame and recommended for aircrew reselection as he had lost confidence.

The website "Lost Bombers" has the following on his last sortie. Lancaster DS609, No.115 Squadron (KO-M), target Duisburg, 26/27 April 1943. DS609 was delivered to No.61 Squadron on 6 January 1943, joining 115 Squadron on 1 March 1943. It took part in the following operations: with No.61 Squadron as QR-R: Berlin, 16/17 January 1943; Berlin, 17/18 January 1943; Dusseldorf, 27/28 January 1943; Hamburg, 30/31 January 1943 (aborted). With 115 Squadron as KO-M: Essen, 3/4 April 1943; Stettin, 20/21 April 1943; Duisburg, 26/27 April 1943 (lost). When lost this aircraft had a total of 64 hours. Airborne at 0108 hours, 27 April 1943 from East Wretham. Crashed in the target area. Full crew were P/O H.B.Minnis, DFC, RCAF (killed); Sergeant L.G.Webster (killed); Sergeant W.C.Snook (killed); Sergeant W.A.Timms, DFM

(killed); Sergeant N.Law DFM (killed); Sergeant C.E.Thorne (killed); P/O E.A.N.Foster DFC RCAF (killed).

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FOSTER, F/L Gordon Edward (J25180) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 23 February 1913 in Haileybury, Ontario, son of George and Mary Foster. ; home Edmonton; educated Chipman High School. Motor Mechanic. Joined 4 Canadian Casualty Collection Station, RCAMC, 1937. Proceeded overseas in 1940. Enlisted in RCAF, London, England 20 March 1942. Returned to Canada via No.31 Personnel Depot, 13 November 1942; posted to No.1 Central Navigation School, Rivers, 4 December 1942; graduated and commissioned 2 April 1943. To "Y" Depot, Halifax, 16 April 1943; to RAF overseas, 26 May 1943; repatriated 7 June 1945; released 12 September 1945. Had completed two tours including receiving his Pathfinders Badge. 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 17 December 1944 when he had flown 45 sorties (176 hours five minutes), 7 June to 4 December 1944. DFC presented 18 June 1949. Photo PL-36291 is a portrait. As of 2002, his uniform was on display at Edmonton Aviation Museum, Edmonton Municipal Airport, showing his Navigator wings and his medals as: DFC - 1939-45 Star - France and Germany Star - Defence Medal - CVSM and Clasp - 1939-45 War Medal.

7 June 1944 - Acheres
22 June 1944 - Marquis Mimoycques
23 June 1944 - Saintes
24 June 1944 - Fleres
27 June 1944 - Chateau St.Bernerat
29 June 1944 - Domleger
30 June 1944 - Oisemont
2 July 1944 - Domleger
6 July 1944 - Foret de Croc
7 July 1944 - Caen
12 July 1944 - Revigny
3 August 1944 - Trossy
4 August 1944 - Bois de Caisson
5 August 1944 - Foret de Nieppe
7 August 1944 - Battle area, Falaise
14 August 1944 - Battle area, Falaise
15 August 1944 - Volkel
16 August 1944 - Kiel
18 August 1944 - Connantre

31 August 1944 - Abbeville
3 Sept 44 - Eindhoven
6 Sept 44 - Emden
7 Sept 44 - Le Havre
9 Sept 44 - Le Havre
10 Sept 44 - Le Havre
11 Sept 44 - Gelsenkirchen
12 Sept 44 - Frankfurt
17 Sept 44 - Flushing
18 Sept 44 - Boulogne
20 Sept 44 - Calais
25 Sept 44 - Calais
26 Sept 44 - Cap Gris Nez
27 Sept 44 - Calais
28 Sept 44 - Cap Gris Nez
5 October 1944 - Saarbrücken
7 October 1944 - Cleve
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
29 October 1944 - Walcheren
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
16 November 1944 - Duren
21 November 1944 - Sterkrade
4 December 1944 - Karlsruhe

Flight Lieutenant Foster has now completed 45 operational sorties, 34 of which have been with the Pathfinder Force, including 28 Marker sorties.

This officer is a capable and efficient navigator, who has consistently maintained a high standard of navigational skill under extremely difficult conditions. His determination and coolness in many sorties full of hazard has been most praiseworthy and his cheerful confidence and operational zest have made him an asset to his crew.

Flight Lieutenant Foster has shown loyalty and devotion to duty of a high order, and I recommend him for the award of the Distinguished Flying Cross.

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FOSTER, P/O Leslie Arthur, (J87480) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948.

Born in Medicine Hat, 23 June 1917. Shoe salesman and "loader". Enlisted in Calgary, 14 August 1940 as a Service Policeman. To No.1 Manning Depot, Toronto, 17 August 1940. Promoted AC1, 15 November 1940. To No.3 SFTS, Calgary, 20 November 1940. Promoted LAC, 15 February 1941. Promoted Corporal, 1 November 1941. Remustered to aircrew (Air Gunner), 1 August 1942 and posted that date to No.4 ITS, Edmonton; to No.3 BGS, 10 October 1943; promoted Sergeant, 30 December 1942. To "Y" Depot, 14 January 1943. To RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. To No.7 AGS, 3 March 1943. but then posted to No.3 EATS (not sure what this is). To No.1658 Conversion Unit, 17 March 1943. To No.77 Squadron, 29 April 1943. Completed 23 sorties (160 operational hours), 13 May to 7 September 1943 (application for Operational Wing submitted 8 January 1944). Promoted Flight Sergeant, 30 June 1943. Attached to No.1484 Flight, 31 July to 7 August 1943. To No.1659 Conversion Unit, 29 September 1943. To No.1664 Conversion Unit, 4 October 1943. To No.405 Squadron, 27 February 1944. Commissioned 26 April 1944. Killed in action with No.405 Squadron, 27/28 April 1944, Lancaster JA976. Buried in Belgium. Wife in Medicine Hat, Alberta.

Training in Canada: His course at No.3 BGS was 12 October to 30 December 1942. Flew in Battle aircraft (17 hours 15 minutes). Fired Vickers Gas Operated Guns in the air, Vickers and Browning guns on the ground; did not experience turrets in the air but Frazer-Nash, Boukton-Paul and Bristol turrets on the ground. He exposed two rolls of cine film. Spent nine hours 20 minutes on Turret Manipulation by day and two hours 15 minutes by night. No skeet shooting but fired 600 rounds on 25-yard range, 1,000 rounds on 200-yard range (800 by day, 200 by night), 800 round air-to-ground (all by day, 3,350 rounds air to air (all by day). Other subjects were Gunnery, Written (117/150), Practical and Oral Tests (71/100), Aircraft Recognition (77/100), Drill (70/100), Signals (60/100), and graded 75/100 as "Ability as Firer". Placed 31st in a class of 46. "Average student; basic qualities fair; responsible; practical; below average in theory."

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FOSTER, F/L Livingstone (J10957) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 10 July 1945 as per **London Gazette** dated 24 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Grimsby, Ontario, 27 September 1919. Home there; educated there. Enlisted in Hamilton, 13 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 22 June 1940 when posted to No.3 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 1 December 1940. Promoted WO2, 1 December 1941. Commissioned 30 March 1942. Instructed at No.6 SFTS, Dunnville, until October 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 23 October 1942; arrived overseas 5 November 1942. Promoted Flight Lieutenant, 31 March 1944. Further trained at No.58 OTU (January-March 1943). Flew with Nos.416 and 403 Squadrons on his first tour (March 1943 to March 1944); at No.53 OTU until September 1944. On second tour flew with Nos.403 and 421 Squadrons. To UK 26 May 1945, to Canada 5 August 1945; released 17 September 1945. DFC

presented in Hamilton, Ontario, 27 July 1949. Rejoined RCAF as Administrative Officer, 19 March 1951 (36961). Promoted Flight Lieutenant, 1 July 1953. Queen's Coronation Medal, 23 October 1953 while at Station Penhold. Reclassified as Personnel Administration Officer, 8 May 1956. Credited with the following aerial victories: **17 August 1943**, one Bf.110 destroyed (No.403 Squadron; shared with three others); **28 January 1944**, one FW.190 damaged (No.403 Squadron); **29 September 1944**, one Bf.109 destroyed (No.421 Squadron); **8 December 1944**, one Bf.109 destroyed (No.403 Squadron); **28 April 1945**, one Do.24 destroyed (No.403 Squadron). Photo PL-2179 taken at No.2 SFTS shows Foster, P.W. Power and W.H. Prest; PL-28561 shows him beside Spitfire propellor. Died in Smith Falls, Ontario, 9 March 2003. An extensive obituary in the Ottawa **Citizen**, 11 March 2003, detailed an athletic career that began as rehabilitation following childhood rheumatoid arthritis.

This officer has completed numerous sorties against many heavily defended targets in Germany and enemy occupied territory. Flight Lieutenant Foster has proved himself to be an outstanding fighter pilot, showing keenness, courage and devotion to duty which, coupled with his ability and fine leadership, have made him an outstanding example to the wing. He has destroyed three enemy aircraft and has damaged or destroyed many transport vehicles.

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FOSTER, P/O Melvin Lloyd (J5912) - **Mention in Despatches** - No.10 (BR) Squadron - Awarded 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Bryanstone, Ontario, 2 May 1916. Home in Kingsville, Ontario; enlisted in Windsor, 12 August 1940. To No.2 WS, 13 October 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.5 EFTS; graduated 16 March 1941 when posted to No.2 Manning Depot; to No.3 SFTS, 9 April 1941; graduated and promoted Sergeant, 3 July 1941. Commissioned 4 July 1941. Posted to No.10 (BR) Squadron, 23 July 1941. Promoted Flying Officer, 4 July 1942; promoted Flight Lieutenant, 1 December 1942. to No.119 (BR) Squadron, 7 June 1943; returned to No.10 (BR) Squadron, 21 October 1943; to Eastern Air Command Headquarters, 30 January 1945; to Yarmouth, 4 April 1945; released 15 March 1946.

This officer has shown by his devotion to duty, his exceptional ability as a pilot and the confidence instilled in his aircrew when acting as a captain, and by the number of operational sorties made and flying time put in on operational work, that he has no personal regard for his own safety. His unfailing energy and devotion to duty have at all times been a great inspiration to the other members of the squadron. He has carried out his allotted duties in an exemplary manner and never once hesitated when seemingly impossible flights were ordered. He has carried out 76 operational sorties and has completed 561 hours operational flying.

NOTE: RCAF Routine Order 2480/44 published 17 November 1944 read, in part:

Flight Lieutenant Melvin Lloyd Foster (J5912), an officer of the Royal Canadian Air Force serving at an RCAF unit in Eastern Air Command was tried by general court martial on 24th August 1944 and was found guilty on a charge of conduct to the prejudice of good order and Air Force discipline.

He was sentenced to be severely reprimanded and to take rank and precedence as if his appointment as Flight Lieutenant bore date, 1st December 1943.

The following is from the diary of Station Gander, Newfoundland:

11 June 1942 - "Plane Digby 756 (Captain P/O Foster) while escorting convoy HX 193, sighted a Norwegian ship some miles ahead of the convoy at position 49-54N 44-18W. Recognition signals were exchanged and the plane approached to take a photograph and was fired upon and hit in several places, one bullet damaging the port motor cowl. The ship was later identified as the 'Olaf Fostenes' bound for Halifax."

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FOSTER, F/L Walter Douglas (J14458) - **Distinguished Flying Cross** - No.160 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 1 August 1918 in Arnprior, educated in Renfrew, Ontario. Enlisted in Ottawa, 18 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, Picton, 7 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 11 April 1941; graduated and promoted LAC, 14 May 1941; posted next day to No.19 EFTS, Virde; graduated 15 July 1941 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 25 September 1941. To Halifax, 27 September 1941. To No.31 GRS, 11 October 1941. To Station Vancouver, 14 December 1941. To No.120 (BR) Squadron, 24 December 1941. Promoted Flight Sergeant, 25 March 1942. Commissioned 6 August 1942. Promoted Flying Officer, 6 February 1943. To No.3 OTU, Patricia Bay, 21 March 1943. To No.160 (BR) Squadron, Sea Island, 12 June 1943. To No.160 (BR) Squadron, Yarmouth, 1 July 1943. Promoted Flight Lieutenant, 1 December 1943. To Botwood, 1 April 1945. To Eastern Air Command Headquarters, Halifax, 12 November 1945. Remained in postwar RCAF, retaining rank of Flight Lieutenant (19757). Attended Composite Training School, Toronto, 30 August to 30 October 1946 (Officer Administration course). To Central Air Command, Trenton, 23 March 1947. To No.123 Search and Rescue Flight, Sea Island, 2 March 1948. To "K" Flight, Edmonton, 30 July 1948. To No.123 Search and Rescue Flight again, 10 September 1948. Involved in air accident, 17 December 1948, Canso 110, one mile west of slipway used by No.122 Marine Squadron, Patricia Bay, instructing on water landings; "cable failure of rudder control cable." No injuries. To Canadian Joint Staff, Washington, 13 May 1949 for exchange duties with Armament and Test

Division, Naval Air Test Centre, U.S. Naval Air Station at Patuxent River, Maryland. Promoted Squadron Leader, 1 June 1949. To Maritime Group, 18 August 1951. To AFHQ, 13 August 1952. Promoted Wing Commander, 1 January 1953. To RCAF Staff College, Toronto, 7 September 1954. To No.407 Squadron, Comox, 1 July 1955. To No.2 (Maritime) OTU, 25 September 1955. To No.407 Squadron again, 20 January 1956. To Maritime Command Headquarters, staff, 15 July 1959. To No.407 Squadron, 3 January 1961. To Canadian Joint Staff, Washington, 13 August 1962. To Comox, 31 July 1967. Released from postwar RCAF, 9 March 1968, retiring to Vancouver. Died in Haney, British Columbia, 10 October 1984. As of recommendation he had flown 1,760 hours, 1,109 of them operational (175 sorties). Award presented 2 November 1951 while serving in Maritime Group, Halifax.

This officer, throughout a long period of flying duties on operations in the North Atlantic area, has proven himself to be an exceptional pilot under the most difficult circumstances. His outstanding ability as a crew captain and his untiring efforts and rare good judgement as a flight commander have been a splendid example and an inspiration to all aircrew associated with him. The devotion to duty of this officer is outstanding.

Recommendation raised 30 September 1944 by S/L F.C. Colborne; text as follows:

This officer, throughout a long period of flying duties on operations in the North Atlantic area, has proven himself to be an exceptional pilot under the most difficult weather conditions. His outstanding ability as a crew captain and his untiring efforts and rare good judgement as a flight commander is an inspiration to all those with whom he has been associated.

Recommendation repeated by S/L Colborne, 27 November 1944; flying hours now specified as 1,760 hours 15 minutes total, 380 hours ten minutes in previous six months, and 1,109 hours 35 minutes on operations (175 sorties).

Application for operational wing drafted 31 January 1944 listed the following sorties with No.120 (BR) Squadron, all on Stranraer aircraft and all described as "Patrol" except for those for 5 May 1942 ("Escort") and 11 February to 16 March 1943 ("Escort").

26 December 1941 (4.30)
27 December 1941 (3.30)
28 December 1941 (4.50)
30 December 1941 (4.50)
31 December 1941 (5.40)
1 January 1942 (5.00)
3 January 1942 (1.30)
8 January 1942 (3.00)

11 January 1942 (50 minutes)
15 January 1942 (1.25)
18 January 1942 (5.30)
19 January 1942 (1.10)
23 January 1942 (1.45)
29 January 1942 (5.15)
8 February 1942 (2.15)
10 February 1942 (6.00)
17 February 1942 (4.35)
19 February 1942 (5.00)
21 February 1942 (4.15)
2 March 1942 (3.45)
13 March 1942 (3.45)
24 March 1942 (1.05)
25 March 1942 (1.35)
26 March 1942 (4.20)
29 March 1942 (5.00)
31 March 1942 (4.50)
1 April 1942 (5.50)
3 April 1942 (5.35)
5 April 1942 (5.30)
8 April 1942 (5.00)
9 April 1942 (5.30)
14 April 1942 (2.50)
16 April 1942 (4.50)
20 April 1942 (4.35)
27 April 1942 (5.55)
1 May 1942 (5.00)
5 May 1942 (2.55)
11 May 1942 ((6.30)
14 May 1942 (4.45)
24 May 1942 (4.50)
26 May 1942 (5.35)
27 May 1942 (5.00)
31 May 1942 (2.55)
3 June 1942 (9.15)
4 June 1942 (5.55)
6 June 1942 (11.00)
8 June 1942 (6.05)
9 June 1942 (5.10)
11 June 1942 (5.20)
12 June 1942 (8.55)

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15 June 1942 (3.30)
17 June 1942 (5.15)
19 June 1942 (10.20)
21 June 1942 (6.05)
23 June 1942 (7.50)
27 June 1942 (5.15)
29 June 1942 (6.30)
1 July 1942 (4.25)
10 July 1942 (4.30)
26 July 1942 (11.00)
27 July 1942 (4.15)
28 July 1942 (6.25)
29 July 1942 (3.30)
30 July 1942 (2.50)
31 July 1942 (7.00)
1 August 1942 (4.40)
3 August 1942 (10.55)
4 August 1942 (2.40)
5 August 1942 (5.55)
6 August 1942 (5.10)
7 August 1942 (4.30)
8 August 1942 (1.35)
9 August 1942 (4.35)
10 August 1942 (2.10)
12 August 1942 (2.25)
16 August 1942 (4.15)
19 August 1942 (1.45)
23 August 1942 (4.40)
24 August 1942 (11.0)
30 August 1942 (5.10)
1 September 1942 (10.00)
2 September 1942 (2.00)
6 September 1942 (4.45)
10 September 1942 (4.20)
15 September 1942 (4.05)
19 September 1942 (4.20)
3 October 1942 (3.35)
9 October 1942 (1.30)
12 October 1942 (4.55)
29 October 1942 (4.45)
31 October 1942 (4.20)
2 November 1942 (1.40)

8 November 1942 (4.35)
10 November 1942 (2.35)
27 November 1942 (3.15)
9 December 1942 (2.45)
2 January 1943 (4.45)
17 January 1943 (3.35)
6 February 1943 (5.55)
11 February 1943 (2.05)
9 March 1943 (3.00)
11 March 1943 (5.20)
13 March 1943 (4.00)
15 March 1943 (6.15)
16 March 1943 (5.10)

Thereafter he listed the following as being flown with No.160 (BR) Squadron, all on Canso "A" aircraft. The first was in Western Air Command; all others in Eastern Air Command:

22 June 1943 (8.25, patrol)
19 August 1943 (7.45, sweep)
2 September 1943 (4.45, escort)
14 September 1943 (12.35, convoy)
18 September 1943 (5.50, escort)
30 September 1943 (13.45, convoy)
4 October 1943 (10.30, convoy)
6 October 1943 (15.40, sweep)
8 October 1943 (4.50, escort)
10 October 1943 (15.35, escort)
12 October 1943 (4.50, escort)
20 October 1943 (11.00, convoy)
26 October 1943 (14.15, sweep)
3 November 1943 (7.20, escort)
7 November 1943 (12.30, convoy)
1 December 1943 (4.50, escort)
17 December 1943 (5.45, escort)
21 December 1943 (5.15, convoy)
25 December 1943 (9.10, convoy)
11 January 1944 (4.45, escort)
12 January 1944 (2.00, escort)
14 January 1944 (4.50, escort)
18 January 1944 (12.00, escort)
22 January 1944 (14.30, convoy)
28 January 1944 (5.25, escort)

30 January 1944 (6.55, convoy)
3 February 1944 (4.30, escort)
5 February 1944 (4.30, escort)
9 February 1944 (13.50, escort)
11 February 1944 (1.45, escort)
17 February 1944 (4.40, escort)
21 February 1944 (13.00, escort)
25 February 1944 (4.00, sweep)
10 March 1944 (3.35, escort)
14 March 1944 (5.00, escort)
18 March 1944 (11.40, escort)
21 March 1944 (4.45, escort)
23 March 1944 (8.40, sweep)
24 March 1944 (9.15, sweep)
25 March 1944 (14.40, sweep)
29 March 1944 (9.50, escort)
1 April 1944 (12.30, sweep)
3 April 1944 (9.15, sweep)
5 April 1944 (12.30, escort)
7 April 1944 (11.50, escort)
11 April 1944 (4.20, escort)
19 April 1944 (14.00 escort)
22 April 1944 (10.10, escort)
29 April 1944 (12.10, escort)

Total: 493 hours 40 minutes in No.120 (BR) and 425 hours 25 minutes in No.160 (BR).

In a career resume prepared in December 1947 he enlarged on some of his operations, notably those conducted after the above sortie list was compiled. In the period of 10 July 1943 to 29 July 1944 (No.160 Squadron, Yarmouth) he entered "Employed on anti-submarine patrol; became flight commander in April 1944. Qualified and instructed new crews." For the period 29 July 1944 to 1 April 1945 with No.160 (BR) Squadron, Torbay, he wrote, "Coastal patrols on Canso 'A', some mercy flights and surveys for Newfoundland government; acted as flight commander, then second in command of squadron. Qualified some pilots on water flying. Acted as O.C. Squadron for two weeks. Approximately 1,000 hours on Canso 'A'". For the period at Botwood, 2 April to 11 October 1945, he wrote, "CO of Station operating to provide all facilities for trans-oceanic civilian aircraft and RAFTC flying boats."

Selected Assessments: "(1) F/L Foster was transferred to the Flying Boat School on 1 March 1948. During the past year he has been employed as a flying boat instructor and as aircraft captain on Arctic flying boat operations. In both these capacities he has proven himself to be an above average pilot. He is presently employed as Chief Flying Instructor at the Flying Boat

School. This officer has also assisted in the organization of the Flying Boat School and on numerous occasions has proven himself to be a competent ground instructor and lecturer. (2) A co-operative and loyal officer who has displayed qualities of leadership, initiative, determination and administrative ability since his employment at this Unit, F/L Foster possesses a pleasing personality and is smart in appearance at all times. (3) An all around above average officer who is strongly recommended for promotion to the rank of Squadron Leader."

"S/L Foster is an outstanding officer and is exceptionally well qualified for his present liaison duties with this activity. His adaptability to new conditions is exceptional. He is very alert, observant and eager to increase his knowledge in all technical matters. His military bearing and conduct are excellent." (Captain R.C. Bauer, Armament and Test Division, Naval Air Test Centre, U.S. Naval Air Station at Patuxent River, Maryland, 14 September 1949).

"W/C Foster is an energetic and capable officer. In his present position as Staff Officer Plans at Headquarters Maritime Command Pacific, he has demonstrated his ability to cooperate wholeheartedly with the RCN and his wealth of Maritime experience makes him invaluable in such a Headquarters. He is a mature and versatile officer, and is strongly recommended for promotion to the rank of Group Captain. He is very popular with all ranks of both Services and is considered to be fully capable of assuming higher rank and responsibilities." (G/C J.H. Roberts, Maritime Pacific Headquarters, 4 August 1960).

Flying Times: On a list dated 12 January 1955 he listed types flown. His total time was 2.994 hours 51 minutes and included Tiger Moth (92.05), Harvard (95.00), Stranraer (840.40), Canso "A" (1.337.55), Beechcraft (150.20) as well as a long list of U.S. Navy machines - SNJ-5 (17.05), Avenger (4.55), Corsair (13.00), Hellcat (1.25), Neptune (69.32), Tigercat (3.15), JD (6.50), SNB (63.39), Mariner (16.40), JRB (40.59), Dakota (131.01), Privateer (106.40) and Mercator (3.50).

Another list, to 31 December 1955, repeats the above but adds Lancaster (63.50).

A report current to 31 December 1965 and listing aircraft flown in the previous ten years showed Neptune (349 hours), Lancaster (391), Expeditor (428), Dakota (137) and Argus (17).

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FOSTER, FS William Edward James (R147026) - **British Empire Medal** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 24 January 1916. Home in Winnipeg; enlisted there 2 December 1941 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 17 January 1942 when reclassified as "Clerk/General". Promoted AC1, 2 March 1942. To "BW", 18 August 1942. Promoted Sergeant, 25 November 1942. Promoted Flight Sergeant, 1 July 1943. To No.1 Group Headquarters, 27 December 1943. To Moncton, 10 April 1944. To Eastern Air Command Headquarters, 13 July 1945. To No.2 Air Command, 8 March 1946. Award presented 9 January 1948. Remained as an Administrative Clerk in RCAF to 31 March 1951 (21639).

While serving as a Cypher clerk at operational stations in Eastern Air Command, Flight Sergeant Foster displayed an outstanding sense of duty, and worked in a cheerful and conscientious manner for periods far in excess of the normal call of duty. His efficiency and application contributed greatly to the successful conduct of operations.

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FOSTER, S/L William Mortimer (C910) - **Distinguished Flying Cross** - No.66 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 28 January 1915 Guelph, Ontario. Educated at Guelph Central School (1922-1928), Guelph Collegiate (1928-1933) and Queen's University (1933-1937). COTC, 1934-38 in 11th Field Brigade. Enlisted Toronto 7 November 1938. Qualified for pilot's wings, 2 September 1939. Promoted Flying Officer, 26 October 1939. To Camp Borden, 13 December 1939. To Station Trenton, 20 January 1940. To Camp Borden, 29 April 1940. Promoted Flight Lieutenant, 1 November 1940. To Trenton, 23 November 1940. Promoted Squadron Leader, 15 September 1941. To AFHQ, 9 August 1942. To "Y" Depot, Halifax, 22 February 1943; to RAF overseas, 26 March 1943. Disembarked in Britain, 10 April 1943. To Cranwell, 24 April 1943. To No.52 OTU, 1 June 1943. To No.66 Squadron, 31 August 1943. Shot down 6 February 1945 (POW); safe in UK, 10 May 1945. Repatriated 8 July 1945. To No.1 Air Command, Trenton, 9 September 1945. To Test and Development Centre, Rockcliffe, 12 November 1945. Embarked from Canada again, 14 April 1946, arriving in Britain, 20 April 1946 on attachment to RAF for Empire Test Pilots Course (3 June 1946 to 7 March 1947). To No.10 Group, Halifax, 5 April 1947. To Experimental and Proving Establishment, Rockcliffe, 12 April 1947. Promoted Wing Commander, 1 January 1949. To Air Defence Group, Ottawa, 18 July 1949. To Air Defence Group, St. Hubert, 1 November 1949. To Station North Bay, 21 October 1951 as Commanding Officer, No.3 (AW) OTU,. To Canadian Joint Staff, London, 24 December 1951. To No.1 Air Division, Metz, 8 January 1954. To No.2 Wing, Grostenquin, 6 May 1954. To No.1 Air Division Headquarters (AAPCE), 3 April 1955. To AFHQ, Ottawa, 1 August 1957. To Canadian Joint Staff, London, 20 April 1959. To AFHQ, Ottawa, 28 October 1959. To No.5 Air Division Headquarters, Vancouver, 1 August 1960. Retired 26 January 1965. DFC presented 1 September 1949. RCAF Press Release 7294 dated 22 December 1947 noted that he had recently attended the RAF Test Pilot School, Farnborough and would be going to the Central Flying School, Trenton, to train RCAF instructors in the new Vampire jet fighters. Died in Guelph, Ontario, 9 July 1983 as per **Airforce Magazine** of September 1983. Combat cards at Directorate of History show the following victories credited to him: **8 October 1943**, one Bf.110 probably destroyed; **6 July 1944**, one Bf.109 destroyed plus one FW.190 damaged. Chris Shores, **Those Other Eagles**, adds the following: **12 August 1944**, one FW.190 destroyed, Argentan (flying Spitfire MK362, LZ-P).

This officer has completed numerous operations and has destroyed at least two

enemy aircraft and damaged another. He has also participated in many sorties necessitating deep penetration into enemy territory. More recently Squadron Leader Foster has attacked more than twenty-five ground targets with bombs and cannon fire, often in the face of intense anti-aircraft fire. Throughout all his missions he has shown himself a tenacious, courageous and determined pilot. His excellent example and record are outstanding.

Public Records Office Air 2/9033 has recommendation dated 8 October 1944 when he had flown 93 sorties (139 operational hours). The text differs slightly from the above:

This officer during the last twelve months has taken part in 90 operations against the enemy and has destroyed two enemy aircraft, probably destroyed a third and damaged a fourth. In addition to his successes in air combat, he has taken part, as escort to bomber formations, in many operations involving deep penetration of enemy territory, while more recently, in support of the Army, he has attacked more than 25 ground targets, often through intense anti-aircraft fire, with bombs and cannon.

Notes: On repatriation form dated 23 June 1945 he stated he had flown 300 operational hours (275 sorties), the last on 6 February 1945. Shot down 6 February 1945 (Spitfire XVI, serial SH210) when on fighter sweep. Hit by flak, force-landed and reported by radio that he was okay; seen to get out and run for cover, but captured. Had also flown 100 non-operational hours overseas.

Application for Operational Wing (all sorties with No.66 Squadron) as follows:

8 September 1943 - Escort, Lille, Vendeville (1.40)
8 October 1943 - Escort, Lanveoc, Brest (1.45, shot down an Me.110)
14 October 1943 - convoy patrol south of the Lizard (1.30)
14 October 1943 - Sweep, SW of Lands End (1.35)
17 October 1943 - Scramble (1.10)
18 October 1943 - Patrol SW of Lands End (1.40)
25 October 1943 - Escort, Lanveoc aerodrome (1.55)
26 October 1943 - ASR Patrol seven miles off French Coast (1.40)
6 November 1943 - recce, French coast (1.35)
7 November 1943 - sweep SW of Lands End (1.40)
4 December 1943 - escort, Chievers aerodrome (1.35)
5 December 1943 - sweep, northern France (1.30)
20 December 1943 - sweep, abortive (20 minutes)
20 December 1943 - sweep, Abbeville (1.30)
22 December 1943 - sweep south of Dieppe (1.30)
31 December 1943 - Escort, Le Touquet (1.20)
7 January 1944 - Escort, Cherbourg Peninsula (1.50)

21 January 1944 - Patrol, St. Omer (1.25)
23 January 1944 - Escort, Pas de Calais (1.30)
24 January 1944 - Escort, Pas de Calais (1.35)
24 January 1944 - Escort, returning Fortresses (2.10)
25 January 1944 - Sweep, Pas de Calais (1.25)
28 January 1944 - Sweep, Noball target (1.50)
29 January 1944 - Escort, returning Fortresses (2.00)
3 February 1944 - Escort, Noball target, Pas de Calais (1.35)
4 February 1944 - Escort to Ghent (1.30)
5 February 1944 - Escort, aerodrome north of Paris (1.50)
8 February 1944 - Escort, Pas de Calais (1.40)
8 February 1944 - Escort, Cambrai airfield (2.05)
9 February 1944 - Escort, Pas de Calais (1.55)
9 February 1944 - Sweep, Lille (1.05)
10 February 1944 - Escort, St. Pol (1.40)
11 February 1944 - Sweep, Amiens (2.10)
14 February 1944 - Sweep, Rouen area (1.50)
20 February 1944 - Escort, Eindhoven (1.50)
27 February 1944 - Patrol near Dartmouth (2.10)
27 February 1944 - Patrol near Dartmouth (2.00)
29 February 1944 - Patrol near Dartmouth (2.05)
29 February 1944 - Patrol off Torquay (1.40)
30 February 1944 [sic] - Escort, Lille (2.20)
1 May 1944 - Escort, Hirson (2.00)
2 May 1944 - Escort, Namur (2.15)
3 May 1944 - Patrol, the Solent (1.25)
5 May 1944 - Escort, Cambrai (2.15)
15 May 1944 - Sweep, Rheims-Paris area (1.50)
20 May 1944 - bombing, Buchy (1.15)
21 May 1944 - strafing, Caen area (1.40)
22 May 1944 - bombing, Cambrai (1.25)
24 May 1944 - bombing east of Abbeville (1.10)
24 May 1944 - escort, Evireux (45 minutes)
25 May 1944 - patrol over Channel (1.05)
27 May 1944 - bombing Cambrai rail station (1.20)
29 May 1944 - bombing Noball target at Eclimeux (1.40)
30 May 1944 - bombing Weurzburg rail station (1.05)
6 June 1944 - patrol, D Day, Cherbourg Peninsula (1.05)
6 June 1944 - patrol, Bay of Seine (1.50)
6 June 1944 - Beachhead patrol (2.15)
7 June 1944 - Patrol, Omaha Beach (2.05)
7 June 1944 - Patrol, eastern flank (1.45)

8 June 1944 - Patrol, eastern flank (2.00)
8 June 1944 - Patrol, Utah Beach (2.00)
9 June 1944 - Patrol all beaches (1.40)
10 June 1944 - Patrol Utah Beach (1.50)
10 June 1944 - Patrol Omaha Beach (2.00)
11 June 1944 - Patrol Omaha Beach (2.00)
12 June 1944 - Patrol Utah Beach (1.50)
12 June 1944 - Patrol Omaha Beach (2.00)
13 June 1944 - Patrol Juno and Sword Beaches (1.55)
14 June 1944 - Patrol west of Le Havre (2.00)
14 June 1944 - Patrol Utah Beach (2.00)
15 June 1944 - Target cover for Lancasters at Boulogne (1.15)
16 June 1944 - Patrol off Le Havre (2.15)
17 June 1944 - Patrol Omaha Beach (1.50)
18 June 1944 - Patrol, west of Le Havre (2.00)
19 June 1944 - convoy patrol, shipping lanes to beaches (2.00)
19 June 1944 - Air Test (1.00) - shot down a V-1 over Kent.
19 June 1944 - Patrol, flying bomb (50 minutes)
20 June 1944 - Patrol over beaches (2.10)
20 June 1944 - Patrol. Le Havre (1.50)
21 June 1944 - Escort, Pas de Calais (1.25)
22 June 1944 - Patrol beaches (2.20)
22 June 1944 - Patrol beaches (2.25)
23 June 1944 - Patrol beaches (2.00)
24 June 1944 - Patrol Cherbourg peninsula (2.00)
24 June 1944 - Sweep Chartres area (2.00)
25 June 1944 - Target cover to Lancasters (1.25)
26 June 1944 - Patrol Cherbourg peninsula (2.15)
1 July 1944 - Patrol Cherbourg peninsula (1.25)
3 July 1944 - Escort, Argentan (1.40)
4 July 1944 - ASR, patrol over pilot in sea (1.30)
4 July 1944 - Sweep, Falaise-Chartres area (1.45)
6 July 1944 - Escort, Chartres (1.50)
7 July 1944 - Escort, Caen (1.50)
9 July 1944 - escort, support to Lancasters (2.10)
12 July 1944 - escort, near St. Pol (1.40)
15 July 1944 - escort, support to Lancasters (2.30)
19 July 1944 - formation, search for flying bombs (45 minutes)
19 July 1944 - escort, support for Lancasters near Caen (2.00)
20 July 1944 - escort, support to Bostons (2.00)
20 July 1944 - escort, south of Dieppe (1.30)
22 July 1944 - escort, St. Omer (1.40)

22 July 1944 - escort to Flers (1.25)
24 July 1944 - escort to Fontainbleue (2.40)
27 July 1944 - escort north of Dieppe (1.10)
29 July 1944 - sweep, Le Mans-Laval area (1.50)
30 July 1944 - escort south of Bayeux (1.55)
31 July 1944 - escort, support to Lancasters at Joigny (3.00)
2 August 1944 - escort, support for Lancasters at Compiègne (2.00)
3 August 1944 - escort, support for heavies near St. Omer (1.25)
3 August 1944 - escort, support for heavies near St. Omer (2.00)
6 August 1944 - patrol, MV patrol, Seine Bay (1.45)
6 August 1944 - patrol, MV patrol, Channel (1.30)
7 August 1944 - sweep, Le Mans area (2.15)
8 August 1944 - escort, support to Lancs northeast of Paris (2.00)
10 August 1944 - escort, support for Halifaxes, Pas de Calais (2.15)
12 August 1944 - escort, Mentrishare [?], destroyed a FW.190 (2.20)
13 August 1944 - escort, support for Marauders at Peras (2.30)
14 August 1944 - patrol, Argentan-Wire (2.25)
17 August 1944 - patrol, south of Le Havre (2.20)
22 August 1944 - sweep, NE of Bernay (1.10)
23 August 1944 - patrol, Rouen area (1.25)
24 August 1944 - armed recce, Rouen area (1.15)
27 August 1944 - patrol, southeast of Fecamp (1.15)
27 August 1944 - armed recce, Rouen area (1.20)
31 August 1944 - patrol, west of Le Havre (1.25)
31 August 1944 - armed recce, near Abbeville (1.20)
1 September 1944 - armed recce north of Boullans (1.45)
1 September 1944 - armed recce north of Abbeville (2.00)
3 September 1944 - armed recce, Dunkirk area (1.15)
4 September 1944 - sweep, to Brussels (1.30)
5 September 1944 - sweep to Brussels (1.20)
5 September 1944 - armed recce, Dunkirk area (1.10)
12 September 1944 - armed recce, Flushing area (1.25)
13 September 1944 - bombing, east of Dunkirk (50 minutes)
13 September 1944 - bombing, SE of Boulogne (50 minutes)
14 September 1944 - armed recce, Flushing area (55 minutes)
14 1 September 1944 - armed recce north of Boullans (1.45)
1 September 1944 - armed recce north of Abbeville (2.00)
3 September 1944 - armed recce, Dunkirk area (1.15)
4 September 1944 - sweep, to Brussels (1.30)
5 September 1944 - sweep to Brussels (1.20)
5 September 1944 - armed recce, Dunkirk area (1.10)
12 September 1944 - armed recce, Flushing area (1.25)

13 September 1944 - bombing, east of Dunkirk (50 minutes)
13 September 1944 - bombing, SE of Boulogne (50 minutes)
14 September 1944 - armed recce, Flushing area (55 minutes)
14 September 1944 - bombing, Cap Gris Nez (1.00)
20 September 1944 - bombing Dutch islands (1.00)
24 September 1944 - armed recce, Utrecht area (1.40)
25 September 1944 - strafing, north of Antwerp (1.25)
26 September 1944 - bombing, east of Walcheren Island (1.20)
26 September 1944 - bombing, NE of Antwerp (1.00)
29 September 1944 - armed recce, Utrecht area (1.45)
29 September 1944 - patrol south of Arnhem (2.00)
14 September 1944 - bombing, Cap Gris Nez (1.00)
20 September 1944 - bombing Dutch islands (1.00)
24 September 1944 - armed recce, Utrecht area (1.40)
25 September 1944 - strafing, north of Antwerp (1.25)
26 September 1944 - bombing, east of Walcheren Island (1.20)
26 September 1944 - bombing, NE of Antwerp (1.00)
29 September 1944 - armed recce, Utrecht area (1.45)
29 September 1944 - patrol south of Arnhem (2.00)
1 October 1944 - bombing SW of Dunkirk (1.00)
2 October 1944 - armed recce north of Rotterdam (1.40)
2 October 1944 - strafing ship on lower Rhine (1.35)
4 October 1944 - bombing, ship at Hook of Holland (1.20)
4 October 1944 - bombing, NW of Tillburg (50 minutes)
6 October 1944 - bombing, SW of Tillburg (50 minutes)
7 October 1944 - bombing, barges on lower Rhine (50 minutes)
7 October 1944 - bombing, NW gun at Zeebrugge (55 minutes)
11 October 1944 - bombing, Slais (45 minutes)
11 October 1944 - bombing, Slais (50 minutes)
13 October 1944 - bombing, flak post near Flushing (40 minutes)
13 October 1944 - bombing, Ijmondijm (40 minutes)
13 October 1944 - bombing, south of Bergen op Zoom (45 minutes)
14 October 1944 - bombing, south of Bergen op Zoom (50 minutes)
14 October 1944 - strafing south of Bergen op Zoom (45 minutes)
17 October 1944 - bombing railroad near Munchen (1.15)
18 October 1944 - bombing railroad near Munchen (1.05)
20 October 1944 - bombing NW of Antwerp (25 minutes)
20 October 1944 - bombing railroad bridge east of Utrecht (1.10)
21 October 1944 - bombing railroad bridge NE of Utrecht (1.05)
24 October 1944 - bombing gun post near Nilland (1.00)
26 October 1944 - bombing west of Zuidgande (1.00)
29 October 1944 - bombing gun position NW of Flushing (50 minutes)

22 December 1944 - patrol in the Scheldt (1.40)
24 December 1944 - sweep to Osnabruck, recalled (15 minutes)
24 December 1944 - sweep to Osnabruck (1.45)
24 December 1944 - scramble to Cologne area (1.10)
25 December 1944 - sweep, Malleme-Osnabruck (1.40)
26 December 1944 - bombing north of Emerich (1.00)
26 December 1944 - armed recce, Haltarm area (1.20)
26 December 1944 - sweep, Osnabruck area (1.45)
28 December 1944 - sweep, St.Vith area (1.20)
29 December 1944 - armed recce, Kaschede area (1.30)
29 December 1944 - bombing sub base at Haverheffen (50 minutes)
31 December 1944 - escort, SE of Liege (1.55)
31 December 1944 - bombing, Frangelen (40 minutes)
1 January 1945 - escort, St.Vith (1.55)
1 January 1945 - sweep, Rheims area (1.55)
1 January 1945 - sweep, Eindhoven area (55 minutes)
14 January 1945 - bombing bridge SE of Zwelle (1.15)
14 January 1945 - sweep to Rheine (2.00)
17 January 1945 - bombing sub-base west of Maasluis (50 minutes)
20 January 1945 - bombing, Alblasseriam (20 minutes, recalled)
20 January 1945 - bombing, NW siding near Nijverdal (40 minutes, recalled)
22 January 1945 - bombing, Alblasseriam, factory (45 minutes)
22 January 1945 - bombing, Alblasseriam, factory (55 minutes)
23 January 1945 - armed recce, Steenwijk-Zwolle area (1.25)
24 January 1945 - bombing, sub-base Maasluis (50 minutes)
24 January 1945 - bombing north of Nijmegen (55 minutes)
28 January 1945 - bombing Gestapo Headquarters at Dorirecht (45 minutes)
29 January 1945 - escort, railroad sidings at Grevenbroich (1.20)
2 February 1945 - strafing, Soesterburg aerodrome (1.15)
3 February 1945 - sweep north of Rheine (2.20)
3 February 1945 - bombing, Oveerkerk (40 minutes)
5 February 1945 - armed recce, north of Rheine (1.55)
6 February 1945 - armed recce, shot down near Gronigen (1.20)
TOTAL - 211 hours 50 minutes.

Selected Assessments: Course at Central Flying School was 15 December 1939 to 6 February 1940. He had flown Wapiti, Tiger Moth, Battle, Fleet, Harvard and Lockheed. His flying time before course had been 80.35 single engine solo and 56.55 single engine dual. On course he logged 29.05 single engine solo and 14.35 single engine dual. Tested on 6 February 1940 on Fleet and Harvard. Rated under following headings - Sequences (Fairly good), Voice (Good), Manner (Good), Ability to Impart Knowledge (Fairly good), Ability as Pilot (Average), and Remarks (Sound pilot but needs practice in synchronization of patten - demonstrations good).

F/L E.M. Mitchell also writes, "F/O Foster has a fair knowledge of the sequence. His demonstration and patter need more practice to improve synchronisation and demonstration. Qualified in instrument flying and aerobatics. Recommended for a C Category," Graded as a "C" instructor.

Assessed as instructor, 9 May 1941 by S/L Carling-Kelly in a Harvard. By then he had flown 730 hours single engine solo, 88 hours single engine dual, 70 hours twin engine solo, seven hours twin engine dual. He had flown Fleet, Moth, Harvard, Battle, Lockheed and Anson. Previous instructor course had been 20 November 1939 to 12 February 1940 ("B" rating). But elsewhere the approximate dates are given as 17 December 1939 to 28 January 1940. Rated under following headings - Sequences (Excellent), Voice (Clear), Manner (Forceful), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average), and Remarks (An accomplished pilot who instructs in a very capable manner). Rating changed to A.2.

"A Flight Commander in Central Flying School and an A-2 instructor. Reliable, hard-working and a very good organizer. Smart on parade, quiet and efficient with a tendency to over-estimate his responsibilities. Capable of handling airmen and officers. (S/L G.P. Dunlop, Trenton, 15 June 1941).

Assessed as instructor, 28 August 1941 by S/L J.B. Harvey in Fleet and Harvard. By then he had flown 920 hours single engine solo, 88 hours single engine dual, 120 hours twin engine solo, seven hours twin engine dual. He had flown Fleet, Moth, Harvard, Yale, Wapiti, Battle, Lockheed and Anson. Rated under following headings - Sequences (Complete), Voice (Clear), Manner (Interesting), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above Average), and Remarks (An excellent instructor with a complete knowledge of instructional methods. Ability and work at Central Flying School warrant the highest category). Rating changed to A.1.

"Has been OC Visiting Flight for nearly one year, and has carried out his duties in a very satisfactory manner. Considered fit for promotion to Temporary Squadron Leader." (G/C F.S, McGill, Station Trenton, 18 June 1942).

Noted, 23 June 1945 as having "destroyed three aircraft, lorries, 12 trains, 3 shipping."

Report on Instrument Flying Rating course - "A bit inconsistent but turns in good work generally. More attention to airspeed needed. Range flying procedure average. Seems steady in emergency." (F/L C.W. Redfern, instructor, 13 November 1945). "Failed to qualify for an Instrument Rating Card by reason of not coming up to the flight test requirements." (W/C H.D. Byers, OC, Instrument Flying School, Trenton, same date).

"I consider this officer to be a credit to his service in all respects. He combines a quiet and unassuming manner with efficiency." (W/C R.L. Smith, OC Flying, Empire Test Pilots School,

Cranfield, 6 January 1947).

“Recommend S/L Foster be employed on Test Pilot duties for the next two years.” (G/C H.J. Wilson, Empire Test Pilots School, 15 March 1947).

Extracts from course at Empire Test Pilots School - “Extremely hard working and capable, with a very pleasant personality. He has had considerable experience on Fighter operations. But he could adapt himself to any type.” (CFI). “A very quiet and extremely hard working student possessed of an excellent technical background. He has worked in a very unobtrusive manner to achieve an excellent result which he well merits.” (Chief Technical Instructor). “Potentially an exceptional test pilot. Winner of the McKenna Trophy for the best all round pilot on the course, Besides being a fine pilot with excellent technical qualifications, his chief asset is his ability to work hard.” (Commandant).

“As Officer Commanding Experimental and Proving Establishment, this officer has been directly responsible to AFHQ for the functional duties and to the CO of this Station for the administration of his Unit. The latter duties have been performed in a most credible manner. S/L Foster has a reserved personality and a high sense of duty to the Service. He takes an active interest in the welfare of his officers and airmen and is a good judge of their ability and character. S/L Foster is an excellent test pilot and undertakes test flying himself at every opportunity. Well recommended for promotion.” (Commanding Officer, Station Rockcliffe, 25 September 1948).

The following is from the website of the **Observer** (Woolwich and Wellesley Townships), <https://observerextra.com/2016/11/10/years-later-theres-still-much-learn-life-wartime>, article by Liz Bevan and dated 10 November 2016.

One of the first things you see when walking into the Wellesley Public Library is a thick binder filled with black and white photos and detailed captions.

The binder tells the story of librarian Sarah Richardson’s father, Squadron Leader William Mortimer Foster, and his experiences as a Spitfire pilot in the Second World War.

Flipping through the pages, the reader is taken back in time to the momentous period from 1939 to 1945. It takes you through Foster’s time in training in Trenton, Ont., through his time in the RCAF in England, details a dogfight with ME-110s, his capture by German forces after crashing his plane in enemy territory and his eventual return to England at the end of the war.

Richardson didn’t know about her father’s experiences in the war. It wasn’t until

later in his life that she found the album, and he allowed her to look at it.

“He didn’t talk about the war at all, and he didn’t talk about being in a POW camp or anything like that,” she said.

While flying over Groningen, Netherlands on Feb. 6, 1945, Foster’s plane was forced to land, where he was met by a Dutch citizen named J. Aalmoes. The friendly local tried to hide him, but German soldiers found him and threatened to shoot and kill ten men if he didn’t give himself up. Nine hours later, Foster surrendered and was taken to Germany where he was held in Stalag VII until later that year.

Foster kept records of his time at Queen’s University, the summer before the war at Camp Borden in Trenton, and he had other albums that covered the rest of his military career. Once Richardson had a chance to go through the pictures and documents, her father started to open up, but not much.

“We talked about it a little bit, but I really think he put that whole year behind him,” she shared, adding that she had done a bit of research herself. “Stalag VII was built to house 10,000 people, but with repatriation, it had 70,000 people in there. You can imagine what that is like.” Richardson is from a military family. Her grandfather served in the First World War, her older brother was in the Gulf War, and her younger brother also served, and now works with the reserves.

She says even those that don’t have a military history in their families are affected by war. Stories like her father’s need to be shared.

“It is important to talk to the kids about how really devastating war is. They haven’t really experienced it, but everyone was affected. Even the families of the Gulf War, my older brother was over there and when he came back, he wasn’t the same person,” she said. “War affects everybody even if you aren’t on the battlefield yourself.”

Part of sharing that story is having her father’s album on display, along with a piece of military uniform, and Remembrance Day-themed books from the library.

“Going through the books, you kind of felt like you were a part of what was going on, the devastation and the fact that he put his life at risk,” said Richardson. “When he went down, the fellow that went to his aircraft hid him, but the Germans followed. The binder tells the story, and my father was a very private

person. I don't think he would have wanted to burden us with what he went through."

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FOSTER, WO William Peter (R114420) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 15 August 1922. Home Guelph, Ontario. Enlisted Hamilton 23 April 1941. To No.1 Manning Depot, 31 August 1941. To No.1 Equipment Depot, 18 October 1941. To No.4 WS, 17 January 1942; at No.8 BGS, 24 October to 7 December 1943 (promoted Sergeant on 23 November 1942). To No.31 Personnel Depot, 21 December 1942; to No.111 OTU, Nassau, 26 December 1942; engaged in a ferry flight to Britain, 14 April 1943; returned by sea 10 May 1943; to RAF overseas, 27 May 1943; promoted Flight Sergeant, 23 June 1943; promoted WO2, 23 November 1944; returned to No.111 OTU, 18 April 1945; repatriated to Canada 13 July 1945; released 1 October 1945. See photo PL-26999 (ex UK-7375 dated 19 January 1944) showing (left to right) P/O A/B. Gibb (Vancouver), F/O J.M. Ketcheson (Trenton), FS E.E. Davison (Beachburg, Ontario), FS W.P. Foster (Guelph), FS D.H. Griese Beachburg) and FS M.N. Werbiski (Borketon, Manitoba), with squadron mascot, "Dinty".

FOSTER, WO William Peter (R114420) - **Distinguished Flying Cross** - No.224 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Cited with F/O K.O. Moore (RCAF, DSO), WO McDowall (RAF, DFC) and Sergeant Hamer (RAF, DFM). DFC sent by registered mail, 7 December 1948.

Flying Officer Moore, Warrant Officers Foster and McDowall, and Sergeant Hamer were pilot, wireless operator (air), navigator and flight engineer respectively of an aircraft in which they attacked and destroyed two U-Boats during a recent sortie. In both actions which occurred within the space of twenty-two minutes, Flying Officer Moore pressed home his attack with great skill and gallantry in the face of heavy opposing fire. He was brilliantly supported by his crew whose efficiency and co-operation throughout were of inestimable value. On this notable sortie Flying Officer Moore and his comrades set an example of the highest order and their feat was worthy of the highest praise.

NOTE: Public Record Office Air 2/9157 has recommendation drafted 8 June 1944 when he had flown 38 sorties (420 operational hours):

Warrant Officer Foster was Radar Operator in G/224 on the night of June 7/8th. During two attacks on U-boats both were sunk in a period of 20 minutes. This was undoubtedly vary largely due to magnificent homing on the part of the Radar Operator, as the action took place at night.

On the first occasion when the U-boat was sighted the aircraft was in a perfect position, but in the second case the aircraft was too close and had to turn and come in again. Throughout this Warrant Officer Foster managed to keep the contact.

This Warrant Officer put up a first class show and his skill and keenness is an example to all Radar Operators in the squadron. Warrant Officer Foster is accordingly recommended for the immediate award of the Distinguished Flying Cross.

On 9 June 1944 the Officer Commanding, Station St. Eval, wrote:

Only the most efficient operation of the radar set could have permitted of two such accurate attacks as those on the night of 7th/8th June by G/224. Warrant Officer Foster has considerable operational experience and the high degree of skill which he displayed on this occasion was instrumental in the destruction of two U-boats at a most important time. Strongly recommended for the award of the Distinguished Flying Cross.

This was supported by the Air Officer Commanding, No.19 Group (9 June 1944) and approved by the Air Officer Commanding-in-Chief, Coastal Command, on 11 June 1944.

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FOSTER, F/O William Ronald (J28901) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 31 October 1914, Schomberg, Ontario; home there. Funeral director. Ex-RCA. Enlisted Toronto 30 July 1942 when posted to No.5 Manning Depot. To No.1 SFTS (guard), 14 September 1942; to No.6 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.1 BGS until 3 April 1943; graduated 24 June 1943; posted on 26 June 1943 to No.4 AOS; graduated and commissioned 6 August 1943. To "Y" Depot, 8 August 1943; to United Kingdom 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 27 November 1944; to No.1 BGS, 19 January 1945; to St.Hubert, 13 February 1945; released 5 January 1946. 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 29 December 1944 when he had flown 34 sorties (150 hours nine minutes, 11 May to 6 October 1944. NOTE: The sortie list is very indistinct and hours in particular may not be exact.

26 August 1944 - GARDENING (4.53)

11 May 1944 - Trouville (5.45)

19 May 1944 - Boulogne (3.30)

27 May 1944 - Bourg Leopold (3.45)
1 June 1944 - Ferme d'Urville (4.50)
2 June 1944 - Trappes (4.35)
3 June 1944 - GARDENING (4.50)
5 June 1944 - Mont Fleury (4.45)
7 June 1944 - GARDENING (5.20)
9 June 1944 - GARDENING (5.20)
12 June 1944 - Amiens (4.45)
27 June 1944 - GARDENING (5.00)
28 June 1944 - Blainville (6.45)
1 July 1944 - St.Martin (3.45)
5 July 1944 - St.Martin (3.44)
6 July 1944 - Croixdale (3.45)
12 July 1944 - Thiverny (4.31)
17 July 1944 - Mont Condon (3.17)
18 July 1944 - Vaires (4.15)
23 July 1944 - Kiel (4.50)
24 July 1944 - Stuttgart (7.55)
25 July 1944 - Ferfay (3.50)
26 July 1944 - Foret de Nieppe (3.38)
1 August 1944 - Beauville ? (3.48)
3 August 1944 - Bois de Casson (4.01)
9 August 1944 - Foret de Mormal (3.13)
10 August 1944 - Dijon (6.27)
12 August 1944 - Brunswick (5.13)
14 August 1944 - [illegible] (4.04)
18 August 1944 - Sterkrade (4.18)
25 August 1944 - Brest (5.20)
16 September 1944 - Boulogne (4.45)
25 September 1944 - Calais (3.14)
6 October 1944 - GARDENING (5.53)

Flying Officer Foster was posted to No.10 Squadron in April 1944 and after completing 34 sorties comprising 150 operational hours has been screened and posted. He has taken part in attacks on Brunswick, Stuttgart and Kiel as well as heavily defended targets in enemy occupied territory.

He has proved himself to be a courageous and resolute member of aircraft crew and his ability as Air Bomber has played a good part in the successes obtained. He has displayed exceptional keenness and his determination to make every sortie a success has won high praise.

This Canadian officer was the Air Bomber of a Halifax detailed to attack Boulogne on the night of 19/20 May 1944, and to carry out a mine-laying mission on the 9th June 1944. On both these sorties his aircraft was coned before reaching the target area and heavy accurate flak encountered. Despite the fact that flak was hitting the aircraft he coolly directed the aircraft thus enabling the mission to be successfully completed. His cool and skilful work in the face of much anti-aircraft fire is worthy of good praise.

I strongly recommend that his skill and devotion to duty be now recognized by the award of the Distinguished Flying Cross.

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FOTHERINGHAM, F/O Andrew Monteith (J40485) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 16 February 1916 in Swift Current; home Vancouver. Educated at University of British Columbia (BA); teacher. Enlisted in Vancouver, 27 November 1942. To No.3 Manning Depot, 1 March 1943. Posted to No.4 ITS, 15 May 1943; promoted LAC, 23 July 1943; posted on 21 August 1943 to No.5 AOS; commissioned 14 January 1944; to "Y" Depot, Halifax, 25 January 1944; to United Kingdom on 4 April 1944; promoted Flying Officer, 14 July 1944; repatriated 5 August 1945; released 4 October 1945. His widow died in Uxbridge, Ontario, 5 May 2012; not certain when he died. 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 23 April 1945 when he had flown 28 sorties (186 hours 40 minutes) from 29 December 1944 to 18 April 1945. Navigator to P/O D.R. Black. DFC presented 29 January 1947.

Flying Officer Fotheringham has completed a tour of operations. His outstanding skill as a navigator, courage and devotion to duty have materially contributed to the successful completion of many operations against heavily defended targets. He is an enthusiastic navigator displaying a high standard of efficiency and determination both in the air and on the ground....

The sortie list was as follows:

29 December 1944 - Trois Dorf (7.05)
13 January 1945 - Saarbrucken (7.25)
14 January 1945 - Gravenbroich (6.20)
16 January 1945 - Magdeburg (6.55)
28 January 1945 - Stuttgart (6.55)
1 February 1945 - Mainz (6.55)

2 February 1945 - Wanne Eickel (6.00)
7 February 1945 - Goch (6.55)
8 February 1945 - Wanne Eickel (6.20)
21 February 1945 - Worms (7.15)
22 February 1945 - Monheim (7.15)
23 February 1945 - Essen (6.20)
24 February 1945 - Kamen (6.25)
27 February 1945 - Mainz (6.40)
1 March 1945 - Manheim (7.00)
2 March 1945 - Cologne (6.15)
5 March 1945 - Chemnitz (9.35)
8 March 1945 - Hamburg (6.25)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (7.00)
13 March 1945 - Wuppertal (5.35)
14 March 1945 - Scheinbicken (7.10)
24 March 1945 - Gladbeck (6.05)
25 March 1945 - Munster (5.40)
7 April 1945 - Hamburg (6.20)
10 April 1945 - Leipzig (8.30)
13 April 1945 - Kiel (6.15)
18 April 1945 - Heligoland (4.05)

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FOWLER, FS (now WO2) Charles Frederick (R66106) - **British Empire Medal** - Station Lachine - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 31 January 1909 in Joggins, Nova Scotia; educated there; home there. Accountant, Bank of Nova Scotia, 1926-1930| Mount Paper Company, 1930-1932; Kimberley Coal Company, 1932-1936; Canadian Westinghouse as assembly worker, 1936-1939. Enlisted in Halifax, 11 June 1940; Clerk (Accounts). To No.3 Manning Depot, 18 June 1940. To Technical Training School, St. Thomas, 21 June 1940. To No.1 Air Training Command, 31 July 1940. Promoted LAC, 1 January 1941. To Embarkation Depot, Debert, 23 February 1941; promoted Corporal 1 June 1941; promoted Sergeant, 1 March 1942. Temporary Duty overseas, 2 May to 8 June 1943. To Rockcliffe, 8 June 1943. To "Y" Depot, Halifax, July 1943. Promoted Flight Sergeant, 1 September 1943; promoted Warrant Officer, 1 June 1944. To Station Lachine, 11 December 1943; to No.2 Release Centre, Lachine, 26 October 1944. To North America Base Pay Office, Lachine, 5 January 1945. To Station Lachine, 16 February 1946. To No.2 Release Centr, 30 April 1946. Released 2 May 1946. BEM presented 16 April 1948. Died in Halifax, 31 July 1982.

This non-commissioned officer by his perfect example of devotion to duty, his

loyalty and tireless efforts in the conduct of his work, has been an outstanding inspiration to his subordinates. During his service at this unit it was not an unusual occurrence for him to work 72 hours without sleep and yet remain cool and unruffled in his dealings with his staff and overseas personnel. His great energy, his ability to promote harmony and efficiency in his section and his ardour for work has continued with his present duties. He is worthy of praise.

First recommended 2 February 1944 as follows.

Flight Sergeant Fowler has served in "Y" Depot for three years during which time he has played an integral part in the organization and operation of the Overseas Pay Section. For the past year he has been in charge of the Base Pay Office, a very arduous and exacting post. In spite of the exacting demand made upon him, Flight Sergeant Fowler has performed his duties with cheerfulness and firm conviction which set a magnificent example to his staff. His efforts have contributed greatly to improving the morale of thousands of Dominion airmen who have proceeded overseas content with their pay.

Recommended again, 28 July 1944 by S/L C.E. Lacoste, Senior Accountant Officer. "Y" Depot, Lachine:

WO2 Fowler has served on the "Y" Depot for over three years during which time he has been employed on the Overseas Pay Section. His devotion to duty and his masterful leadership has played an integral part in the organization and operation in this section. His manner, personality and ability command s the respect of those who work under him as well as those whom he has served.

Recommended again, 8 August 1945 by S/L C.E. Lacoste,, seconded by W/ E.L Wurtele, Station Lachine:

This Warrant Officer by his perfect example of devotion to duty, his loyalty and tireless efforts in the conduct of his work, has been an outstanding inspiration to his subordinates. During his service with No.1 "Y" Depot it was not an unusual occurrence for him to work 72 hours without sleep and yet remain cool and unruffled in his dealings with his staff and overseas personnel. His great energy, his ability to promote harmony and efficiency in his section and his ardour for work has continued with his present duties. He is most worthy of praise.

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FOWLER, P/O George Paget (J15380) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated

28 August 1942. Born 17 July 1916, Woodstock, New Brunswick; home in Regina (where wife was living) or Pennfield, New Brunswick. Enlisted Moncton, 26 June 1940. Posted to No.1 ITS, 21 July 1940; to No.3 AOS, 16 September 1940; to No.2 BGS, 9 December 1940; promoted Sergeant and posted to No.1 ANS, 16 February 1941. Warned for embarkation, 26 March 1941; to CPR, Montreal, 22 April 1941; ferried Hudson AM796 to Britain, 17-18 June 1941; at that time he had about 100 hours on Ansons and 25 hours on Fairey Battles. To No.11 OTU, 27 June 1941; to No.101 Squadron, 20 August 1941. To No.40 Squadron, 4 December 1941. To No.419 Squadron, 7 January 1942. Commissioned 1 May 1942; to No.22 Squadron, 19 June 1942. returned to Canada, 8 October 1942; promoted Flying Officer, 1 November 1942; to No.34 OTU, 4 November 1942; promoted Flight Lieutenant, 1 May 1944; to No.1 CNS, 10 May 1944 Elected to serve in interim force; promoted Squadron Leader, 1 December 1945; released 23 October 1946. Died 16 February 1992 in Waterbury, Connecticut as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1992. RCAF photo PL-1494 shows LAC N.F. Durban (Portage la Prairie), LAC G.P. Fowler (Victoria, New Brunswick), LAC A.R. Hunter (Fort William) and LAC C.D.R. Rousseau (Trois Pistoles, Quebec). NOTE: DHist file 181.009 D.1283 (RG.24 Vol.20597) has his application for operational wings which lists sorties. These are in the following units: No.101 Squadron (28 August to 30 November 1941, nine sorties), No.40 Squadron (11 December to 27 December 1941, five sorties) and No.419 Squadron (February 6th to June 25th, 1942, 19 sorties), the whole totalling 179 hours 25 minutes, all on Wellingtons, before being posted to OTU as navigation instructor. These trips included some very long sorties - Kiel (7 September 1941, 7 hours 15 minutes), Mannheim (14 February 1942, 7 hours 10 minutes), Rostock (24 April 1942, 7 hours 50 minutes and again on 26 April 1942, 7 hours 30 minutes), Stuttgart (4 May 1942, 7 hours) and Bremen (June 25th, 1942, 7 hours 30 minutes). He also was on sortie against **Scharnhorst** and **Gneisenau** (12 February 1942, three hours 35 minutes). DFC presented 22 March 1944.

This officer has participated in numerous sorties involving attacks on important industrial targets in the Ruhr and dockyard installations both in Germany and German occupied territory. Throughout, his work has been extremely accurate and has contributed materially to the many successes obtained. Pilot Officer Fowler took part in the raids on Lubeck and Rostock, and in the attack on the German warships in the English Channel.

NOTE: Public Record Office has recommendation (no date) submitted when he had flown 33 sorties (174 operational hours).

28 August 1941 - Ostend docks
30 August 1941 - Cherbourg docks
7 Sept 41 - Kiel docks
12 Sept 41 - Frankfurt
15 Sept 41 - Hamburg docks
31 October 1941 - Bremen docks

7 November 1941 - Berlin
26 November 1941 - Ostend docks
30 November 1941 - Emden
11 December 1941 - Le Havre
15 December 1941 - Ostend docks
17 December 1941 - Brest docks
23 December 1941 - Brest docks
27 December 1941 - Brest docks
6 February 1942 - Brest docks
10 February 1942 - Brest docks
12 February 1942 - Warships at sea, North Sea
14 February 1942 - Mannheim
3 March 1942 - Paris
9 March 1942 - Essen
5 April 1942 - Cologne
8 April 1942 - Hamburg docks
15 April 1942 - Dortmund
22 April 1942 - Cologne
24 April 1942 - Rostock
26 April 1942 - Rostock
4 May 1942 - Stuttgart
17 May 1942 - GARDENING, Frisians
19 May 1942 - Mannheim
21 May 1942 - GARDENING, Frisians
30 May 1942 - Cologne
1 June 1942 - Essen
2 June 1942 - Essen

This officer has completed 33 trips as navigator and his work has been extremely accurate throughout. He has taken part in all the recent heavy raids on the Ruhr and Cologne, as well as the raids on Lubeck and Rostock, and in the Channel attack on the **Scharnhorst** and **Gneisenau**. His accurate navigation and cheerful manner have contributed in no small measure to the success of these operations.

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FOWLER, Sergeant (now P/O) Harry Wilfred (R65840/J14078) - **Air Force Medal** - No.2 Bombing and Gunnery School - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. NOTE: Press Release gives unit as No.6 SFTS. Born in St. Thomas, Elgin County, Ontario, 5 October 1914. Home in St. Thomas; educated there; automobile mechanic, 1933-1938; Leaven Brothers Air Service, Barker field; member of rifle

and pistol club, London Parachute Club. Enlisted in Toronto, 8 June 1940 and posted to Central Flying School, Trenton. Promoted Sergeant, 8 July 1940 but had already been granted Leave Without Pay as of 27 June 1940 to instruct at No.3 EFTS, London. A report dated 15 September 1940 (signed by F/O J.E. Fauquier) stated that he had been tested "with a view to recategorization as he has been instructing for approximately four months with a temporary Class II certificate". The report went on to say, "This instructor was given a thorough test, and it was found that he could give all sequences in a convincing manner, and his ability is above average. However, he is inclined to be lazy and needs constant checking to correct him of his fault. This matter was brought to the attention of the Chief Flying Instructor and Chief Supervisory Officer. Due to the fact that his progress has been satisfactory at this school it is recommended that he be raised to Class II permanent." Another report, 8 October 1940, was made by S/L N.B. Peterson, noting that Fowler had been tested "to obtain an impression of the progress made by junior instructors since graduation from Central Flying School." It concluded, "Sergeant Fowler flies well, has an excellent voice for instructing and his manner is confident." However, the next paragraph was less flattering: "The chief faults were found to be an inadequate knowledge of instrument flying and he requires considerable practice in aerobatics before his category can be raised. This instructor's spinning demonstration was especially good. Landing sequences satisfactory but made a wheel landing, probably due to the fact that most flying has been done on runways recently." The report recommended that he be retested about 1 November, "by which time it will be necessary for him to improve his standard of aerobatics and instrument flying." He had two accidents at No.3 EFTS - 11 December 1940 (Finch 4457, no pupil and no details) and 31 March 1941 (Finch 4432, pupil LAC R.C. Habbeshaw, engine failure during forced landing practice, forcing cross-wind landing with dead engine) To Picton, 23 April 1941 for course in Conversion Training Squadron. At the time he had 1,000 hours to his credit; course consisted of 3.30 dual and 8/10 solo on Yale, 2.00 dual and 6.00 solo on Harvard, 3.20 solo on Battle (five hours on instruments). Described as "Average pilot. Quiet, reserved, keen reliable pilot. Department good" and "Should do well as a pilot at a Bombing and Gunnery School." To No.2 BGS, 3 June 1941. Commissioned 1 July 1942. To No.6 SFTS, 26 August 1942 for training to service pilot standard. Prior to reporting he had logged 43.45 day dual and 1,582.40 day solo plus 64.30 night solo. At No.6 SFTS he added 17.00 day dual, 26.20 day solo, one hough night dual and one hour night solo. "High average ability on instruments and clear-hood." (S/L R.H. Hyndman). To "Y" Depot, 21 November 1942. Embarked from Canada,, 11 December 1942; disembarked in Britain, 18 December 1942. Promoted Flying Officer, 1 January 1943. To No.15 (Pilots) AFU, 9 February 1943. Presented with AFM at Buckingham Palace, 23 February 1943. Attached to No.1513 Beam Approach Training Flight, 6-13 March 1943. To No.22 OTU, 23 March 1943. To No.1659 Conversion Unit, 18 May 1943. To No.419 Squadron, 10 June 1943. Missing, 29 June 1943 (Halifax JD215, No.419 Squadron).

Sergeant Fowler is employed as a Staff Pilot in Bombing Flight. This pilot has flown 600 hours in Battle aircraft. Since joining the Air Force he has flown 1,300 hours in the air. He has shown himself to be a hard working, reliable and

conscientious pilot, and has displayed exceptional keenness and devotion to duty.

This was raised at uncertain date at No.2 BGS. Submission from Chief Instructor (name illegible) read as follows:

Sergeant Fowler came to Mossbank on June 8th, 1941, and has been employed as a Staff Pilot in Bombing Flight. During the period ending 31 January 1942 this pilot has flown 600 hours in Battle aircraft. Since joining the Air Force in June 1940, he has flown 1,300 hours in the air. He has shown himself to be a hard working, reliable and conscientious pilot.

This was supported by the Commanding Officer of No.2 BGS (also illegible). Air Commodore A.T. Cowley (No.4 Training Command) concurred on 14 February 1942. It was approved by Air Marshal Lloyd Breadner, date not shown.

The website "Lost Bombers" gives the following on his last sortie. Halifax JD215 of No.419 Squadron (VR-B), target Cologne, 28/29 June 1943. This aircraft was airborne at 2304 hours, 28 June 1943 from Middleton St.George. Shot down by a night-fighter (Major Gunter Radusch, 1./NJG1), crashing at 0214 at Waalre (Noord Brabant), 6 km SSW from the centre of Eindhoven. Crew were P/O H.W.Fowler, AFM, RCAF (killed), Sergeant J.E.Dickson (killed), P/O W.B.Mayes, RCAF (killed), F/L A.C.Raine, RCAF (Squadron Signals Officer, killed), P/O D.R.Agnew, RCAF (killed), Sergeant W.G.Otterholm, RCAF (killed), Sergeant W.A.Hood, RCAF (killed).

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FOWLER, F/L Victor Thomas (J18636) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 6 April 1920 Camrose, Alta; home there. Ex-Edmonton Fusiliers. Enlisted in Edmonton 19 August 1941. To No.11 Equipment Depot, 1 September 1941. To Calgary, 15 September 1941. To No.4 ITS, 10 October 1941; promoted LAC, 6 December 1941 and posted that day to No.5 AOS; to No.7 BGS, 14 March 1942; promoted Sergeant and posted to No.1 ANS, 25 April. To "Y" Depot, 26 May 1942; to RAF, 19 June 1942; promoted Flight Sergeant, 25 October 1942. Promoted WO2, 25 April 1943. Commissioned 11 September 1943. Promoted Flying Officer, 11 March 1944. Promoted Flight Lieutenant, 23 July 1944. Repatriated 23 March 1945. Released 29 May 1945 to Edmonton. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 19 September 1944 when he had flown 56 sorties (270 hours ten minutes) in two tours, 23 March 1943 to 15 September 1944. It is difficult to determine where there was a break in tours (there appear to have been two breaks), but all sorties from 24 February 1944 onwards are with the Pathfinder Force. DFC presented 9 July 1949.

23 March 1943 - GARDENING, Frisians (4.45)
27 March 1943 - GARDENING, Frisians (3.40)
4 April 1943 - Kiel (6.15)
8 April 1943 - Duisburg (3.20)
10 April 1943 - Frankfurt (2.50)
16 April 1943 - Mannheim (6.05)
24 June 1943 - Wuppertal (4.25)
2 August 1943 - Hamburg (5.40)
10 August 1943 - Nuremburg (7.05)
12 August 1943 - Turin (8.30)
17 August 1943 - Turin (8.20)
22 August 1943 - Berlin (7.30)
27 August 1943 - Nuremburg (6.50)
30 August 1943 - Munchen Gladbach (3.25)
8 Sept 43 - Boulogne (2.05)
15 September 1943 - Mont Lucon (5.45)
16 September 1943 - Modane (5.50)
22 September 1943 - Hanover (5.45)
23 September 1943 - Mannheim (6.35)
18 November 1943 - Mannheim (6.20)
19 November 1943 - Leverkusen (4.40)
PATHFINDERS
24 February 1944 - Schweinfurt (6.45)
25 February 1944 - Augsburg (7.15)
1 March 1944 - Stuttgart (7.15)
15 March 1944 - Stuttgart (6.45)
18 March 1944 - Frankfurt (4.40)
22 March 1944 - Frankfurt (5.40)
24 March 1944 - Berlin (6.40)
26 March 1944 - Essen (4.15)
15 June 1944 - Lens (2.55)
16 June 1944 - Renescure (2.15)
23 June 1944 - Coubronne (2.55)
24 June 1944 - Middel Straete (2.05)
2 July 1944 - Oisemont (2.45)
6 July 1944 - Coquereaux (3.10)
7 July 1944 - Caen (3.45)
9 July 1944 - Nucourt (3.15)
11 July 1944 - Vaires (3.35)
15 July 1944 - Chalons sur Marne (6.05)
18 July 1944 - Aulnoye (3.35)

18 July 1944 - Cagny (3.00)
20 July 1944 - Homberg (3.35)
30 July 1944 - Villers Bocage (2.35)
1 August 1944 - Acquet (2.50)
4 August 1944 - Pauillac (7.45)
5 August 1944 - Blaye (7.50)
7 August 1944 - Battle area, Caen (2.55)
9 August 1944 - Foret de Mormal (2.35)
10 August 1944 - La Pallice (5.30)
12 August 1944 - Montrichard (4.35)
14 August 1944 - Fontaine le Pin (3.00)
15 August 1944 - Soesterburg (2.45)
16 August 1944 - Kiel (5.10)
18 August 1944 - Sterkrade (4.50)
12 September 1944 - Frankfurt (6.00)
15 September 1944 - Kiel (5.00)

This officer has completed 56 operational sorties of which 21 have been in a Marker crew; 35 of these operations have been completed on this squadron.

Flight Lieutenant Fowler is a navigator of a crew which has at all times accredited itself with distinction. This is in no small measure due to this officer's dogged determination, skill and devotion to duty. He has always shown a magnificent example to his crew by his complete disregard of danger and by his cheerfulness and determination. He has gained the complete confidence of his crew.

He invariably sets his mind on the task in hand no matter how exacting the conditions, and by his exceptional ability and disregard of self have [sic] set a high standard to the squadron.

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FOWLOW, F/L Norman Ralph (J15095) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 9 September 1943 as per **London Gazette** dated 24 September 1943 and AFRO 2386/43 dated 19 November 1943. Born 9 August 1921 in Hodges Cove (Trinity Bay), Newfoundland; home Windsor, Nova Scotia. Enlisted in Halifax 22 August 1940. To No.3 Training \Command, 3 September 1940. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.11 EFTS; graduated 28 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1941. To Embarkation Depot, 21 April 1941; to RAF Trainee Pool, 24 April 1941; arrived in UK, May 1941. Commissioned 6 December 1941. Further trained at No.55 OTU; posted to No.131 Squadron, 11 July 1941; to No.611 Squadron, 2 April 1942; to No.131 Squadron (again), 11 April 1942; to

No.601 Squadron (Malta), 9 May 1942 (shot down 18 May 1942, wounded, and rescued by launch; hospitalized for five weeks); to No.1 RAF Depot, 8 August 1942; to No.403 Squadron, 29 August 1942; promoted Flying Officer, 1 October 1942; to Station Kenley, 23 January 1943; promoted Flight Lieutenant, 10 July 1943; to No.421 Squadron, 5 October 1943 (had been promoted to Squadron Leader, 13 September 1943); to No.411 Squadron, 10 April 1944. Killed in action, 19 May 1944 while dive-bombing rail crossing at Hazebrouck, France in Spitfire MK834; in a dive, hit by flak at 7,000 feet and the 500-pound bomb exploded. Aerial victories: **31 May 1943**: one FW.190 destroyed near Nieuport; **12 June 1943**: one Bf.109 destroyed, Caudebec; **1 July 1943**: one Bf.109 destroyed, Headin/St.Pol; **29 July 1943**: one Bf.109 destroyed southwest of Amsterdam. **Photographs**: Photo PL-15826 (ex UK-3897 dated 10 May 1943) show F/O Norm Fowlow talking to Squadron Intelligence Officer Monty Berger. PL-15830 (ex UK-3901 dated 10 May 1943) shows him reading in flight hut. PL-15828 (ex UK-3899 dated 10 May 1943) shows Fred Boyle (Knights of Columbus, Edmonton), F/L S.F. Carr (Medical Officer, Brookes, Alberta), WO2 A.V. Harvragés (Montreal), F/O Norman Fowlow (Windsor, Nova Scotia), P/O Monty Berger (Intelligence Officer, Montreal) and P/O R.D. Bowen (Edmonton). PL-19229 (walking by wing of Spitfire); PL-28909 (Fowlow and S/L Jack Sheppard). DFC presented to next-of-kin, 28 February 1946. Photo PL-19229 shows him walking by Spitfire wing; PL-28909 shows him with S/L Jack Sheppard.

This officer has taken part in a very large number of sorties and has proved himself to be a skilful and courageous fighter. He has destroyed four and shared in the destruction of another enemy aircraft.

Notes: When shot down in Malta he was flying Spitfire BP993.

Application for Operational Wing dated 2 December 1943 stated he had flown 125 sorties (200 hours), January 1943 to October 1943.

Assessed on 16 January 1943 by S/L L.S. Ford - "A definitely capable officer and pilot. Though inclined to be of a quiet nature he will make an excellent flight commander with more operational experience."

Assessed on 22 February 1944 by G/C W.R. MacBrien, No.17 Wing - "An excellent and promising young officer."

Assessed on 1 April 1944 by MacBrien - "An above average squadron commander."

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FOWNES, F/L Leo Elton (J22528) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 9 July 1920 in Baddeck, Nova Scotia; home there (farmer, lumber

dealer). NPAM service, 31 days with Cape Breton Highlanders. Enlisted in Halifax, 19 July 1941. To No.1 Manning Depot, 25 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 9 November 1941 to when posted to No.15 EFTS; ceased training and posted to Trenton, 9 December 1941; to No.10 AOS, 2 January 1942; graduated 10 April 1942 and posted next day to No.6 BGS; graduated and promoted Sergeant, 23 May 1942 when posted to No.1 ANS; graduated and commissioned 3 July 1942. To No.31 OTU, 23 July 1942. Posted overseas, 11 December 1942, disembarking 18 December 1942. Promoted Flying Officer, 3 January 1943. Posted from No.3 PRC to No.62 OTU, 15 June 1943. To No.54 OTU, 10 August 1943. To No.51 OTU, 16 November 1943. To No.409 Squadron, 29 February 1944. Promoted Flight Lieutenant, 3 July 1944. Returned to United Kingdom from Europe, 19 April 1945. Repatriated 8 June 1945; to Moncton, 20 June 1945; To No.1 Release Centre, Halifax, 26 August 1945. Released 30 August 1945. Award sent by registered mail, 21 December 1950. Graduated from Acadia University, 1948 and Nova Scotia Technical College, 1955. Died in Ottawa, July 1974; buried in St. Andrew Cemetery, Baddeck Forks. His pilot, F/O R.I.E. Britten, received the DFC as well. Involved in the following victories: **25/26 November 1944**, one Ju.88 destroyed, Rheindallen/Krefeld plus one Ju.88 damaged; **27/28 December 1944**, two Ju.88Gs destroyed, Kaldenkirchen; **21/22 March 1945**, one Bf.110 destroyed, Dhunn; **25/26 March 1945**, one Ju.88 destroyed, Dortmund. RCAF photo PL-41190 (ex UK-17944 dated 5 January 1945) is of him showing a French boy a photograph of his girl friend, identified in caption as Flight Sergeant (WD) Vivian Harvey of Baddeck.

Throughout all his missions Flight Lieutenant Fownes has shown outstanding enthusiasm, technical skill and unfailing devotion to duty. His fine fighting spirit and tenacity have set an excellent example to all. During two night sorties this officer participated in the destruction of three enemy aircraft and damage to a fourth.

NOTE: Public Records Office Air 2/9048 has recommendation dated 1 January 1945 which differs slightly and is quoted here for comparison; he had flown 50 sorties since June 1944:

Flight Lieutenant Fownes is [an] extremely capable navigator/radio, always willing to fly, no matter how awkward the conditions nor hazardous the undertaking. His ability to hold a contact through violent evasive [sic, "evasion" ?] at low altitude recently led to the destruction of three enemy aircraft and the damaging of a fourth on two night sorties. His enthusiasm and aggressiveness are an example to all. Since D Day he has completed 50 night sorties.

Training: Interviewed in Halifax, 17 July 1941 by F/O P.E. Appleby, DFC, a veteran of the First World War who described him simply as "Good material for pilot."

Course at No.1 ITS was 15 September to 7 November 1941. Courses in Mathematics (145/150), Armament, practical and oral (80/100), Aero Engines and Theory of Flight (84/100), Signals

(150/150), Aircraft Recognition (46/50), Drill (75/100), Law and Discipline (97/100). Placed 22nd in a class of 103. "A cool, deliberate trainee, very promising material. Keen service spirit. Recommended for commission material."

Course at No.15 EFTS was 10 November 1941 to 2 January 1942. Although he was considered average, he personally became nervous when flying solo and asked to be transferred to Observer training. As of that time he had flown 13.15 dual and 6.15 solo on Tiger Moths.

Course at No.10 AOS was 5 January to 10 April 1942. Flew in Anson aircraft (19.55 day as first navigator, 28.25 day as second navigator, 6.05 night as first navigator, 11.25 night as second navigator, plus 6.20 bombing (dropped 27 bombs) and 2.55 photography.

Course at No.6 BGS was 13 April to 23 May 1942. Bombing on Bolingbroke (1.20, day) and Battle (21.20 day, 2.40 night) plus gunnery on Battle (11.20 day) Dropped 53 bombs high level and 16 bombs low level. In Gunnery he scored six percent hits in Beam Test (fired 600 rounds), 7.5 percent in Beam Relative Speed Test (450 rounds) and 5.8 percent in Under Tail Test (fired 800 rounds). Placed 19th in class of 26.

Course at No.1 ANS was 25 May to 3 July 1942. Anson aircraft (5.55 day as first navigator, 6.50 day as second navigator, 8.20 night as first navigator, 6.45 night as second navigator, two hours bombing.) Placed 20th in a class of 24

Course at No.51 OTU was 16 November 1943 to 29 February 1944. Flew in Oxford aircraft (1.20 day navigation) and Beaufighter (25.55 day and 8.15 night on Incidental and Target Flying) 3.05 day and 2.00 night on A.I. Homings; 3.55 day and 6.00 night on Interceptions; 2.35 day on D.R. Navigation). Also logged 4.25 in Mark VIII Synthetic Trainer. Ground courses in Theory (267/300), Workshop Practice (281/300), Synthetic Trainer tests (65/100), Interception Technique (64/100), Signals (90/100), Meteorology (76/100) and written Navigation (160/200). Air Tests in Aircraft Recognition (100/100), Airmanship (60/100), Air Interceptions (65/100), and SD.158 (whatever that is - 91/100). Graded "average".

Notes: On Repatriation Form dated 18 May 1945 he stated he had flown 200 operational hours and 278.10 non-operational hours (477.10). Claimed 68 sorties, the last on 7 April 1945. Flying times on types listed as Moth (21.45), Anson (51.00), Beaufighter (106.40) and Mosquito (297.45). Stated he had been involved in destruction of five enemy aircraft plus one damaged.

Application for Operational Wing dated 13 April 1945 confirmed 68 sorties (200 hours) from 7 March 1944 to 7 April 1945.

Assessed 23 May 1945 as follows: "This officer was member of a very keen and capable crew and performed his duties with marked ability, This officer was a well liked member of the squadron and a definite asset to his flight." (S/L William B. Breckon).

RCAF Press Release dated 15 December 1944 from F/O S.P. Cromie reads:

With a Canadian Night Fighter Squadron in France: -- Two Nova Scotia fliers who enlisted together at Halifax in July, 1941 and met again nearly two years later as pilot and navigator of a Mosquito night fighter, hit the night fighting jackpot when they destroyed one enemy plane and damaged another in one night recently.

They are F/O R.A. Britten, pilot of Arichat, and F/L Leo Fownes, navigator, of Baddeck, crew of a Nighthawk squadron Mosquito operating from an airfield in Northern France. The pair met in the RCAF recruiting depot and went on to Manning Depot at Toronto together.

From there they both went to Toronto I.T.S., then to Elementary Training School at Regina. There they parted, Fownes going on to an Air Observers School before completing his course to train as a navigator.

Britten, who is 22, became a staff pilot at a navigation school after completing his course, while Fownes joined the RCAF Ferry Command in Canada.

They never saw each other again until they met briefly at a reception depot in England. In November, 1943, they teamed up as a night fighting crew at an operational training unit in Britain.

The two Nova Scotians have flown together with the Nighthawk squadron since March, this year, and their recent double header was their first score.

Britten and Fownes bagged their pair when they were sent out to intercept a German night fighter force, the first to put in an appearance in some time. Victim number one was a Ju.88 which they saw crash in flames. Their second was a Ju.188 which burst into flames when Britten's cannons scored hits on it. It dived down through a cloud and was believed to have crashed about 40 miles inside the German border, but since the crew did not see it crash, they claimed it as a damaged.

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FOX, WO (now P/O) Bernard Allan Marvin (R163681/J90093) - **Distinguished Flying Cross** - No.614 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 26 November 1922, Saskatchewan; home Cupar, Saskatchewan. Enlisted Regina 4 May 1942. Enlisted in Regina, 4 May 1942. To No.3 BGS, 22

June 1942 (non-flying duties). To No.2 ITS, 1 August 1942; promoted LAC, 9 October 1942; to No.2 BGS, 24 October 1942; to No.5 AOS, 27 December 1942; promoted Sergeant, 12 February 1943; to "Y" Depot, 26 February 1943; to RAF, 8 March 1943. Promoted Flight Sergeant, 12 August 1943. Commissioned 5 August 1944. Repatriated 28 December 1944. Promoted Flying Officer, 5 February 1945, Released 19 March 1945. His DFC was won in conjunction with that of F/O Bruce W. Prang; mission in question was on 9 August 1944; four of the crew baled out.

Warrant Officer Fox has completed numerous sorties against many important and heavily defended targets in enemy and enemy occupied territory. He has proved himself to be an efficient, conscientious and resourceful air bomber contributing considerably to the success of his squadron. While taking part in an attack on Ploesti one night in August his aircraft was illuminated by searchlights and encountered anti-aircraft fire. Whilst over the target on the return journey the aircraft was hit by a heavy burst and fire broke out. After being assured by the pilot that the aircraft was under control and although suffering from numerous injuries caused by shell splinters, Warrant Officer Fox proceeded to extinguish the fires. Owing to his courage and determination Warrant Officer Fox enabled his captain to bring his aircraft safely back to base.

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FOX, F/L Charles William (J6364) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born in Guelph, Ontario, 26 February 1920. Home Guelph, Ontario. Decorator. Enlisted in Hamilton, 16 October 1940. To No.1 ANS, 7 November 1940. To No.2 ITS. 30 November 1940; graduated and promoted LAC, 2 January 1941 when posted to No.10 EFTS; graduated 21 February 1941 when posted to No.1A Manning Depot. To No.6 SFTS, 4 May 1941; graduated, commissioned and awarded wings, 27 July 1941. To Central Flying School, Trenton, 28 July 1941. To No.6 SFTS to instruct, 20 October 1941 to May 1943. Posted to No.1 OTU, Bagotville, 14 May 1943 and posted overseas 26 August 1943. arriving 1 September 1943. Posted to No.57 OTU, 12 October 1943, then to No.412 Squadron (10 January 1944 to 28 January 1945). To No.410 Repair and Salvage Unit, 28 January 1945; to staff duties, No.126 Wing Headquarters, 28 March 1945. Returned to Canada, 7 August 1945; released 26 September 1945. Served in RCAF Auxiliary from 1 March 1954 to 31 May 1961, chiefly with No.420 Squadron as a pilot and fighter controller. Honorary Colonel of No.412 Squadron. Credited with the following aerial victories: **28 June 1944**, one FW.190 damaged; **20 August 1944**, one FW.190 damaged; **27 September 1944**, two FW.190s destroyed plus two damaged; **24 December 1944**, one FW.190 destroyed; **27 December 1944**, one Bf.109 destroyed; **29 December 1944**, one Ju.88 damaged. He flew 320 operational hours and 224 sorties, the last of which was on 28 April 1945. Killed in an automobile accident near Tillsonburg, Ontario, 18 October 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2009. Photo PL-28263 (ex UK-8592 dated 21 March 1944) shows him beside

cannon of a Spitfire. Photo PL-28275 (ex UK-8606 dated 21 March 1944) also shows him with cannon. Photo PL-35336 is portrait. Photo PL-42109 (ex UK-19013 dated 12 February 1945) is captioned as follows: "G/C G.R. McGregor, OBE, DFC,, Montreal, commanding officer of the Canadian top-scoring Spitfire wing in 2nd TAF, centre, expresses a few words of farewell and good wished to S/L Dean H. Dover, DFC and Bar, Toronto, right at a dinner tendered the latter in Holland recently on completion of his second tour and repatriation to Canada. At left is F/L G.W. Fox, Guelph." Photo PL-42110 (ex UK-19014, dated 12 February 1945) taken at same dinner, shows S/L M.D. Boyd (Clarkson, Ontario, at left), S/L Dean Dover (centre) and F/L C.W. Fox.

This officer has displayed exceptional courage and skill in pressing home his attacks against the enemy. These operations have been particularly directed against mechanical transport in the course of four consecutive days. Flight Lieutenant Fox destroyed or damaged at least sixty-four enemy transports and since the invasion of Normandy has destroyed a total of 127 vehicles. Many of these attacks were completed in the face of very intense anti-aircraft fire from enemy positions. This record has been a fine example to his fellow pilots and he has contributed much to the success obtained by his squadron.

FOX, F/L Charles William (J6364) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 625/45 dated 13 April 1945.

Since August 1944 this officer has led his section against a variety of targets, often in the face of intense anti-aircraft fire. He has personally destroyed or damaged twenty-two locomotives and thirty-four enemy vehicles, bringing his total to 153 vehicles destroyed or damaged. In addition he has destroyed at least a further three enemy aircraft and damaged two others. In December 1944 Flight Lieutenant Fox led his squadron on an attack against enemy airfields in the Munster area and personally destroyed another hostile aircraft, bringing his total to four. Through his quick and accurate reporting a further four enemy aircraft were destroyed. Since the award of the Distinguished Flying Cross, this officer has continued to display outstanding skill, coolness and determination.

As of 30 April 2004 he assumed the post of Honorary Colonel, No.412 Squadron, an event which generated much coverage in the Ottawa **Citizen**, 27 April, 29 April and 1 May 2004. Some of the coverage made statements at variance with above material. Under the headline "The Canadian Who Ended Rommel's War" (Randy Boswell, 27 April 2004), noted that he had flown three sorties on D Day and quotes Michel Lavigne as crediting Fox with the 17 July 1944 which drove Field Marshal Erwin Rommel's car into a ditch where he was injured. This item includes a portion of his logbook showing him consistently flying (14-18 July 1944) Spitfire VZ-F. The entry for 17 July (one hour 15 minutes) was described only as "on staff car damaged and one MET."

The piece of 29 April 2004 repeated the Rommel story and stated his final sortie had been 5 May 1945. The issue of 1 May 2004 stated that he had begun his combat flying with George "Buzz" Beurling and that in the postwar period he had been a "colour commentator" at flying demonstrations by the Canadian Harvard Association (Tillsonburg, Ontario).

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FOX, P/O Gardie William (J85607) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 4 September 1920, Vancouver; educated in Saskatchewan. Home Weyburn, Saskatchewan where he was a ticket agent for Greyhound Bus Lines.. Enlisted Regina 17 April 1942 and granted Leave Without Pay. To No.2 Manning Depot, Brandon, 1 May 1942. To No.2 ITS, Regina, 15 August 1942; promoted LAC, 9 October 1942); to No.2 BGS, Mossbank. 7 November 1942; to No.3 AOS, Regina, 12 January 1943; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. Embarked for overseas, 28 March 1943. Disembarked in Britain, 4 April 1943. To No.2 (Observer) AFU, 31 May 1943 (Anson aircraft, 16 hours 30 minutes). To No.81 OTU, 22 June 1943 (Whitley aircraft, 73.25). Promoted Flight Sergeant, 19 August 1943. To No.1662 Conversion Unit, 1 September 1943 (Halifax aircraft, 3.45). To No.626 Squadron, 9 November 1943 (Lancasters, 181 hours 55 minutes). Promoted WO2, 19 February 1944. Commissioned 28 March 1944. To No.86 OTU, 25 June 1944 (Lancasters, 25 hours). Promoted Flying Officer, 28 September 1944. Attached to No.1 Air Armament School, Manby, 22 July to 2 September 1944 for course as an instructor of bombing (Wellington aircraft, 14.25). To No.18 OTU, 15 November 1944 (Wellingtons, 1.55). Repatriated 3 February 1945. To No.2 Air Command, Winnipeg, 18 February 1945. To No.6 Release Centre, Regina, 8 April 1945. Released 11 April 1945. Attended Shaw School, Toronto, 1946-1947 for course in Accountancy. Postwar service as Lieutenant and Captain, South Saskatchewan Regiment (militia), 1 October 1947 to 10 June 1959. Died in Weyburn, Saskatchewan, 7 October 1997. 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 10 June 1944 when he had flown 28 sorties (179 hours).

20 November 1943 - Berlin
16 December 1943 - Berlin
20 December 1943 - Mannheim
3 January 1944 - Berlin
20 January 1944 - Berlin
21 January 1944 - Magdeburg
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt

25 February 1944 - Augsburg
15 March 1944 - Stuttgart
24 March 1944 - Berlin
30 March 1944 - Nuremburg
11 April 1944 - Aachen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
6 May 1944 - Aubigne Ragan
10 May 1944 - Dieppe
19 May 1944 - Orleans
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
31 May 1944 - Tergnier
2 June 1944 - Berneval

Pilot Officer Fox (a Canadian) as Air Bomber has now successfully completed 28 sorties against the enemy, including attacks on such heavily defended targets as Stuttgart, Nuremburg, Schweinfurt, Mannheim, and Berlin, the latter being attacked on eight occasions.

Pilot Officer Fox is a very skilful Air Bomber, and the results of his bombing supported by night photography have been outstandingly good. He possesses coolness and exceptional fearlessness in the face of danger which has inspired his crew and materially contributed to their very successful tour of operations.

For his courage, skill and determination in pressing home his attacks and the fine example he has set, I strongly recommend the award of the Distinguished Flying Cross to this officer.

Notes: Application for Operational Wing dated 10 October 1944 stated he had flown 28 sorties (181 hours 55 minutes), 24 November 1943 to 5 June 1944.

Training: Attended No.2 ITS, 17 August to 10 October 1942. Courses in Mathematics (115/150), Navigation (87/100), General Studies (73/100), Anti-Gas (41/50), Armament (40/50), Signals (150/150), Drill (65/100), Meteorology (27/50) and Law and Discipline (79/100). Placed 77th in a class of 132. "He is a rather quiet and reserved airman. He has a fair amount of ability but is not as industrious as he might be. He should pass the course successfully, however. He is well matured for his age. He should do quite well as an air bomber."

Attended No.2 BGS, 8 November 1942 to 12 January 1943. Anson on bombing training (30.00 day, 8.05 night), Bolingbroke on gunnery (8.00 day) and Battle on gunnery (50 minutes day). In high-level bombing dropped 34 bombs by day and 18 by night. In low-level bombing dropped 12 bombs by day. In gunnery fired 305 rounds in Beam Test (13.7 percent hits), 1,000 rounds in Beam Relative Speed Test (6.6 percent hits) and 300 rounds in Under Tail Test (3.7 percent hits). Examined in Bombing, written (153/250), Bombing, oral (173/250), Gunnery, written (85/100), Gunnery, oral (64/100), Aircraft Recognition (49/500 and Signals (38/50). Rated below average in bombing, above average in gunnery. Placed 14th in a class of 27. "A reliable student, quiet, average."

Attended No.3 AOS, 12 January to 19 February 1943. Anson aircraft - 23.30 by day, 11.25 by night. Graded in Navigation air work (67/100), Bombing air work (67/100), Photography air work (81/100), Elements of Navigation (43/50), Signals, practical (pass), Photography (43/50), Reconnaissance (45/50) and Aircraft Recognition (70/75). Placed 19th in a class of 32. "Had difficulty caused by a rather bad experience in the air. Steady worker."

Attended No.81 OTU, 22 June to 25 August 1944. Anson and Whitley aircraft. Day flying was on Local Bombing (4.15), Local Gunnery (6.55) and Cross Country Exercises (20.10). Night flying was on Local Bombing (5.50) and Cross Country Exercises (35.15). Took part in three medium level day bombing exercises (24 bombs), one low level day bombing exercise (eight bombs), three daylight stick exercises (six bombs), one daylight live bombing exercise (two bombs) and 14 simulations with photography. By night flew three medium level exerciser (18 bombs), three stick exercises (six bombs) and seven infra-red simulations. Maximum bombing height was 9,500 feet, average bombing height was 4,200 feet. Carried out two air-to-air firing exercises (500 rounds, 1.4 percent hits), two air-to-sea firing exercises (500 rounds), one cine gun exercise (two films exposed). Air Work assessed as follows - Day Bombing (105/150), Night Bombing (95/150), Map Reading, day (120/200), Map Reading, night (100/200) and Gunnery (60/100). Ground work assessed as follows: Bombing Theory (40/50), Bombing Drill and Panel Manipulation (165/200), Map Reading in AMBT (130/200), Photography (28/50, Operational Bomb Loads (38/50), Air Sighting (50/100), Gunnery, practical (82/150), Aircraft Recognition (35/50), Signals (25/50) and Emergency Crew Drills (35/50).

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FOX, F/O George Albert (J35521) - **Mention in Despatches** - No.432 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 18 May 1920. Home Toronto. Enlisted in Toronto 1 September 1942 and posted to No.1 Manning Depot. To No.14 SFTS, 21 January 1943. To No.6 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.1 BGS until 15 May 1943; to No.1 AOS, 7 August 1943; commissioned 17 September 1943; to No.1 BGS, 2 October 1943; graduated 12 November 1943 when posted to "Y" Depot; taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 17 March 1944. Promoted Flight Lieutenant, 9 April 1945. Repatriated 13 June 1945 by air. Retired 29 August 1945. Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). DHist file 181.009

D.5557 (RG.24 Vol.20668) had recommendation for a DFC; dated 7 October 1944 when he had flown four sorties (19 hours 20 minutes); recommended with F/O D.B. MacLennan (MiD though put up for DFC), Sergeant P.E. Palmer (MiD though put up for DFM), Sergeant G.O. Duffy (no award, though recommended for DFM) and Sergeant William Bentley (RAF - recommended for DFM, award not known). The pilot, F/L John Adair Woodward, had flown five sorties (20 hours 15 minutes, 3-27 September 1944); he was wounded on run-up but kept control until bombs dropped; collapsed and navigator (F/O C.M. Hay) took controls. Woodward revived on trip home and tried to carry on but was dangerously weakened by loss of blood. From rest compartment he directed, guided and encouraged crew, setting example of calm courage. He had to be restrained from attempting to land the aircraft; his worst wound could not be treated by tourniquet. Woodward recommended for DFC but got nothing. Recommendation for Fox and comrades said:

On the 27th of September, 1944 these officers and airmen were members of the crew of the aircraft captained by Flight Lieutenant J.A. Woodward (J9115). They were detailed to attack Bottrop. Over the target the captain was mortally wounded by enemy fire, and some instruments were damaged and two parachutes shot up. Between them they managed to bring the aircraft back to this country and although the undercarriage collapsed and the machine caught fire on landing they escaped uninjured and got the captain out with them. Throughout this ordeal each member of the crew assisted the others to the utmost extent, unmindful of his own distress and refusing to take the opportunity of saving their lives by bailing out. It was an outstanding example of crew co-operation and devotion to their comrade.

For their courageous action in face of enemy fire, their calmness and devotion to duty under adverse conditions, and for their dogged determination to assist their comrade they are recommended for the award of the DFC and DFM respectively. (Immediate).

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FOX, NS Helen Mildred (C7729) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Originally Helen Mildred Clark (married while in the service). Home in Calgary. Graduated in nursing from Calgary General Hospital. Enlisted in Edmonton, 10 September 1941 as Nursing Sister at No.26 SFTS. Granted rank of Section Officer, 10 March 1942. To No.10 Repair Depot, 10 March 1943. To "YD", 7 May 1943; to "Y" Depot, 22 August 1943; to United Kingdom, 12 September 1943. Repatriated 8 August 1945. Retired 11 October 1945. Died in Perley Rideau Veterans Health Centre, Ottawa, 6 February 2003. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation sent to No.63 Base HQ, 1 February 1945. Recommended previously on 23 July 1944 but substance does not vary much from what follows:

Nursing Sister H. Fox has been stationed at Skipton-on-Swale since the opening

of the Station Sick Quarters in February 1944.

Due to her efforts the difficult job of opening and maintaining a new Sick Quarters went very smoothly. The work and time expended by Nursing Sister Fox was far in excess of what might be expected from one in her position. Since that time, she has carried out her duties in an extremely efficient and tireless manner. The efficient operation of the Station Sick Quarters has largely been due to her efforts. The interest she has shown in her work and the welfare of all personnel on this station is exceptional.

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FOX, P/O Keith Charles (J86179) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 February 1919 Frankford, Ontario; home Belleville, Ontario. Enlisted Toronto, 14 November 1941. Granted Leave Without Pay until 28 December 1941 when posted to No.1 Manning Depot. To No.31 SFTS, 31 January 1942 (guard duty); to No.4 WS, 5 June 1942; promoted LAC, 6 July 1942; graduated and posted to No.9 BGS, 27 December 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 3 May 1943. Commissioned 2 May 1944. Promoted Flying Officer, 2 November 1944. Repatriated 23 November 1944; retired 15 March 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 3 September 1944 when he had flown 26 sorties (230 hours), 4 October 1943 to 5 August 1944.

Pilot Officer Fox has completed a tour of operations involving 36 sorties by day and night against the enemy. These included many attacks on the main German targets.

In his capacity as spare Gunner, he flew with many different crews and, irrespective of the operational experience of the crew, he invariably displayed great keenness to be included with them.

During his whole tour he displayed great courage and devotion to duty which I consider merits the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; those from 4 October 1943 to 27 April 1944 were on Halifax aircraft; those from 9 May 1944 to 5 August 1944 were on Lancasters; most as Mid-Upper Gunner (noted where otherwise):

4 October 1943 - Frankfurt (8.20)

22 October 1943 - Kassel (7.30)

2 November 1943 - Dusseldorf (5.20)
18 November 1943 - Mannheim (4.50)
19 November 1943 - Leverkusen (6.40)
22 November 1943 - Berlin (7.45)
25 November 1943 - Frankfurt (8.00)
26 November 1943 - Stuttgart (3.15, incomplete)
20 December 1943 - Frankfurt (7.00)
20 January 1944 - Berlin (7.45)
28 January 1944 - Berlin (8.05)
1 February 1944 - Gardening, St. Nazaire (7.00)
2 February 1944 - Gardening, Kiel (5.40)
5 February 1944 - Gardening, Oslo (7.10)
15 February 1944 - Berlin (9.05)
19 February 1944 - Leipzig (7.50)
22 February 1944 - Gardening, Heligoland Bight (2.55)
22 March 1944 - Gardening, Kiel (6.25)
25 March 1944 - Aulnoye (6.00)
29 March 1944 - Vaires (6.05)
1 April 1944 - Gardening, Frisian Islands (3.35)
18 April 1944 - Gardening, Copenhagen (6.35)
22 April 1944 - Laon (5.30)
24 April 1944 - Gardening, Morloix (5.05)
26 April 1944 - Villeneuve (5.35)
27 April 1944 - Montzen (4.25)
9 May 1944 - St. Valery (3.45)
10 May 1944 - Ghent (4.25)
12 May 1944 - Louvain (4.25)
14 May 1944 - St. Pol (3.50, rear gunner)
24 May 1944 - Bamiers (4.10, rear gunner)
27 June 1944 - Foret d'Eaut (4.35, rear gunner)
6 July 1944 - Siracourt (4.20, day, rear gunner)
3 August 1944 - Bois de Cassan (5.45, day)
4 August 1944 - Bois de Cassan (6.25, day)
5 August 1944 - St. Leu d'Esserent (5.40, day)
8 August 1944 - Chantilly (5.25, day, rear gunner)
9 August 1944 - Acquet (4.50, day, rear gunner)

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FOX, F/O Samuel John (C85210) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Radar Officer. Born 7 November 1921. Home in Oshawa; enlisted in Hamilton, 12 August 1941 as Radio Mechanic and posted to No.1 Manning Depot. To Mountain View, 20 August 1941. To No.1 Manning Depot, 20 October 1941. To No.31 Radio School, 30 October 1941. To RAF

overseas, 7 January 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 12 March 1943. Commissioned 13 April 1944. Repatriated 26 September 1945. Retired 6 November 1945.

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FOY, F/O Harold Osborne (J85446) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 July 1916 in Admaston, Ontario; home there. Miner and farmer. Enlisted in North Bay, 12 September 1941 and posted to No.1 Manning Depot. To No.2 Manning Depot, 1 October 1941. To No.12 Equipment Depot, 2 January 1942. To No.3 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.17 EFTS until 8 May 1943; to No.4 EFTS, 6 June 1942; graduated 1 August 1942 when posted to No.5 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942 Commissioned 14 February 1944. Repatriated 23 April 1945; to No.10 EFTS, 9 June 1945, serving at that site to 19 August 1945. Retired 28 August 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 23 August 1944 when he had flown 35 sorties (181 hours 30 minutes) in tour from 29 September 1943 to 12 August 1944.

Flying Officer Foy during his tour of operations has successfully attacked targets in Italy, Germany and France. This officer's fine offensive spirit and dogged determination to press home his attack have been an inspiration to all personnel with this squadron. On one occasion on returning with a full bomb load with two engines unserviceable, he was unable to jettison and only his superior pilotage and airmanship enabled him to successfully land his aircraft. For Flying Officer Foy's high degree of courage, skilful pilotage and strong sense of duty, it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

No date given - ferried aircraft to North Africa (6.00)
29 September 1943 - Foggia (6.00, second pilot)
3 October 1943 - Civitavecchia (6.50, second pilot)
4 October 1943 - Formia (5.40)
15 February 1944 - Berlin (8.00, second pilot)
19 February 1944 - Berlin (7.10)
9 April 1944 - Villeneuve St. George (6.00)
18 April 1944 - Noisy le Sec (5.30)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (7.10)
26 April 1944 - Essen (5.50)
27 April 1944 - Aulnoye (4.50)

30 April 1944 - Somain (4.10)
12 May 1944 - Louvain (5.10)
19 May 1944 - Merville Franceville (4.20)
22 May 1944 - Le Mans (4.55)
27 May 1944 - Bourg Leopold (4.45)
2 June 1944 - Neufchatel (3.55)
5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutances (5.25)
8 June 1944 - Mayenne (5.35)
10 June 1944 - Versailles Matelot (5.35)
12 June 1944 - Cambrai Junction (4.20)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.15)
17 June 1944 - Rouen area (4.10)
21 June 1944 - St. Martin (4.15)
24 June 1944 - Bamieres (4.15)
27 June 1944 - Foret d'Eavy (3.50)
28 July 1944 - Hamburg (4.55)
29 July 1944 - Amye sur Seulles (4.50)
31 July 1944 - Oeuf en Ternois (4.35)
3 August 1944 - Foret de Nieppe (4.35)
5 August 1944 - St.Leu d'Essernent (5.15)
7 August 1944 - La Hogue (4.10)
12 August 1944 - Falaise (2.10, duty not carried out, returned early)

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FOY, F/O James Henry (J15609) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Brantford, Ontario, 8 August 1922 (birthdate from Canadian Aviation Hall of Fame and on MI.9 report, quoted below); home in Toronto where he attended Vaughan Road Collegiate; enlisted there 24 October 1940. Trained at No.2 ITS (graduated 23 December 1940), No.12 EFTS (graduated 24 February 1941) and No.1 SFTS (graduated 16 May 1941). Further trained at No.22 OTU. Flew with both No.405 and 419 Squadrons, completing 31 operational sorties plus instructional work. Returned to No.405 Squadron and flew an additional 15 sorties. Commissioned 1942. Shot down over France, 16 July 1943 on his 47th sortie. He joined the French Resistance and assisted others to escape. Returned to England in March or April 1944. Released in August 1944 to join Trans-Canada Airlines as a co-pilot, attaining captaincy status two years later. Flew for 30 years with TCA and Air Canada on domestic and overseas routes, Lockheed 14s to DC-8s. Served three years as President of the International Federation of Air Line Pilot. During his career he was pilot-in-command of aircraft for more than 21,000 hours and was in charge of the 1973 Royal Flight which carried Queen Elizabeth II from London to Toronto. Died in Toronto, 28 April 1974. Two years later he was posthumously awarded the Ken Wright Memorial Trophy (Canadian Air Line Pilots Association)

“for outstanding airmanship and professional performance contributing to the enhancement and image of airline pilots.” Inducted into Canada’s Aviation Hall of Fame, 1980 with following citation: "His exceptional abilities as an aviator in war and peace, coupled with his exemplary qualities of leadership and dedication to purpose, brought credit to his chosen profession and to the organizations for which he laboured, resulting in the advancement of aviation in Canada."

Flying Officer Foy, now on his second tour of operational duties, has participated in a large number of operational sorties including the one thousand bomber raid on Cologne, the Ruhr and Bremen. On two occasions he successfully flew his aircraft home on one engine. On completion of his first operational tour this officer served for some time as a pilot instructor. His operational record as deputy flight commander has been of the highest order.

FOY, F/L James Henry, DFC (J15609) - **Mention in Despatches** - No.405 Squadron (since loaned to TCA) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. This award may have been as a result of his successful evasion, detailed in his MI.9 report (left Gibraltar on 9 April 1944; arrived at Lyneham, 10 April 1944; interviewed 10 April 1944. Others in his crew were F/O H.T. Huston, RCAF (navigator, evaded, no award), S/L A. Lambert, RCAF (bomb aimer, evaded, awarded Bar to DFC), Sergeant J.B. McDougall, RCAF (flight engineer, evader, Mentioned in Despatches), Sergeant McGregor (WOP), F/O T.W. Simpson, RCAF (mid-upper gunner, evader, Mentioned in Despatches), and Sergeant A.O. Prior, RCAF (rear gunner, POW).

We were members of the crew of a Halifax aircraft which took off from Gransden Lodge on 16 July 1943 at about 2300 hours to bomb Montbelliard.

On the homeward journey we were attacked by a night fighter. The two starboard engines were put out of action. We were unable to maintain height, and I gave the order to bale out.

I came down in a field about 13 kilometres northeast of Chateauneuf-sur-Loire (France 1:250,000, Sheet 15, W.91). I buried my parachute and Mae West and hid in the field until nightfall (16 July). At about 2000 hours I went up to a farm house that I had been watching all day. I was taken in and fed. The next morning I was taken to a chateau nearby. The owner gave me some civilian clothes and some maps and at night I went on alone into Chateauneuf. About 0800 hours (18 July) I stopped at another house and the owner (name unknown) gave me directions to cross the river Loire. I tried to carry out his instructions but found I could not cross the river. I therefore went into a barn and slept until about 1700 hours when a Frenchman, who spoke a little English, arrived. He took me to another chateau where I spent the night.

The next morning (19 July) I crossed the River Loire in a small boat. I continued walking until I came to Souvigny (L 8694). There I was again sheltered by the night at a farm house.

The next morning (20 July) I set out for Nouan (L 7882). On the way I was stopped by some French policemen who asked me to produce my identity card. As I did not possess one, I had no option but to declare myself. As soon as they learned that I was in the RAF they let me go without any trouble. At Nouan I stopped at a house and asked for help, and from that point my journey was arranged for me.

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FOYSTON, F/O Frank Stanley (J8166) - **Distinguished Flying Cross** - No.252 Squadron - Award effective 23 July 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born Robsart, Saskatchewan, 1 July 1920; home in Invermere, British Columbia. Education included UBC, 1938-1939 (Arts) and UBC 1939-940 (Engineering). He had worked as a Relieving Warden in the National Park, Radium, British Columbia (summers of 1938 and 1939) and in the Powell River sawmills (1940-1941). Enlisted in Vancouver, 6 February 1941 and posted to No.2 Manning Depot. To No.6 BGS (guard duty), 9 March 1941. To No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.5 EFTS; may have graduated 14 July 1941 but not posted to No.3 SFTS until 27 July 1941; graduated and commissioned 17 October 1941. To "Y" Depot, 1 November 1941; to RAF overseas, 12 November 1941. To No.3 School of General Reconnaissance, 3 January 1942. To No.2 (Coastal) OTU, Catfoss, 17 March 1942. To No.236 Squadron, 26 May 1942. To Eastern Pool and No.252 Squadron, 26 July 1942 but may not have reported until 23 September 1942.. Promoted Flying Officer, 15 October 1942. To No.22 Personnel Transit Centre, 22 September 1943. Arrived in United Kingdom, 2 October 1943. Promoted Flight Lieutenant, 17 October 1943. Repatriated 14 November 1943. To No.1 GRS, 3 January 1944; to No.31 OTU, 16 June 1944; to No.7 OTU, 30 June 1944. To "Y" Depot, 31 August 1944. Taken on strength of No.3 PRC, 4 October 1944. To No.13 OTU, 14 November 1944. To No.2 Group Support Unit, 29 January 1945. To No.464 Squadron, 20 February 1945. Repatriated 9 August 1945. Retired 15 October 1945. Died in Portland, Oregon, 1967. RCAF photo PL-44865 (ex UK-22330 dated 6 July 1945) taken after investiture. PL-44866 taken on same occasion shows him with friends outside Buckingham Palace (Major Carlos Clarke, Rudgwick, Sussex, Mrs. R.S. Watson, Foyston, Mrs. Carlos Clarke).

This officer has taken part in several sorties during which he has attacked shipping and other enemy targets with success. By his fine fighting qualities, keenness and devotion to duty, Flying Officer Foyston has set a most praiseworthy example.

NOTE: Public Record Office Air 2/4995 has recommendation communicated 23 July 1943 from Headquarters, Royal Air Force, Middle East to Air Ministry:

An immediate award of the Distinguished Flying Cross has been made to Flying Officer Frank Stanley Foyston (J.8166) of No.252 Squadron.

Flying Officer Foyston has recently completed 240 operational hours on Coastal Beauighter aircraft thus completing his tour. He has at all times shewn a fine spirit of offensiveness and has been outstanding in his cheerfulness and keenness to cooperate. He is a fine type of Dominion's officer and by his example has set a high standard to other members of this squadron.

Salient features of his operational flying are included in the attached appendix.

The document mentioned lists the following:

- | | |
|------------------|--|
| 18 November 1942 | Fighter protection to C/V "Cutter" - Attacked Junkers 52 and probably damaged it. |
| 6 December 1942 | Road strafe, eastwards to Sirte. Shot up small building, also damaged lorry. |
| 7 December 1942 | Reconnaissance and road strafe, Sirte to 35 miles eastwards. Attacked large lorry but missed; later attacked tented camp. Faulty sight. |
| 19 December 1942 | Offensive sweep from west of Tripoli. Attacked five "" boats, in conjunction with two other aircraft, observed hits on one barge, landed at Malta. |
| 10 May 1943 | Offensive sweep. Attacked large two-masted schooner in conjunction with other aircraft. When left flames were observed amongst the deck cargo rising to a few feet. |
| 23 May 1943 | Offensive sweep. Attacked two-masted schooner in conjunction with two other aircraft. The vessel caught fire, flames rose to 20 feet. The same sortie attacked another schooner but no visible results seen - believed the vessel was of metal construction. |
| 25 May 1943 | To attack seaplane base at Preveza. Strafed a CANT 501 which burst into flames, also a petrol dump and as aircraft left target area black smoke was seen to rise to 1,000 feet. |
| 13 June 1943 | Offensive sweep. Attacked in conjunction with three other aircraft a two-masted schooner. Nine attacks were made. Also attacked armed trawler. Three Messerschmitt 109ss |

attacked out aircraft, evasive action taken, one aircraft is missing.

2 July 1943

Offensive sweep in Ionian Sea. In conjunction with another aircraft, straffed a two-masted schooner and a large percentage of hits seen. A steel bridge was also attacked with bombs, the first bomb hung up and the second was a miss by 20 yards; this was the first trip with bombs being carried out by this pilot.

Notes: On return to Canada the first time he was anxious to have a second tour and applied for Mosquito training. Course at No.7 OTU was 19 June to 11 August 1944. Flew two hours day dual to first solo, nine hours 30 minutes total day dual and 34.45 day solo; also 1.50 night dual and 13.55 night solo (6.40 on instruments, 9.30 in Link). Flying Tests in General Flying (310/400), Applied Flying (170/200), Instrument Flying (200/250), Night Flying (80/100) and Link (40/50). Ground tests in Airmanship (255/300), Armament (189/300), Meteorology (64/100), Navigation (130/200), and Signals (66/100). "Has completed one operational tour. This pilot has shown a great interest in the work on the course and applied himself well. A reliable keen type. Above average."

Application for Operational Wing dated 20 November 1944 covered No.252 Squadron service, 23 September 1942 to 12 September 1943 (55 sorties, 239 hours 50 minutes).

Course at No.13 OTU was 14 November 1944 to 21 January 1945. Flew Mosquito aircraft (4.15 day dual to first solo (his dual total), 21.05 day solo, 14.35 night solo (13.45 in Link. Flying Tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (200/250), Night Flying (70/100) and Link (38/50). Not tested in Airmanship or Meteorology. Otherwise ground tests in Armament (231/300), Navigation (124/200), and Signals (78/100). "An above the average pilot. This officer has already completed an extensive low level tour on Beaufighters. His keenness for operations is outstanding and he has worked hard on the course. He should prove a real asset to his squadron as he has plenty of dash and some capacity for leadership."

Repatriation form dated 16 July 1945 stated he had flown 60 hours on Blenheims, 430 on Beaufighters and 251 on Mosquitos. Hours flown overseas were 306 operational, 435 non-operational; stated he had flown 77 sorties, the last with No.464 Squadron on 2 May 1945.

Training: Interviewed in Edmonton, 14 September 1940 when interest in amateur radio noted. "A really smart young man. Very keen, well educated and considerably above average intelligence. Reactions quick. Good ice hockey player; member U.B.C. Boxing Club and Team. Athletic and regular he-man. Most anxious to be Pilot and looks really good material. Recommended strongly."

Course at No.2 ITS was 22 April to 23 May 1941. Courses in Mathematics (92/100), Armament, practical and oral (71/100), Signals (98/100), Drill (71/100), Law, Discipline, Hygiene and Sanitation (78/100). Visual Link mark was 80 percent. Placed 16th in a class of 86. "Two years

university followed by construction work and sawmill employment. Alert and responsible. Neat in work. Appears to be methodical. Confident. May be impatient. One year COTC. Active in sports including team sports. Special hockey shooting. May be officer material."

Course at No.5 EFTS was 29 May to 15 July 1941. Flew Tiger Moth aircraft (31 hours dual, 27.35 solo). Also logged ten hours in Link. "Average ability, tends to be rough on controls" (M. Smith, Chief Flying Instructor). Ground courses in Airmanship (122/200), Airframes (84/100), Engines (70/100), Signals, Practical (86/100), Theory of Flight (70/100), Air Navigation (136/200), Armament, oral (130/200), Qualities as Officer or NCO (140/200). Placed 25th in a class of 33. "Average ability, smart appearance, very keen, hard worker. Low standing probably due to illness; conduct very good." (F/L R.F. Gladdes ?, 14 July 1941).

Course at No.3 SFTS was 27 July to 7 October 1941. Flew Avro Anson (31.30 day dual, 41.25 day solo, 3.10 night dual, 6.50 night solo). Instrument flying was 12.05, 8.55 as passenger and logged 17 hours in Link. "Has made very good progress. Handling fair but rough. Air sense weak at times and should be watched at times." (S/L G.M. Martin, 15 October 1941). Ground courses in Airmanship and Maintenance (154/200), Armament, written (62/100), Armament, practical (84/100), Navigation and Meteorology (145/200), Signals, written (95/100), Signals, practical (48/50). Graded in formation flying (average), navigational ability (exceptional), night flying (average), determination and initiative (average), instrument flying (average), ability to maintain height, speed and course (average) - placed tenth in a class of 54. Commanding Officer (W/C W.E. Kennedy) described him thus: "Pleasant personality, straightforward manner, keen and alert and intelligent. Should develop into useful officer."

Selected Assessments: "A good officer with a fine flying record in this squadron. He badly needs administrative experience." (W/C J.H. Chaplin, No.252 Squadron, 26 July 1943, when he had flown 620 hours (240 in previous six months).

"A reliable pilot who throughout his service with this squadron has shown great keenness and interest in all departments and activities." (S/L D.O. Butler, 2 November 1943).

"This officer arrived from Overseas where he flew operationally in North Africa and while there was interviewed by Transport Command where he expected to be employed. Headquarters Middle East, however, posted him to England and a Pilot Fighter Instructor, reporting to an OTU in October. This officer a few days later was posted to No.31 GRS Charlottetown. This officer did not particularly wish to return to Canada, hoping to return to operational flying again. It is requested that his posting to Charlottetown as Staff Pilot be cancelled and have him posted to a Mosquito OTU, and that a posting might be made within reasonable distance of his home in British Columbia. May consideration be given to these recommendations." (Letter dated 24 November 1943, G/C G.S. O'Brian, No.1 Repatriation Depot).

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FRAME, P/O James Henry (J90419) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 23 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 6 April 1919 in Conrad, Saskatchewan (birth date on MI.9 report); home in Senate, Saskatchewan (rancher). Enlisted in Regina, 29 May 1942 and posted to No.2 Manning Depot. To No.2 BGS (guard), 18 July 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC, 10 October 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 30 December 1942; to "Y Depot, 13 January 1943. To RAF overseas, 25 January 1943. Overseas he trained at No.22 OTU (Wellesbourne) and No.1659 HCU (Topcliffe). Commissioned 14 October 1944. Member, Caterpillar Club. Repatriated 28 October 1944. To No.5 BGS, 17 December 1944. Retired 6 March 1945. On 24/25 May 1944, in Lancaster ND526 "M" of No.405 Squadron, he was shot down over Holland. His captain, S/L George Bennett, DSO, DFC (RCAF) was killed. As rear gunner, Frame (then a WO2, R167560) evaded, as did R18404 WO2 W.V. Joel (mid-upper gunner). All other members of the crew were captured. Died at Surrey, British Columbia, 8 July 2002.

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

NOTE: Public Record Office Air 2/9632 has recommendation drafted 22 May 1944 when he had flown 43 sorties (253 hours 30 minutes):

* not counted as operational sortie

25 June 1943 - Gelsenkirchen (4.45)
28 June 1943 - Cologne (5.00)
2 July 1943 - GARDENING (5.00)
3 July 1943 - Cologne (6.00)
9 July 1943 - Gelsenkirchen (5.55)
13 July 1943 - Aachen (5.45)
15 September 1943 - Montlucon (2.20)*
16 September 1943 - Modane (7.15)
22 September 1943 - Oldenburg (4.40)
23 September 1943 - Mannheim (5.45)

27 September 1943 - Hanover (4.40)
2 October 1943 - Munich (7.00)
3 October 1943 - Kassel (5.40)
7 October 1943 - Stuttgart (6.25)
8 October 1943 - Hanover (4.55)
20 October 1943 - Leipzig (2.25)*
22 October 1943 - Kassel (5.00)
3 November 1943 - Dusseldorf (3.40)
17 November 1943 - Mannheim (4.55)
18 November 1943 - Berlin (7,05)
2 December 1943 - Berlin (5.55)
16 December 1943 - Berlin (8.00)
23 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.50)
2 January 1944 - Berlin (6.20)
5 January 1944 - Stettin (8.45)
20 January 1944 - Berlin (7.25)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (6.50)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.00)
19 February 1944 - Leipzig (6.30)
20 February 1944 - Stuttgart (5.55)
25 February 1944 - Augsburg (6.35)
1 March 1944 - Stuttgart (6.35)
15 March 1944 - Stuttgart (6.25)
18 March 1944 - Frankfurt (4.55)

30 March 1944 - Nuremburg (6.40)

18 April 1944 - Paris (3.45)

20 April 1944 - Lens (2.55)

24 April 1944 - Karlsruhe (5.55)

26 April 1944 - Villeneuve St. Georges (4.10)

27 April 1944 - Freidrichshaven (6.40)

3 May 1944 - Mont Didier (2.55)

10 May 1944 - Ghent (2.30)

This Warrant Officer is a very keen and efficient Air Gunner who has completed 42 operational sorties against such heavily defended enemy targets as Berlin, Mannheim and Munich. On many occasions, this Warrant Officer has been placed in extreme personal danger, but in spite of this fact he has carried out his duties in a most efficient and commendable manner, setting a high example to his comrades in the squadron. Strongly recommended for the award of the Distinguished Flying Cross.

His MI.9 report (DHH 79/507), based on interview of 23 September 1944, lists the crew on 24/25 May 1944 as follows: S/L G. Bennett (pilot, killed), FS Rees (Flight Engineer), F/L E/ Baker (Navigator, POW), F/O F.C. Davies (bomb aimer, POW), FS Rogers (WOP), Warrant Officer W.V. Joel (Mid-Upper Gunner, MUG) and a set operator, name unknown. Under various headings he reported that the aircraft had departed Gransden Lodge at 2230 hours, 24/25 May 1944; came down near Eindhoven; all secret papers equipment destroyed with aircraft. He then wrote:

We were returning from bombing Aachen when attacked by a night fighter from below. I returned his fire, saw my tracers find him, but we were hit and had to bale out.

I landed in a wheat field, place unknown, covered up my parachute and mae west, and started walking southwest. At daybreak I hid in some brush, and as I saw a well in a field near cattle, I watched for someone to come and water the cattle.

In the afternoon a farmer came to do so and I attracted his attention.

He took me to a very young English speaking Dutchman who questioned me closely about my crew, squadron, name, etc. I began to doubt he was a genuine helper for various reasons. He said he had been an Engineer, also a policeman, etc but did not seem old enough to have had time to do more than one of these various jobs he referred to. He claimed to work full time for an underground to assist evaders, and to have no other work, which was not consistent with what I had understood about Helpers who always had other employment. He took my uniform, map, aids box and identity discs and asked me many questions which a genuine helper would not do. I decided to leave, but he became very alarmed at some harm it would do to him, although I argued he should feel in far greater danger if I remained.

He then tried to force me to stay, saying that now I was in his hands, I was under his orders, and those in his underground, and had no free choice of my own which I knew was inconsistent.

After considerable argument next morning he returned my uniform, I took my maps against his wish, and he refused to return my identity discs. I feel certain he was working for the Germans and had reported my whereabouts, but was trying to get information before handing me over.

I insisted on leaving, and walked west all day across country until I met a farmer's son who took me home.

They fetched a man who had sentences written in English/Dutch asking if I wished to give myself up or evade. When I indicated the latter, they showed me another sentence saying I must go with the man, and trust him to return me to England.

He took me that night to a village to meet an English speaking Dutch Captain, recently released from a camp in Germany who discussed plans with me. Next day he took me to another place where I met Sergeant Hooks (I.S. 9/WEA/2/516/1380). We remained together and from this point our evasion was arranged until 22 September. On 18 September a British reconnaissance patrol came through the place where I had been hiding up for four months and on that day we joined up actively with the Resistance. I instructed them and assisted them with machine gun and we helped capture a German

car with two more machine guns. We split into two groups, Sergeant Hooks with one and I was with the other, with six men each. We took five German prisoners in a wood and generally helped to harass any enemy we could find. On 22 September we contacted an airfield at Eindhoven who flew us to Brussels.

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

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FRANCE, F/O George Allison (J16263) - **Mention in Despatches** - No.353 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 13 July 1918. Home in Edmonton. Enlisted in Saskatoon, 6 March 1941. To No.2 Manning Depot, 28 April 1941. To No.4 SFTS (guard), 15 May 1941. To No.2 ITS, 21 June 1941; graduated and promoted LAC, 24 July 1941 when posted to No.5 AOS; graduated 12 October 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 24 November 1941; posted next day to No.1 ANS; graduated 22 December 1941 and posted next day to "Y" Depot. To RAF overseas, 9 January 1942. Commissioned 2 December 1942. Promoted Flying Officer, 2 June 1943. Promoted Flight Lieutenant, 2 December 1944. Repatriated 28 February 1945. To No.2 Air Command, 8 April 1945. To No.6 OTU, 12 May 1945. To No.6 OTU detachment, Greenwood, 15 January 1946. To No.1 Release Centre, 16 April 1946. Retired 23 April 1946. Living in Prince Albert, Saskatchewan in 1950. RCAF photo PL-31236 (ex UK-13303 dated 4 August 1944) is captioned as follows: "Standing in front of one of the Hudsons which saw them through one operational tour as a general reconnaissance squadron along the Burma coast and still serves them as a transport squadron in the Far East are seven members of the RCAF. There are 22 Canadians with the squadron and most of them have been in India for almost three years. On general reconnaissance the squadron photographed the entire Burma coast and engaged in convoy patrol, anti-submarine sweeps, low level reconnaissance, and strikes against Japanese shipping. Now with Transport Command the squadron conveys personnel, mail and freight to all parts of India, Ceylon and Burma. From left to right the Canucks are: front row, F/O Sam Shernofsky, J17215 (Outremont, navigator, Mentioned in Despatches), and Johnny Wark J18659 (Lindsay, Ontario, pilot); back row: P/O Stan Mason, J85512 (Vancouver, wireless air gunner), F/O Eugene Gauthier, J16497 (Edmonton, pilot), F/O George France, J16263 (Edmonton, navigator, Mentioned in Despatches), F/L Bob Adams, J7340 (Regina, pilot, awarded AFC) and P/O Elmer Ludlow, J18600 (Saskatoon, trade not stated in caption). Photo PL-31238 (ex UK-13304 dated 4 August 1944) is captioned as follows" "Strolling leisurely down a slope in an Indian village near their drome, six Canadian members of Hudson transport squadron are shown here. Before going on transport work to convey personnel, mail and freight to all parts of India, Ceylon and Burma, the boys completed an operational tour on general reconnaissance with the same squadron which photographed the entire Burma coast and engaged in convoy patrols, anti-submarine sweeps and strikes against

Japanese shipping. From left to right the Canucks are F/O Eugene Gauthier (J16497, Edmonton, pilot), P/O Stan Mason (J85512, Vancouver, wireless air gunner), Sergeant Ray Anderson (R116054, Selkirk, Manitoba, wireless air gunner), F/O George France (J16263, Edmonton, navigator), P/O Elmer Ludlow (J18600, Saskatoon, navigator), F/O Stan Shernofsky (J17215, Outremont, navigator).

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FRANCE, W/C Kenneth Alan (J7445) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born at Kelowna, British Columbia, 2 March 1922; home there (clerk). Enlisted in Vancouver, 7 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 15 March 1941.. To No.2 ITS, 9 April 1941 graduated and promoted LAC, 16 May 1941) when posted to No.15 EFTS; graduated 3 July 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF overseas, 4 October 1941. Commissioned September 1942 but backdated to 12 September 1941. Attained rank of Flight Lieutenant, 3 September 1943. Dated of promoted to Squadron Leader and Wing Commander uncertain. Repatriated 5 August 1945. To No.3 Repair Depot, 10 August 1945. Retired 19 October 1945. RCAF photo PL-44648 (ex UK-22050 dated 12 June 1945) shows Colonel William Woodward (Lieutenant-Governor of British Columbia) talking to W/C K.A. France (CO of Leaside Squadron). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation compiled by G/C R.A. McLernon, 11 April 1945 when he had flown 25 sorties (141 hours 15 minutes) between 15 September 1944 and 3 April 1945).

Wing Commander France has completed a very large number of sorties against some of the most heavily defended targets in Germany. Throughout his tour, he has been an inspiring example of courage and leadership. On all occasions he has displayed a fine offensive spirit and has pressed home all his attacks with the greatest determination.

As a squadron commander, Wing Commander France has led his squadron in an exemplary manner. By his keenness and enthusiasm for both operations and training, he has been largely responsible for the great success obtained by his men. It is my considered opinion that such a splendid record of outstanding service should be rewarded with an award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

15 September 1944 - Kiel (5.25)
17 September 1944 - Boulogne (3.50, day)
25 September 1944 - Calais (4.30, day)
26 September 1944 - Calais (4.35, day)
27 September 1944 - Bottrop (5.00, day)
28 September 1944 - Cap Gris Nez (3.55, day)
9 October 1944 - Bochum (5.50)
14 October 1944 - Duisburg (5.20, day)
14 October 1944 - Duisburg (5.50)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.20)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (5.10, day)
27 November 1944 - Neusse (5.25)
4 December 1944 - Karlsruhe (6.30)
6 December 1944 - Osnabruck (6.40)
24 December 1944 - Dusseldorf (4.30, day)
16 January 1945 - Magdeburg (6.25)
2 February 1945 - Mainz (6.35)
20 February 1945 - Monheim (6.40)
1 March 1945 - Mannheim (6.55, day)
8 March 1945 - Hamburg (5.55)
24 March 1945 - Gladback (5.30, day)
25 March 1945 - Munster (5.50)
8 April 1945 - Hamburg (6.30)

RCAF photo PL-42986 (29 March 1945) is captioned as follows: "Recently appointed as Commanding Officer of the Canadian Leaside Squadron, W/C K.A. France of Kelowna, British Columbia, centre, talks over the night's raid on Dortmund with two squadron members, S/L F.J. Horan of Kenora, Ontario and F/L J.M. Wallace (437 Chebucto Road) Halifax."

The following is from <http://www.thememoryproject.com/stories/300:kenneth-alan-france/> "The Memory Project":

The Halifaxes [bombers] were very good down low. When we got above 10 000 feet, Lancasters [bombers] left us behind. They could bomb from up to 23 ? 24 000 feet. We were lucky to bomb up anything above 20 000 at all. I rarely got as high as 21 000 say. But down below 10 000 feet, we had lots of power. In fact, one day an American came down in a [B-17] Flying Fortress and he came down behind me, so he had lots of airspeed, came down on my port side. And he obviously wanted to drag. We were just flying up on a training mission of some sort. He came zooming along right beside me so I think, I can show you something, mister. So I stopped my port inner [engine] ... Yeah. So, anyway, I did this and, of course, the blades are just sitting there stopped and I opened my other three and just left him sitting there. And that was a proud day in my life because up until then, all we heard about was Flying Fortresses, how they were going to win the war and do this and do that, you know. So to be able to show them they weren't any better than we were, it was kind of nice.

About our third or fourth trip, it was a daylight trip and my port inner got hit with flak. And it burst into flame right away. And, as you are aware, you do a lot of cockpit drill before you fly an airplane. And we did our cockpit drill blindfolded, when we're tested on it. And it sure paid off on this occasion because I can remember, we had four buttons right above our head. I didn't even look. I just went like this and I hit the right button and feathered [adjusting the propeller to correct an engine malfunction] the port inner engine. The engine stopped. I'm not sure I feathered it, but the engine stopped. And that shot off a fire extinguisher into the engine. So this was great, except we had smoke just pouring out of it. It's daylight, we didn't do a lot of daylight trips but we just crossed over the Rhine and there's broken cloud and, fortunately, the master bomber, because the target was in the Ruhr, the target was covered in cloud, he said, bomb freehand. Well, that means we just pick out a target anywhere we could find, if you see a bridge or a railway yard or something like that. So that was great because here I am, smoke pouring out of one engine and I've already lost quite a bit of height. And so the rest of

the 500 aircraft or whatever it is, are up above me and I'm dragging behind now on three engines. So I was able to get rid of my bombs but I became a real target because everyone on the ground saw the smoke. So, fortunately, there was enough cloud around, we headed towards Holland and there was enough cloud over Holland that within 10 minutes, I was able to be above cloud. So they could still go after me with radar, but they couldn't see me visually with all the smoke coming out because they wanted to finish me off at that point.

One of my hairiest trips, we were southwest of Berlin and we got hit right in the rear end of the aircraft and we had a master compass right at the back of the aircraft to keep it away from the motors. And it had repeaters [transmitters] to me, to the navigator, to the bomb aimer. Well, anyway, when it went out, all our compasses run out except I had a P4 [magnetic hand-held compass]. After we dropped our bombs, we dropped them at say 18 000 feet, and then the instructions were to go down to about 3 000 feet and head home at that height. This was at night, and we'd never done this, and the night fighters found us in no time. They had a smart idea. What they would do, the night fighters, one aircraft would fly along and drop flares along that side, I'm in the middle here, they drop flares along there. The other fighters are over on my starboard side. And, of course, I'm just silhouetted against these flares. So we were having a hell of a trip. It was not enjoyable.

Then we got towards the Dutch border with Germany. And we were to climb again back up to 18 000 feet. So far, my P4 is fine, everything's good. We start climbing and obviously, we were in a big cumuliform cloud. My P4 started just going around in circles. Did you ever hear of St. Elmo's Fire? Well, it's a windscreen; all around the windscreen are just little lightening flashes. It was weird. I had never seen it before. Well, anyway, we got St. Elmo's Fire going wild, my P4 is going around in circles, we're lost. We're lost. We knew we were close to the German - Dutch border. The bomb aimer worked the radar, he couldn't find us. Sounds easy, but it isn't. (laughs) Anyway, he couldn't find anything. We kept going up and up and up, and we were pretty close to 18 000 feet. We're still in cloud and there's a bright light, a brilliant light. And it's down on my port side as far as I'm concerned. And I'm flying on the left hand seat. So I'm looking at this light and I figure this light is on the ground and I'm sitting there like this. And, obviously, I start turning. I'm in quite a good bank because I'm seeing this light. Well, what really is happening, this light is coming up, I'm following the light up. Well, actually, I'm over this way. Because the light's up here now. I still think it's on the ground. I look at my instruments, I just don't believe them. Having all our P4 going wild and everything, I thought maybe all my instruments are gone haywire. So I've got close to 2 000 hours flying at this point, so I have a lot of experience. And I had a hell of a job getting back to

believing my instruments.

Well, I eventually did and what really saved my day was my rear gunner said, Jesus, Skip, that was a V2 [Vergeltungswaffe 2 long distance rocket]. Well, a V2 rocket had been fired from the surface and it's gone up and it's heading towards London. But it's up in an arc like this. Well, I just start here and I follow this V2 up and, of course, I'm over like this. Well, that really sort of saved the day and it also told us more or less where we were because we knew they were firing V2 rockets from close to the Zuider Zee. And the Zuider Zee's a good landmark for the bomb aimer to pick it up on radar. So, that saved the day. And then from then on, we got out of cloud and about another 10 minutes, and we were home free with no other problems the rest of the way.

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FRANCIS, P/O Alan John (J15331) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born in Saskatoon, 5 February 1920; home there. Member of Saskatchewan Light Infantry, 1937-1939. Enlisted in Saskatoon, 10 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC, 21 June 1940; to No.1 WS on that date; graduated 9 November 1940 and posted to No.2 BGS; graduated and promoted Sergeant, 20 December 1940. To "H", 30 December 1940. To Eastern Air Command, 5 February 1941. To RAF overseas, 2 March 1941. Commissioned 18 April 1942. Repatriated 24 October 1942. To Western Air Command, 29 December 1942. To No.147 (BR) Squadron, 4 January 1943. To No.7 ITS, 13 November 1943. To No.24 EFTS, 11 January 1944. To No.3 SFTS, 21 April 1944. Graded as pilot, 27 October 1944. To No.3 BGS, 7 December 1944. Retired 17 September 1945, settling in Long Beach, California (insurance adjuster, attorney). Died in Long Beach, 10 July 2013. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 17 February 1944; claimed 29 sorties (163 hours 15 minutes) on Wellingtons, four sorties (21 hours five minutes) on Halifax bombers, July 1941 to March 1942.

This officer has shown an eagerness for action, a keenness of his work and a courageous spirit which calls for the highest praise. He has been an inspiration to all those with whom he has come in contact and his sterling qualities have been a constant source of strength on operations.

NOTE: RCAF Press Release No. 845 dated 27 October 1942 read:

After nearly two years' service as wireless operator air gunner with the first Canadian bomber squadron to be formed in Great Britain, Pilot Officer Al Francis of 835 Maine Street, Saskatoon, and Pilot Officer Frank Tatro of 212 Belsize Drive, Toronto, are hoping to return to Canada soon to train as pilots in order that they might go back to Britain to see more action.

Both airmen have completed many operations. Now, waiting for the word which will give them the opportunity of training as pilots, they are undertaking together the work of Signals Officers with the squadron which they joined many, many months ago. Through their hands pass all the wireless operators of the squadron and it is their responsibility to see that all radio members of the squadron are on their toes, and that all the apparatus used in the big Halifax bombers now flown by the squadron is in good order.

Although "old" from the point of view of service with the R.C.A.F., Al Francis is only 22 years old having joined up straight from his school, Nutana Collegiate, and Frank Tatro is 23 years old having put on uniform soon after leaving his school, the De La Salle College.

Both arrived in Britain early in 1941, and after operational training, joined the newly-formed R.C.A.F. bomber squadron in the summer of that year.

Of his many operations, Al will always remember a Dusseldorf "do". It was coming back from this target that, because of gas shortage, all the crew had to bail out and Al got out at only 800 feet. On the ground, he made his way to a farmhouse which he could just discern in the darkness, and, knocking for assistance, was chase away by a farmer with a shotgun. "He was no humorist" says Al, when he recalls the incident. As a result of his descent by parachute, Al became a proud member of the Caterpillar Club and was duly presented with the emblem of that organization --- a little gold caterpillar with two red eyes.

But Essen, to which he went no fewer than five times, were Al's toughest trips and the trip which he enjoyed most was to the Renault factory near Paris.

"It was the first time I saw Paris" he said, "and it was quite a sight. We made a couple of circuits around the city before we went over to the factory on the outskirts to drop our load."

The following is from the diary of No.147 (BR) Squadron, Tofino:

21 February 1943 - "J15331 Pilot Officer A.J. Francis (GL) awarded Distinguished Flying Cross for overseas duty for gallantry and devotion to duty in the execution of air operations, effective 26th December 1942 on authority of AFRO 232 dated 12th February 1943. This confirmation was only received by the officer concerned this day after a letter had been sent to Air Force Headquarters requesting confirmation of a radio broadcast and newspaper report on the day after Christmas, but no word had been received by the officer from any official source."

13 October 1943 - "F/O A.J. Francis (DFC), Wireless Officer Operator left today to start pilot training at No.7 ITS. Wanted to be a pilot ever since enlistment, May 1940, but while at ITS then, whole course was arbitrarily selected for air gunner training. Was on 33 operational flights (200 hours) in Wellingtons and Halifaxes. Air Marshal Edwards, AOC in Command, RCAF Overseas Headquarters, arranged his repatriation so that he might train for pilot. AFHQ told him it was arranged, on his return in November 1942. He was then posted to this squadron, but nothing happened. Numerous letters dinged back and forth between here and Western Air Command. Finally application was made according to AFAO A 44/14, together with a strong letter, and within a month F/O Francis' posting came. He has earned his chance, and not only overseas."

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FRANCIS, P/O Gustave Edwin (J10690) - **Mention in Despatches** - No.113 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Stellerton, Nova Scotia, 19 January 1915. Educated there and New Glasgow. Home in St. Stephen, New Brunswick. Member of 83rd Field Artillery (Non-Permanent Militia), Stellerton, Nova Scotia, 1932-1937. Seaman and quartermaster with Canada Steamships, March 1934 to June 1936; gold miner in Rouyn, April 1937 to June 1937. Joined RCMP, June 1937 serving at Rockcliffe, Regina and Fredericton. General Orders issued by the Commissioner, 17 May 1941, stated, "Reg. No.12904, 2/Constable Francis is discharged forthwith as Unsuitable for violation of Rules and Regulations, to wit, by marrying without

the consent of the Commissioner, effective 15 May 1941.” Enlisted in Moncton, 28 May 1941 and posted to No.1 Manning Depot. To No.1 ITS, 9 August 1941; graduated and promoted LAC, 13 September 1941; reposted to No.1 Manning Depot until 29 September 1941 when posted to No.1 AOS; to No.1 BGS, Jarvis, 4 January 1942; graduated and commissioned 14 February 1942 when posted to No.2 ANS, Pennfield Ridge; posted to No.31 GRS, 10 April 1942. To Eastern Air Command, 1 June 1942. To No.113 (BR) Squadron, 10 June 1942. Promoted Flying Officer, 1 October 1942. To Station Sydney, 17 May 1943. To Eastern Air Command Headquarters, Halifax, 26 July 1943. To No.113 (BR) Squadron again, 24 August 1943 Promoted Flight Lieutenant, 1 January 1944. To Pennfield Ridge, 30 June 1944. To No.1 Release Centre, 28 August 1945. Retired 4 September 1945. Died in St.Stephen, New Brunswick, 21 February 1989 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of September 1989.

This officer, an Observer, has demonstrated considerable skill in navigation and has contributed to the successful completion of several attacks on submarines carried out under adverse weather conditions. By his skill in navigation he also assisted in an attack which resulted in the severe damage of destruction of an enemy submarine. He has by his diligence and devotion to duty set an example which has assisted in maintaining a high morale in his unit.

This award began as a recommendation for an Air Force Cross, drafted by S/L N.E. Small, 31 August 1942; reduced to Mention in Despatches at AFHQ; submission worded as above.

Recommended for an Air Force Cross, 20 February 1943. Signature of squadron leader, No.113 Squadron at Yarmouth illegible. It was supported at EAC HQ level but did not reach 1943 Birthday List priorities list. Submission was as follows:

This officer has completed 520 hours flying of which 329 hours have been on operations with this squadron from July to November 1942. He has always shown keen devotion to duty and has proven himself to be an exceptionally skilled navigator. He has participated in two attacks on enemy submarines and by his coolness and clear thinking contributed greatly to the successes achieved on these attacks. His work and attitude to service duties at all times has contributed greatly to the morale and efficiency of his squadron associates.

FRANCIS, F/O Gustave Edwin (J10690) - **Distinguished Flying Cross** - No.113 (BR) Squadron - Award

effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. As of award had flown 933 hours (550 operational hours; 121 sorties).

This officer as navigator has completed many hours of operational flying in the North Atlantic area, throughout which time he has displayed exceptional qualities of coolness, efficiency and devotion to duty. During two attacks against enemy submarines his quick thinking and proficiency in navigation contributed greatly to the success of the attacks.

This began as a submission by S/L I.M. Black, No.113 (BR) Squadron on 10 January 1944. He was identified as Squadron Navigation Officer. Text as follows:

This officer has completed 933 hours flying of which 550 hours were spent in operations against the enemy. He has participated in two attacks against enemy U-Boats and his coolness and quick thinking contributed greatly to the success of these attacks. His work and attitude to service duties at all times have contributed greatly to the morale and efficiency of the squadron.

Navigator for N.E. Small when U-754 sunk. For description of attack of 31 July 1942 see entry for N.E. Small.

Notes: Interviewed 13 May 1941 by F/O H. Wensley, who wrote, "Excellent type. Superb physique. Very good appearance. Winning personality. Alert and self-reliant; aggressive. Keen to fly. Good training in RCMP from whom he gets discharge tomorrow. Appears to have married without permission." (He had married on 27 December 1940).

In Ventura 2145 (F/O M.H. Bowser) which force-landed at Sydney, 19 April 1944; port engine caught fire on take-off.

Operational Wing: Application compiled 20 March 1944 and listed the following, all with No.113 (BR) Squadron. All sorties, 30 June 1942 to 24 April 1943 on Hudsons; all sorties thereafter on Venturas.

30 June 1942 (1.15, sweep)

3 July 1942 (3.10, search)
8 July 1942 (2.15, sweep)
23 July 1942 (4.50, search)
24 July 1942 (4.30, search)
25 July 1942 (5.00, sweep)
27 July 1942 (1.55, sweep)
28 July 1942 (3.15, sweep)
29 July 1942 (3.00, sweep)
30 July 1942 (3.05, sweep)
31 July 1942 (3.40, sweep, attacked U-Boat)
31 July 1942 (4.35, sweep)
19 August 1942 (3.55, sweep)
24 August 1942 (5.15, patrol)
24 August 1942 (2.30, search)
25 August 1942 (5.40, search)
26 August 1942 (6.20, search)
29 August 1942 (5.15, search)
31 August 1942 (5.50, convoy)
1 September 1942 (4.35, sweep)
3 September 1942 (5.50, sweep)
6 September 1942 (6.30, convoy)
7 September 1942 (6.00, convoy)
7 September 1942 (3.35, search)
8 September 1942 (4.35, convoy)
13 September 1942 (5.05, sweep)
15 September 1942 (5.15, sweep)
15 September 1942 (5.45, sweep)

16 September 1942 (4.45, sweep)
16 September 1942 (4.00, sweep)
17 September 1942 (5.20, sweep_
19 September 1942 (6.35, sweep_
23 September 1942 (5.35, sweep)
24 September 1942 (5.35, sweep)
25 September 1942 (7.15, sweep)
25 September 1942 (5.05, sweep)
30 September 1942 (5.15, sweep)
4 October 1942 (4.55, sweep)
7 October 1942 (6.30, sweep)
9 October 1942 (5.45, sweep)
10 October 1942 (6.30, sweep)
10 October 1942 (5.45, sweep)
12 October 1942 (5.05, sweep)
13 October 1942 (6.20, sweep)
14 October 1942 (6.15, sweep)
18 October 1942 (4.00, sweep)
21 October 1942 (5.10, search)
29 October 1942 (6.15, sweep)
30 October 1942 (1.50, sweep)
31 October 1942 (6.55, sweep)
31 October 1942 (3.40, sweep)
1 November 1942 (6.20, sweep)
2 November 1942 (5.50, sweep)
2 November 1942 (1.55, sweep)
3 November 1942 (6.05, sweep)

5 November 1942 (5.45, sweep)
6 November 1942 (6.00, sweep)
6 November 1942 (4.05, sweep)
7 November 1942 (3,,00, sweep)
11 November 1942 (2.50, sweep)
16 November 1942 (2,45, sweep)
23 November 1942 (2.55, sweep)
24 November 1942 (5.45, sweep, attacked U-Boat, 4203N 6228W)
1 December 1942 (5.15, sweep)
6 December 1942 (5.40, sweep)
7 December 1942 (5.40, sweep)
8 December 1942 (5.35, sweep)
2 January 1943 (1.50, sweep)
2 January 1943 (2.55, search)
8 January 1943 (6.10, sweep)
11 January 1943 (3.30, sweep)
15 January 1943 (4.00, sweep)
3 February 1943 (2.10, sweep)
9 February 1943 (1.45, sweep)
9 February 1943 (4.15, sweep)
16 February 1943 (4.00, sweep)
18 February 1943 (3.30, sweep)
19 February 1943 (4.00, convoy)
22 February 1943 (4.10, sweep)
23 February 1943 (3.30, sweep)
12 April 1943 (4.00, convoy)
22 April 1943 (5.35, sweep)

24 April 1943 (3.55, sweep)
15 May 1943 (2.35, sweep)
15 May 1943 (3.00, sweep)
6 June 1943 (2.00, sweep)
8 June 1943 (2.40, sweep)
10 June 1943 (2.00, sweep)
10 June 1943 (4.30, sweep)
12 June 1943 (2.30, sweep)
17 June 1943 (5.15, sweep)
22 June 1943 (6.20, sweep)
23 June 1943 (3.00, sweep)
27 June 1943 (5.05, sweep)
2 July 1943 (6.00, sweep)
3 July 1943 (5.15, sweep)
10 July 1943 (5.00, sweep)
12 July 1943 (2.40, sweep)
13 July 1943 (2.45, sweep)
17 July 1943 (5.35, sweep)
18 July 1943 (3.00, sweep)
20 July 1943 (4.10, sweep)
21 July 1943 (4.45, sweep)
25 July 1943 (2.10, sweep_
25 July 1943 (6.00, sweep)
date uncertain, August 1943 (50 minutes, strike)
30 August 1943 (5.40, sweep)
31 August 1943 (3.20, sweep)
1 September 1943 (6.20, sweep)

4 September 1943 (6.00, sweep)
5 September 1943 (4.30, convoy)
8 September 1943 (3.35, sweep)
10 September 1943 (4.00 convoy)
11 September 1943 (3.10, patrol)
14 September 1943 (6.40, patrol)
15 September 1943 (5.55, patrol)
16 September 1943 (5.50, convoy)
22 September 1943 (2.30, patrol)
22 September 1943 (2.30, patrol)
27 September 1943 (6.55, patrol)
30 September 1943 (4.20, convoy)
4 October 1943 (5.30, patrol)
11 October 1943 (5.20, sweep)
25 October 1943 (3.35, sweep)
29 October 1943 (3.15, sweep)
15 November 1943 (2.45, sweep)
25 November 1943 (2.35, sweep)
26 November 1943 (3.05, sweep)
6 December 1943 (2.20, sweep)
8 December 1943 (5.45, convoy)
31 December 1943 (5.40, convoy)

Training: At No.1 ITS, 9 August to 12 September 1941. Courses in Mathematics (72/100), Armament (85/100), Signals (100/100), Drill (95/100), Law and Discipline (93/100). Placed tenth in a class of 33. "Exceptionally splendid type, keen, alert airman. Cool, conscientious and confident. Should make a splendid officer. Recommended for commission rank. Flight senior while at this school."

At No.1 AOS, course was 29 September 1941 to 4 January 1942. Flew in Anson aircraft (22 hours by day as first navigator, 24.45 by day as second navigator, 6.30 by night as first navigator, 4.55 by night as second navigator; 3.55 on bombing (dropped eleven bombs). Graded in Proficiency as Navigator (401/500), Proficiency as Bomb Aimer (84/100), DR Plotting (120/150), DR and DF written test (138/200), Compasses and Instruments (103/150), Signals (95/100). Bombing (80/100), Maps and Charts (70/100), Meteorology (72/100), Photography (83/100), Reconnaissance (84/100). In navigation was 8th in air work, 17th in ground courses. "A very cool man. Slow at ground work.. Good in the air.. Showed marked improvement." It was also noted that was "voted third as officer material by classmates."

Course at No.31 (GR) School was 13 April to 9 May 1942. Day navigation flights in Anson (14 hours five minutes). Courses in DR Navigation (124/200), Reconnaissance (123/200), Coding (67/100), Ship Recognition (150/200), Visual Signals (pass). "A pupil who is on the slow side. He works hard enough but seems to have difficulty in taking it in. Coding weak." Final assessment was "A good officer but slow and does not assimilate knowledge easily. He will need careful handling and a great deal of supervision and further instruction if he is to become a useful G.R. Observer"

Selected Assessments: "An excellent type; stands out among fellows and commands respect through his loyalty, ability in his work and cheerful manner under all circumstances." (F/L N.E. Small, Yarmouth, 14 August 1942).

"An excellent navigator employed as squadron navigation officer." (W/C A. Laut, Sydney)

"This officer is a born leader and readily commands respect of men. Under his command he has done an excellent job as squadron navigation leader and has a thorough knowledge of Bomber Reconnaissance work. Highly recommended for accelerated promotion." (W/C P.S. Delaney, No.113 Squadron, 1 July 1944).

"This officer has carried out the duties of Senior Navigation Officer in a highly satisfactory manner since July 10, 1944. He is now occupying the position of C.G.I. (O.T.S.) and it is strongly recommended that he be promoted to the rank of Acting Squadron Leader." (S/L R.J. Harvey, Pennfield Ridge, 12 December 1944).

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FRANCIS, P/O James Earle (J15758) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born 10 February 1919 Windsor, Ontario; home there. Enlisted Windsor 16 December 1940 when posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.10 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF overseas, 11 October 1941. Commissioned 18 July 1942. Promoted Flying Officer, 14 January 1943. To RCAF Overseas Headquarters, 10 May 1944. Promoted Flight Lieutenant, 15 July 1944. Repatriated 8 April 1945. Retired 19 May 1945. Earned a degree in Chemical Engineering and was thereafter employed by Proctor and Gamble. Died in Grimsby, Ontario, 29 November 2000. RCAF photo PL-24864 shows him returning to Canada on leave.

This captain of aircraft has pressed home his attack on the enemy letting neither anti-aircraft defences, adverse weather conditions, nor minor technical defects deter him from his objective. On one occasion when returning from a sortie the hydraulics of his aircraft failed but, displaying resourcefulness and ingenuity, this officer succeeded in getting enough coffee from thermos flasks into the hydraulic system to lower the flaps, thereby reducing the risk of damage to a valuable aircraft. Pilot Officer Francis is a most gallant and successful operational captain who, by his personal example, holds the complete confidence of his crew.

NOTE: Public Records Office Air 2/9604 has recommendation dated 19 September 1942 when he had flown 28 sorties (155 hours 45 minutes); the sortie list is interesting but equally so is the evolution of the citation, which went through at least two drafts before reaching Air Ministry Honours and Awards Committee:

23 April 1942 - Rostock (7.10)

24 April 1942 - Rostock (6.35)

28 April 1942 - Kiel (6.25)

5 May 1942 - Stuttgart (3.10, DNCO, engine unserviceable)

30 May 1942 - Cologne (5.00)

5 June 1942 - NICKELING, France (4.20)

18 June 1942 - GARDENING, Emms (4.30)

20 June 1942 - Emden (4.55)
22 June 1942 - Emden (4.50)
25 June 1942 - Bremen (5.20)
2 July 1942 - Bremen (5.00)
11 July 1942 - GARDENING, Frisians(5.45, DNCO, bad weather)
13 July 1942 - Duisburg (4.25)
21 July 1942 - Duisburg (5.15)
25 July 1942 - Duisburg (4.45)
29 July 1942 - Saarbrucken (6.00)
31 July 1942 - Dusseldorf (4.30)
6 August 1942 - Duisburg (4.25)
9 August 1942 - Osnabruck (4.25)
10 August 1942 - GARDENING, Samsø (7.00, DNCO, bad weather)
12 August 1942 - Mainz (7.30)
24 August 1942 - Frankfurt (6.20)
27 August 1942 - Kassel (5.50)
2 September 1942 - Karlsruhe (6.40)
4 September 1942 - Bremen (5.25)
16 September 1942 - Essen (5.30)
18 September 1942 - GARDENING, La Pallice (7.40)
23 September 1942 - GARDENING (7.05)

Since April 1942, Pilot Officer Francis has carried out 28 offensive sorties over enemy territory.

He has pressed home these attacks with the utmost determination. His courage, skill and determination in action, often in the face of strong enemy opposition, have been an inspiration to his crew.

Under a calm and quiet manner he has a fine offensive spirit in action which inspires confidence in his crew, and has helped in maintaining the squadron morale at a very high level.

His bombing height was consistently below the average, and having a keen and intelligent appreciation of enemy defences he bombed targets such as Mainz, on the 12th/13th August 1942, from as low a height as 6,500 feet.

The Commanding Officer of RAF Station Binbrook added his comments on 21 September 1942; they are unusually detailed for observations at this level:

This young Canadian officer has proved to be a most gallant and successful operational captain, whom I hold in the highest regard. He has a fine spirit of aggressiveness and determination and a calm and imperturbable manner. Neither enemy defences, foul weather, nor minor technical troubles deter him from his objective.

His balanced judgement and the certainty he will get to the target makes him an immediate choice for the special report now required after bombing attacks.

He is a most skilful and resourceful pilot, who maintains a high standard of crew discipline and holds the complete confidence of his crew.

In [On ?] 2 July 1942 on return from a raid on Bremen his hydraulics failed, but by his resourcefulness and ingenuity he succeeded in getting enough coffee from Thermos flasks into the hydraulics system to lower the flaps, thus reducing the risk of damage to a valuable aircraft. For this he received a special commendation from the Air Officer Commanding No.1 Group. Strongly recommended for the award of the Distinguished Flying Cross.

FRANCIS, F/L James Earle, DFC (J15758) - **Bar to Distinguished Flying Cross** - No. 434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 24 March 1945 when he had flown 20 sorties (124 hours), 10 September 1944 to 27 February 1945.

Since the award of the Distinguished Flying Cross this officer has continued to show fearlessness and devotion to duty which has been an inspiration to all. His skill and gallantry as deputy flight commander have gained him the admiration of the whole squadron. He has always pressed home his attacks with the utmost gallantry and resolution, even in the face of the heaviest opposition.

The sortie list was as follows:

10 September 1944 - Le Havre (4.45, second pilot)

12 September 1944 - Dortmund (5.05)

15 September 1944 - Kiel (6.05)

17 September 1944 - Boulogne (3.55)

4 October 1944 - Bergen (7.20)

6 October 1944 - Dortmund (6.25)

9 October 1944 - Bochum (6.40)

14 October 1944 - Duisburg (5.40)

14 October 1944 - Duisburg (5.55)

23 October 1944 - Essen (5.40)

25 October 1944 - Homburg (4.30)

28 October 1944 - Cologne (5.35)

30 October 1944 - Cologne (5.45)

1 November 1944 - Oberhausen (6.35)

28 January 1945 - Stuttgart (7.50)

1 February 1945 - Mannheim (7.55)

2 February 1945 - Weisbaden (6.55)

4 February 1945 - Bonn (6.40)

20 February 1945 - Dortmund (7.20)

27 February 1945 - Mainz (7.25)

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FRANCIS, F/O John Philip Wiseman (C26866) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 1 August 1913 in Battleford, Saskatchewan; home there (tractor operator). Enlisted in Saskatoon, 20 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; posted on 18 August 1940 to No.6 EFTS; graduated 15 November 1940 when posted to No.2 Training Command to instruct; to Central Flying School, Trenton, 5 December 1940; to No.6 EFTS, 2 January 1941 to instruct; granted rank of Sergeant, 5 January 1941. Promoted WO2, 5 January 1942. Promoted WO1, 30 January 1943. To No.6 SFTS, date uncertain; graduated 28 May 1943 and commissioned that date. Posted to No.1 OTU, Bagotville, 4 June 1943; to Eastern Air Command, Halifax, 18 August 1943; served in No.130 Squadron, 19 August 1943 to 15 March 1944. Promoted to Flying Officer, 28 November 1943. Embarked from Halifax, 25 May 1944, arriving in Britain on 2 June 1944. Attended No.57 OTU, 8 August to 13 October 1944. Posted to No.442 Squadron on 30 October 1944; to No.401 Squadron, 18 March 1945; repatriated 6 August 1945; released on 19 October 1945. Postwar farming until 1952 when he moved to La la Ronge to become a bush pilot (Norseman, Beaver) for Saskatchewan Government Airways. Died in Battleford, Saskatchewan, 10 July 2011. Victories as follows: **2 November 1944**: one FW.190 destroyed southeast of Coesfeld; **23 January 1945**: one FW.190 damaged, Rheine; **17 April 1945**: one Bf.109 destroyed near Ludwigslust; **20 April 1945**: one Bf.109 destroyed and one Bf.109 damaged southwest of Schwerin plus one FW.190 destroyed and one FW.190 damaged, Hagenow; **3 May 1945**: two Ju.52s destroyed on ground, Schonberg.

This officer has shown great skill and courage in flying operations against the enemy. On his first operational flight he destroyed an enemy aircraft while on fighter patrol. His score is now four enemy aircraft destroyed and three damaged. Flying Officer Francis has also attacked rail and road transport, often in the face of intense anti-aircraft fire. He has at all times displayed a fine fighting spirit, skill and devotion to duty of the highest order.

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FRANCIS, P/O Norman Alfred (J88177) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 13 April 1923 in Birmingham, England; home in Valleyfield, Quebec (office clerk and lab assistant). Enlisted in Montreal, 9 September 1942 and posted to No.5 Manning Depot. To No.5 Equipment Depot, 19 November 1942. To No.3 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943; to No.4 BGS, 29 May 1943; graduated 21 August 1943 when posted to No.4 AOS; graduated and promoted

Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Commissioned 11 July 1944. Promoted Flying Officer, 11 January 1945. Repatriated 28 February 1945. Retired 3 April 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 9 December 1944 when he had flown 31 sorties (161 hours 20 minutes), 4 July to 5 December 1944.

This officer has participated in thirty-one operational sorties as an Air Bomber. His zeal and enthusiasm, whilst locating and bombing the target, has proved an excellent inspiration to his crew at all times.

Pilot Officer Francis has shown great courage and devotion to duty whilst on operations, at the same time acquiring a high standard of photography and bombing.

I strongly recommend that his valour be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

- 4 July 1944 - Biennais (4.05)
- 12 July 1944 - Bremont (4.45)
- 23 July 1944 - Donges (6.20)
- 5 August 1944 - St. Leu d'Esserent (5.40)
- 7 August 1944 - Caen (4.15)
- 8 August 1944 - Foret de Chantilly (5.20)
- 9 August 1944 - La Bretrque (3.55)
- 10 August 1944 - La Pallice (6.40)
- 12 August 1944 - Languville (4.15)
- 14 August 1944 - Falaise (4.35)
- 15 August 1944 - Soesterburg (3.40)

16 August 1944 - Kiel (5.40)
18 August 1944 - Bremen (5.50)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimecques (3.20)
31 August 1944 - Ile de Cezembre, St.Malo (4.30)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (4.55)
12 September 1944 - Wanne Eickel (5.10)
13 September 1944 - Osnabruck (4.35)
27 September 1944 - Sterkrade (6.20)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (6.30)
23 October 1944 - Essen (6.45)
21 November 1944 - Castrop Rauxel (6.20)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.25)
5 December 1944 - Soest (6.50)

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FRANCISCONE, FS Antonio (R70951, later J19889) - **Distinguished Flying Medal** - No.100 Squadron - Award effective 10 January 1944 as per **London Gazette** dated 18 January 1944 and AFRO 410/44 dated 25 February 1944. Born in Regina, 7 September 1922; enlisted there 18 October 1940 as Airframe Mechanic. To Technical Training School, 27 November 1940. To uncertain posting, 24 April 1941. Promoted AC1, 1 June 1941. Remustered to aircrew, 28 February 1942 and posted to No.2 ITS;

graduated 24 April 1942 when promoted LAC and posted to No.15 EFTS; to Trenton, 22 June 1942; to No.2 BGS, 31 July 1942; graduated and promoted, Sergeant 16 September 1942. To "Y" Depot, date uncertain. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 16 March 1943. Promoted WO2, 16 September 1943. Commissioned 6 January 1944. Promoted Flying Officer, 6 July 1944. Repatriated 20 October 1944. To No.2 Release Centre, 25 October 1944. Retired 27 January 1945. Died in Portland, Oregon, 28 October 1997.

Flight Sergeant Franciscone has completed a tour of night bombing sorties, operating with conspicuous ability over heavily defended targets in western and northern Germany. On one occasion during an attack on Hanover, just at the commencement of the bombing run, his aircraft was attacked by a Junkers 88 but his skilful directions enabled his captain to accomplish the bombing run and frustrate the attacker. Another time, when the engine of his aircraft caught fire on the way to Leipzig, this airman's able assistance played no small part in the successful completion of the mission and the safe return of the aircraft to base. At all times in air combat, Flight Sergeant Franciscone has shown initiative and determination of a high order, and by skilful co-operation with his pilot has extricated his aircraft from many perilous situations.

NOTE: Public Records Office Air 2/9153 has recommendation dated 15 November 1943 when he had flown on 27 sorties (167 operational hours).

23 May 1943 - Dortmund

25 May 1943 - Dusseldorf

27 May 1943 - Essen

29 May 1943 - Wuppertal

16 June 1943 - Cologne

21 June 1943 - Krefeld

28 June 1943 - Cologne

8 July 1943 - Cologne

12 July 1943 - Turin

27 July 1943 - Hamburg

30 July 1943 - Remscheid

2 August 1943 - Hamburg
9 August 1943 - Mannheim
10 August 1943 - Nuremburg
12 August 1943 - Milan
15 August 1943 - Milan
22 August 1943 - Leverkusen
23 August 1943 - Berlin
27 August 1943 - Nuremburg
30 August 1943 - Munchen Gladbach
1 October 1943 - Hagen
2 October 1943 - Munich
4 October 1943 - Ludwigshaven
7 October 1943 - Stuttgart
8 October 1943 - Hanover
20 October 1943 - Leipzig
22 October 1943 - Kassel

Sergeant Franciscone, a Canadian, has completed a very successful tour of night bombing sorties as an Air Gunner, and has operated with conspicuous ability over highly defended targets of western and northern Germany. On one occasion over Hanover he was engaged in combat with a Ju.88 just at the time of bombing, but by skilful direction and cooperation with his captain and rear gunner, he assisted materially in accomplishing the bombing run and shaking off the enemy fighter. On another occasion his aircraft flew for several hours with an engine on fire, reaching its target at Leipzig and making a safe return, partly owing to Sergeant Franciscone's vigilance in assessing the value of cloud cover throughout the homeward trip.

On these and other occasions, as when attacked over his own base by an enemy night intruder, this young Canadian Non-Commissioned Officer proved himself imperturbable, reliable and courageous. His bearing and actions are considered worthy of the award of

the Distinguished Flying Medal for which he is strongly recommended.

To this Group Captain R.A.C. Carter (Commanding Officer, RAF Station Grimsby) added on 16 November 1943):

Sergeant Franciscone has proved himself to be a courageous and efficient Air Gunner and his high morale and fine offensive spirit have been an inspiration to the aircrews with which he has flown during his operational tour.

In air combat he has shown initiative and determination of a high order and by skilful cooperation with his pilot has succeeded in extricating his aircraft and crew from many perilous situations when held in searchlights and attacked by enemy night fighters.

It is considered that the exceptional fighting qualities displayed by this Non-Commissioned Officer coupled with his cheerfulness and keenness to operate have set an outstanding example to all the other Air Gunners of his squadron and he is strongly recommended for the award of the Distinguished Flying Medal.

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FRANKEL, F/O Bernard (J85367) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Winnipeg, 14 June 1921; home at Highway, Manitoba. Enlisted in Winnipeg, 11 September 1941. To No.2 Manning Depot, 22 October 1941. To Trenton, 2 January 1942. To No.1 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942 but not posted to No.10 EFTS until 9 May 1942; to No.9 EFTS, 6 June 1942; graduated 31 July 1942 and posted next day to No.5 SFTS. Ceased training and posted to Trenton, 20 August 1942. To No.7 BGS, 12 September 1942; graduated 5 December 1942 when posted to No.5 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Repatriated 8 April 1945. Retired 1 June 1945. For photograph see PL-35209. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 8 August 1944 when he had flown 38 sorties (243 hours 45 minutes), 3 November 1943 to 6 June 1944.

As bomb aimer this officer has attacked Berlin five times, Leipzig twice, Frankfurt, Dusseldorf and many other targets. He has completed thirty-eight operational sorties against the enemy and his keenness for operational flying has always been outstanding. Not only did he complete many sorties with his own crew but on occasions he operated with crews other than his own. Throughout his tour he has shown steadiness and reliability and a high degree of skill, giving invaluable aid to the navigator and usually achieving very satisfactory bombing results.

For the aid given in the training of new crews, for continuous strong support of the squadron and for the completion of a most satisfactory tour of operations I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

- 3 November 1943 - Dusseldorf (6.25)
- 19 November 1943 - Leverkusen (3.50, duty not carried out)
- 22 November 1943 - Berlin (8.10)
- 23 November 1943 - Frankfurt (8.30)
- 3 December 1943 - Leipzig (8.50)
- 29 December 1943 - Berlin (9.00)
- 6 January 1944 - Gardening (8.10)
- 20 January 1944 - Berlin (8.30)
- 28 January 1944 - Berlin (9.05)
- 2 February 1944 - Gardening (6.25)
- 5 February 1944 - Gardening (7.00)
- 13 February 1944 - Berlin (8.50)
- 19 February 1944 - Leipzig (7.05)
- 24 February 1944 - Gardening (7.10)

3 March 1944 - Gardening (7.20)
4 March 1944 - Gardening (6.05)
6 March 1944 - Trappes (6.10)
7 March 1944 - Le Mans (5.35)
13 March 1944 - Le Mans (6.10)
16 March 1944 - Amiens (5.40)
18 March 1944 - Gardening (5.35)
29 March 1944 - Paris (6.05)
30 March 1944 - Gardening (5.20)
9 April 1944 - Lille (4.45)
12 April 1944 - Gardening (5.00)
18 April 1944 - Gardening (6.45)
20 April 1944 - Gardening (5.05)
22 April 1944 - Laon (5.35)
23 April 1944 - Gardening (6.30)
26 April 1944 - Villeneuve (6.20)
27 April 1944 - Gardening (4.05)
9 May 1944 - Gardening (5.50)
11 May 1944 - Boulogne (4.05)
21 May 1944 - Gardening (4.40)
24 May 1944 - Trouville (4.45)
27 May 1944 - Gardening (4.40)
3 June 1944 - Gardening (3.25)
5 June 1944 - Merville (5.25)
6 June 1944 - Coutances (5.50)

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FRANKLIN, F/O Arthur Edmund (J14225) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 25 June 1921 in Zealandia, Saskatchewan; home in Prince Rupert, British Columbia; Enlisted in Saskatoon, 17 February 1941 as Wireless Operator and posted to No.1 Manning Depot. To No.1 WS, 1 March 1941. Promoted AC1, 12 October 1941. To No.1 SFTS, 13 October 1941. Remustered to aircrew and posted to No.1 ITS, 15 March 1942; graduated and promoted LAC, 8 May 1942; to No.1 AOS, 23 May 1942; graduated and commissioned, 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 4 November 1944. Retired 9 February 1945. Living in Montreal in 1950. Later a professor of infectious diseases, University of Toronto. Died in Orangeville, Ontario, 21 February 2016.

This officer has taken part in very many sorties involving attacks on a wide variety of targets. He has displayed great courage and coolness and his high standard of navigational ability has contributed materially to the many successes obtained. His services have been of great value.

NOTE: Public Record Air 2/9220 has recommendation drafted by W/C Bennell on 8 March 1944 when he had flown 37 sorties (110 operational hours).

Since joining the squadron in June 1943, this navigator has completed 37 sorties over enemy occupied and enemy territory. Thirty of these sorties have been Intruder and in support of Bomber Command's major bombing efforts, two have been in support of No.617 Squadron's special low level bombing missions and five have been Special Dropping sorties.

Flying Officer Frankin's navigation has been of the highest order and regardless of weather or enemy opposition he has successfully navigated his pilot to most of the major German bases. His coolness and determination have been outstanding and he is always ready and eager to operate against the enemy. His accurate navigation has contributed largely to the making of one of the squadron's outstanding crews and it was for this reason that they were chosen to carry out special dropping sorties. During these sorties it is necessary to navigate to the smallest pin point such as a bend in a road and a small wood in a field. Navigational aids are few and to make a success of any sortie of this type it is imperative that only a navigator of almost uncanny skill be used. His

success has been of inestimable value to the organizations concerned. During Intruder sorties in support of Bomber Command, he succeeded in navigating his pilot to aerodromes in the Hanover area, deep in Germany, where they shot down two enemy twin-engined night fighters.

During support of No.617 Squadron's special low level bombing, he located the ground defences that had to be attacked and so instructed his pilot that they were able to keep these defences busy throughout the bombers' time at the target, so contributing largely to the success of the mission.

Flying Officer Franklin's willingness to pass on information to other navigators less experienced has been of great value and has no doubt helped towards the high standard of skill attained by navigators of this squadron.

The Station Commander added his remarks on 11 March 1944:

I agree with the above remarks. This officer has shown ability and keenness of a very high order. I strongly recommend the award of a Distinguished Flying Cross.

The Sector Commander noted on 14 March 1944:

The personal efforts of this very fine navigator with his pilot, Squadron Leader Lisson, have largely contributed to the splendid operational record of their squadron. Flying Officer Franklin's consistent courage and devotion to duty are outstanding. He has now completed his operational tour and I strongly recommend him for the immediate award of the Distinguished Flying Cross.

This was approved at Group level, 27 March 1944, by the Air Officer Commanding, Air Defence Great Britain on 9 April 1944, and finally approved by Air Chief Marshal Trafford Leigh-Mallory, Air Officer Commander-in-Chief, Allied Expeditionary Air Force, on 14 April 1944.

The following is from <http://www.thememoryproject.com/stories/3343:arthur-franklin/> ("The Memory Project):

One day they said to us, "Okay. Pack up, you're going to go." So they packed us up, put us into a parade, with a band in front of us, and marched – a band! "Loose lips,"* the band? Couldn't believe it. They marched us down to the dock. And there was a ship the size of the [RMS] Queen Mary or the [RMS] Queen Elizabeth and, "Oh, are we lucky!" We heard they could get across in four or five days and they were faster than the U-boats. They marched us right past that beautiful, big ship to a miserable little 10,000 tonne converted coal schooner at the end and marched us on board. So, 150 air force officers were now in this little converted coal boat. It was really something. Well, then of course they had to make up the convoy. And we heard later that the convoy that we were in had almost 250 ships and was one of the largest convoys to go across the Atlantic during the war. And we went up around Iceland and then into England.

Then they sent us to [RAF] Cranwell in Lincolnshire [England] and we were there to learn how to use British equipment, we having been taught on training equipment. And they had little single-engine aircraft, I forgot the name of the single-engine aircraft. But it was just enough for a pilot. But what they had done was to modify it so that we could sit back to back with the pilot, do our work and then tap them on the shoulder when it was time to go. So that was fine. But, one day, our plane crashed and killed the pilot and they had to saw me out. [The instructors said] "If you're ever in an accident, in a plane crash or something was wrong, please, try to go back into the air as soon as possible." So as soon as I could, I went back up for a flight.

Now, when we got to the squadron we found out that, of course, German aircraft were high on our list and we would often be sent – maybe I shouldn't say "often" – but we were sometimes sent to a German airfield ahead of time, like, before the British bombers went over so that we could maybe inactivate that airfield, so they couldn't get their fighters off to be a problem with our bombers. So we did all our flying at night, everything was out at night. We could attack anything that moved at night. So that French, German - I mean French, Belgian, Dutch, Danish, to heck with the Germans, they were told not to go out at night because it was dangerous. So any time we saw a train engine going along we'd fly up behind it and knock it out. And we knocked out a good many trains like that.

And sometimes on short trips we would carry the bombs in the aircraft so we could drop them here and there and cause a bit of damage. Like, for example, drop it on a train station, we could drop it at the foot of a bridge and make it bad. One time, we dropped a bomb where two railways intersected and we saw all kinds of bright lights and we couldn't figure that out at all. Turned out they'd electrified them and we didn't know it. So we could do that.

And then, after we had a bit of experience, they asked to – well, they didn't ask us, they told us – to drop a parcel. So, of course, they gave it to me and said that I was to go south of Paris, find a farmer's field – they told me where to find the farmer's field – the corner of a farmer's field, and a drop a parcel by parachute. My goodness, in the dark, how was I going to do that? And you identified them, for example, when the people on the ground heard our engine, they'd fire off three coloured lights. Then they would use a flashlight or some light and give us three code letters. And we would do the same thing back to them, then they'd do the same thing back to us. But, each time, they were a different code. So we wouldn't drop unless we had this special code that we'd been told about ahead of time. So then we would drop, and whatever it was dropped also with a parachute. And they wouldn't tell us when we were dropping it. I didn't keep a record of how many of those we did but we did quite a few. Then we eventually, found out we were dropping money for the French underground. And we dropped a transmitter, along with the money so that the people that picked it up could use the transmitter and tell England they got it. And England would know they got the money before we got back.

Now, this didn't happen every time. One time we were dropping money down in the southeastern part of France, near the Swiss border where the Alps, the mountains, start. And we dropped money there and apparently our parcel went down an icy slope, and it took them two or three days to get it. They finally got it and let us know.

Another time, they said that they want us to drop a bomb near the Loire River [France]. They showed us where, so we went down. When we dropped it, we saw that there was a train coming in. So there's a huge, high bridge over the Loire River at that point. So we decided to wait until the train got in the center of the bridge then we could knock it out. So we did. And that was quite interesting.

Another time, they said that they wanted us to go on a trip with another squadron. Turned out to be "The Dambusters."** They weren't called Dambusters then, but they were the one eventually called Dambusters. So we didn't know what it was all about. But we eventually found out they wanted us to go Dortmund–Ems Canal in Germany. And the Lancasters wanted the Mosquitoes to fly information with them over there at tree-top level, low, to avoid radar and that sort of thing. So we did. And we were so fast and they were so slow, we had to fly with our wheels down. Oh, we just hated that. And then we got just onto the continent and the word came back that the target was fogged in and we had to turn around and go back home. So we turned around to go back home and one of the Lancasters near us was shot out by a machine gun on top of a barn not very far from us. So then we went back out the next night with Mosquitoes that said, "We're not going to fly information anymore, we'll meet you over the target." So we met them over the target. When I say "we" I mean Harold [Lisson] and I. We went after search lights to try and knock them out and we did. Once we actually flew down, a search light, and knocked it out because there was a machine gun bunch at the bottom. And we flew around and, apparently, it wasn't a great success knocking out the dam. Did some damage but didn't knock it completely out. So the Lincs all went home. And I didn't know until many, many years later that Harold

and I were the last of Mosquitoes to leave the area.

While I was at Fighter Command Headquarters I got my DFC and then I did something strange. I thought, "Oh, gosh, mother would be so pleased know I got a medal." So I went across and got to a telegraph office and asked them to telegraph this message that Harold and I had both been awarded the DFC, and that was fine. My mother lived in Prince Rupert [British Columbia] at that point. When she got the message – anyone that got a telegraph from England meant either dead or missing. So mother said, "Don't read it over the phone. Send it home." She gathered up the whole family together and they were all together before she opened up the letter, then she found out what it really was.

*Reference to seeing a "Loose Lips Sink Ships" poster, cautioning the men to keep quiet about when they were shipping out

**Operation CHASTISE by No. 617 Squadron, Royal Air Force, "The Dambusters"

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FRANKLIN, F/L Elliott Maynard Claude (J14038) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 22 January 1920 in Digby, Nova Scotia; home there. Enlisted in Digby, 2 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.11 EFTS; graduated 29 March 1941 when posted to No.4 Manning Depot; to No.9 SFTS, 8 April 1941; graduated and promoted Sergeant, 21 June 1941. To Trenton, 22 June 1941. To No.6 SFTS to instruct, 17 September 1941. Promoted Flight Sergeant, 21 December 1941. Promoted WO2, 27 July 1942. Subsequently commissioned with effect from 1 July 1942. Promoted Flying Officer, 15 December 1942. To "Y" Depot, 28 March 1943. To RAF overseas, 15 May 1943. Promoted Flight Lieutenant, 1 July 1944. Repatriated 2 August 1945. To Moncton, 11 August 1945. To Air Navigation School, 26 October 1945. Retired 19 December 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 1 July when he had flown 32 sorties (166 hours 32 minutes), 20 January to 17 July 1944.

Flight Lieutenant Franklin has completed a large number of sorties against some of the

most heavily defended targets in Germany, including several to Berlin. On all his sorties he has shown a fine offensive spirit and his photographs of the target have been excellent, many indicating hits on the actual aiming point.

Flight Lieutenant Franklin, through his cheerfulness and excellent leadership, combined with his splendid operational record, has set an inspiring example to his crew and to the squadron as a whole. Therefore, I recommend that he be awarded a non-immediate Distinguished Flying Cross.

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FRANKLING, F/O George Reginald (J25781) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 15 September 1918 in Winnipeg; home in Windsor, Ontario. Educated in Winnipeg and University of Toronto; insurance clerk. Ex-RCA. Enlisted in Winnipeg 5 January 1942. To No.1 Manning Depot, 19 April 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.7 EFTS until 7 November 1942; graduated 9 January 1943 when posted to No.6 SFTS; graduated and commissioned, 30 April 1943. To No.1 GRS, 7 May 1943. To "Y" Depot, 31 July 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 April 1945. Repatriated 2 August 1945. To Mountain View, 13 September 1945. Retired 13 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." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 6 December 1944 when he had flown 31 sorties (160 hours 45 minutes), 4 July to 1 November 1944.

Flying Officer Frankling has completed a tour of operations on four-engined bombers in an exemplary manner. He has operated over such heavily defended targets as Stuttgart, Essen and Duisburg. By pressing home his attacks with keen determination he has been responsible for bringing home many excellent aiming point photographs.

Flying Officer Frankling has set an example to other members of the squadron by his keenness to participate in attacks against the enemy at all times. His cheerfulness and courage were outstanding during his tour, and I therefore recommend him for the Non-Immediate Distinguished Flying Cross.

The sortie list (which is almost identical to that of F/O Clarence Windsor Truax) was as follows:

4 July 1944 - Villeneuve St. George (5.45)

15 July 1944 - Bois des Jardins (4.10)

17 July 1944 - Caen (4.45)

20 July 1944 - L'Hey (3.45)

24 July 1944 - Stuttgart (8.35)

25 July 1944 - Stuttgart (8.00)

27 July 1944 - Hamburg (6.00)

1 August 1944 - Ferme de Forestel (3.50)

2 August 1944 - Bois de Casson (4.25)

3 August 1944 - Bois de Casson (4.10)

14 August 1944 - Bons Tassily (4.35)

15 August 1944 - Brussels (4.05)

8 September 1944 - Le Havre (3.55)

9 September 1944 - Le Havre/Buick II (4.15)

11 September 1944 - Castrop Rauxel (5.15)

12 September 1944 - Wanne Eickel (4.45)

13 September 1944 - Osnabruck (4.50)

15 September 1944 - Kiel (6.10)

25 September 1944 - Calais (4.10)

26 September 1944 - Calais (4.40)

27 September 1944 - Duisburg (4.40)

6 October 1944 - Dortmund (6.25)

9 October 1944 - Bochum (6.20)

12 October 1944 - Wanne Eickel (5.10)

14 October 1944 - Duisburg (5.15)

14 October 1944 - Duisburg (4.30)

15 October 1944 - Wilhelmshaven (4.55)

23 October 1944 - Essen (5.45)

28 October 1944 - Cologne (6/00)

30 October 1944 - Cologne (6.05)

1 November 1944 - Oberhausen (5.40)

RCAF Press Release No. 7267 by F/L Fred Jackson, dated 4 November 1944 read as follows:

WITH THE RCAF BOMBER GROUP IN BRITAIN: Dramatic rescue of seven members of a bomber crew due directly to the alertness of a Goose squadron crew returning from a bombing mission to the Ruhr has just been revealed with the safe arrival of the airmen who were adrift in their dinghy four and a half hours.

The Goose squadron Halifax was well over the English Channel when the skipper F/O Reg. Frankling of 1320 Victoria Avenue, Windsor, Ontario, saw distress flares. Dropping down to low level, the pilot and his men saw the dinghy being bounced around in the heavy seas. They were plainly visible in the early dusk of the evening.

Wireless Operator P/O Verne Martin of 356 Wolseley Street, Port Arthur, Ontario, contacted Air Sea Rescue headquarters in England giving fixes on the position of the ditched airmen. This was maintained for nearly an hour, the skipper continually circling the dinghy, talking to the airmen by means of lamp signals.

Finally forced to leave as his petrol supply was running short, F/O Frankling headed for the coast and just managed to get down at an emergency 'drome. Thirty minutes later the dinghy and the fliers were picked up by a destroyer.

The work of F/O Frankling, his wireless operator and other crew members undoubtedly saved the lives of the airmen. Due to technical difficulties, only a vague "fix" had been obtained prior to the ditching of the bomber which came from another group of Bomber Command.

The rescue was quite a thing for Wireless Operator Martin. A year ago, he was the only survivor of a ditching while on Coastal Command work.

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FRANKLING, F/L Samuel Roy (J5046) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 8 May 1919, Saskatoon, Saskatchewan. Home in Muskoka, Ontario (mill operator and miner). Enlisted in Toronto, 9 September 1940. To No.1 Training Command, 4 October 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 15 December 1940 when posted to No.1 EFTS; graduated 28 January 1941 and posted to No.1 Manning Depot; to No.1 SFTS, 7 February 1941; graduated and promoted Sergeant, 28 April 1941. Commissioned 30 April 1941. To "Y" Depot, 31 May 1941. To United Kingdom, 22 May 1941. Promoted Flying Officer, 4 May 1942. Promoted Flight Lieutenant, 1 October 1943. Repatriated 24 February 1945. To No.8 Repair Depot, 6 March 1945. Retired 28 June 1945. Graduated from University of Toronto in Medicine in 1949 and practised family medicine in Orangeville for nine years where he delivered several hundred babies. He graduated in Ophthalmology in 1961 and practised in Mississauga until his retirement in 1990. He was one of the first Ophthalmologists in Mississauga and Chief Ophthalmologist at Mississauga Hospital for many years. Died in Mississauga, 20 April 2011. RCAF photo PL-33658 (ex UK-15591 dated 2 October 1944) has following caption: "The details of the rear turret of a Halifax bomber are explained to two Canadian Army officers on liaison duty with an RCAF Bomber Group Squadron. Pilot Officer J.N. Thompson, DFC, of Gateshead, Durham, England (second from left) who won his decoration during a recent raid on Brunswick as a rear gunner with the Canadians, does the explaining to Lieutenant J.A. Carpenter of 282 Assiniboine Avenue (left) and Lieutenant C.L. Robinson of 311 Vaughan Street (right), both of Winnipeg. Squadron Leader S.E. Frankling (second from right) is on hand to give a few tips to the Army men from a pilot's point of view. Squadron Leader Frankling comes from Yorkton and Saskatoon." RCAF photo PL-33664 (ex UK-15597 dated 2 October 1944) has the following caption: "Lieutenant J.A. Carpenter, Winnipeg, member of the Canadian Armoured Corps, who was on liaison duty recently with an RCAF Bomber Group squadron, listens in at an interrogation after the Canadians had bombed an important target in the Ruhr. Squadron Leader S.R. Frankling of Yorkton and Saskatoon, Saskatchewan, interrogates Flight Sergeant Wesley MacLeod of Kinross, P.E.I., a bomb aimer, on the results of the sortie." RCAF photo PL-33661 (ex UK-15594 dated 2 October 1944) has the following caption: "Framed by the multitude of instruments in the cockpit of a four-engined Halifax, Lieutenant J.A. Carpenter of Winnipeg of the Canadian Armoured Corps has its myseries explained by S/L S.R. Frankling of Yorkton and Saskatoon, a flight commander of an RCAF Bomber Group squadron. The army man was on liaison duty with the squadron for a week." No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations".

DHist file 181.009 D.1513 (RG.24 Vol.20600) had recommendation for an immediate DFC dated 23 August 1944 when he had flown 31 sorties (147 hours 31 minutes). Flight Commander.

Squadron Leader Frankling has completed a very large number of sorties against some of the most heavily defended targets in Germany. Throughout his tour, he has displayed a fine offensive spirit, pressing home all his attacks with coolness and great determination no matter how heavy were the defences encountered. On nearly all his sorties he brought back pictures of the actual aiming point attacked and he has proven conclusively to all that as an operational pilot he is exceptional.

As a Flight Commander on this squadron, Squadron Leader Frankling has imparted to those serving under him much of his own operational skill and keenness, and by his untiring efforts, has won the praise of all in any way connected with him.

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FRANKS, F/L Harry Gordon (J20365) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 13 September 1914 in London, Ontario; home in Toronto (printer). Enlisted in London, Ontario, 25 October 1940. To No.8 Repair Depot, 16 November 1940. To No.2 ITS, 26 November 1940; graduated and promoted LAC, 4 January 1941 when posted to No.15 EFTS; (graduated 5 February 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 28 May 1941. To Trenton, 7 June 1941. To No.1 Manning Depot, 22 September 1941. To "P", 15 October 1941. To Rockcliffe, 26 November 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 11 August 1942. Promoted Flying Officer, 14 February 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 22 July 1945. Retired 11 September 1945. Shown in photo PL-36838 (H.G. Franks, DFC, Robert A. Gray, DFC, G.S. Dunbar, DFC and K. Koresky, DFC). No citation in AFRO other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1731 (PAC RG.24 Vol.20608) has recommendation dated 16 January 1945, at which time he had flown 26 sorties (159 hours 40 minutes):

A versatile pilot of a Halifax bomber, Flight Lieutenant Franks and his crew were detailed to bomb Emden, Germany on the night of October 23rd, 1944.

The trip to the target was accomplished without incident and an accurate bombing was carried out. On leaving the target, however, the aircraft was attacked by an enemy fighter. The rear gunner sighted the Focke Wulf and warned the pilot immediately, at the same time giving the evasive action to be taken. The pilot's response was immediate and effective. The enemy fighter made a second attack but was evaded due to the captain's superior manoeuvring ability.

The rear gunner fire eight hundred (800) rounds of ammunition on the attacker. This pilot's skill and outstanding flying knowledge made possible a safe return to base without further incident.

Flight Lieutenant Franks has been detailed for missions over heavily defended targets, among which have been Cologne, Essen, Karlsruhe, Dusseldorf and Duisburg.

His exceptional coolness, vigilance and superb airmanship were largely responsible for the safety of the crew and for the safe return of the aircraft. Flight Lieutenant Franks' activity in the air bespeaks distinguished service.

The sortie list was as follows:

16 September 1944 - Boulogne (4.40, second pilot)

27 September 1944 - Bottrop (5.45)

28 September 1944 - Cap Gris Nez (4.05)

30 September 1944 - Sterkrade (5.05)

4 October 1944 - Bergen (7.20)

6 October 1944 - Dortmund (6.55)

9 October 1944 - Bochum (6.15)

23 October 1944 - Essen (6.10)

25 October 1944 - Homburg (5.15)

28 October 1944 - Cologne (5.45)

30 October 1944 - Cologne (5.50)
6 November 1944 - Gelsenkirchen (5.25)
16 November 1944 - Julich (5.10)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Neuss (5.45)
30 November 1944 - Duisburg (6.55)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (6.35)
5 December 1944 - Soest (6.35)
6 December 1944 - Osnabruck (6.45)
24 December 1944 - Dusseldorf (4.15)
30 December 1944 - Cologne (6.15)
2 January 1945 - Ludwigshaven (7.30)
6 January 1945 - Hanau (7.30)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grevenbroich (6.45)

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FRANKS, S/L (now W/C) Wilbur Rounding (C4407) - **Officer, Order of the British Empire** - No.1 Clinical Investigation Unit - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Weston, Ontario, 4 March 1901 (RCAF Press Release 2659 announcing award). Educated in Regina. Attended University of Toronto (BA, 1924, Masters degree in Physiology, 1925, MD in 1928. Joined staff of Toronto General Hospital, conducting research with Frederick Banting. On sabbatical in Zurich and Munich, 1930-31. Returning to Canada, September 1931, joined Banting and Best Department of Medical Research, University of Toronto. From 1939-1941 he was engaged in military research with Banting and commissioned in Canadian Army Medical Corps. Transferred to RCAF, Toronto, 16 November 1940. Squadron Leader as of 1 August 1941. To No.1 Training Command, 5 September 1942. To AFHQ, 18 July 1943. Promoted Wing Commander, 1 September 1943. To No.1 Composite Training School, 1 October 1945. Released 6 June 1946 to

continue work at Institute of Aviation Medicine. Inventor of the Franks Suit. Photo PL-25013 shows him climbing into a Fairey Battle at Rockcliffe. Photo PL-25121 shows him with centrifuge equipment; PL-25123 is captioned as follows: "Wing Commander Dr. W.R. Franks, OBE (centre) is shown here adjusting the laces of the Mark III model of his anti-blackout suit on F/L J.A. Carr, Campbellford and Toronto, left, engineer at the Clinical Investigation Unit of the RCAF, Toronto, which pioneered many developments in aviation medicine. Once laced to fit, the suit zips on and off in a matter of seconds and is worn under ordinary flyomg clothing. LAC R.D. Harris, Asbestos, Quebec, at the tight is assisting." PL-25124 dated 30 May 1944 is captioned as follows: "In the peacetime laboratory at the Banting Institute, University of Toronto, Wing Commander F.R. Franks, OBE is shown re-enacting his discovery of the principal behind the Franks anti-blackout suit. After the tremendous force of gravity set in the centrifuge had broken two test tubes containing cancerous substances and wasted six months of research work he hit on the happy thought of filling the metal centrifuge cup (in his left hand) with water and so setting up a neutralizing pressure. When war came he adapted this principle to a close-fitting suit which fighter pilots now wear to withstand blackout in outmanoeuvring enemy pilots." PL-25126 is a full-face picture of W/C Franks in an aircraft. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation. Died in Toronto, 4 January 1986. See Winter 1983 issue of **Journal of the Canadian Aviation Historical Society** for extensive study of Franks Flying Suit.

This officer, who has done outstanding work in medical research, has been the instigator of black-out experiments which, after numerous exasperating disappointments, ingenious experimental procedures and operational trials in various places and altitudes, has been developed for use in tactical operations. This development has been an outstanding contribution to the war effort and has been made available only after many very real risks subjected to by this officer.

NOTE: He was recommended for the OBE on 18 October 1943; the original text is far more detailed:

In September 1939, Squadron Leader Franks conceived the idea of protecting a person against black-out by the use of counteracting hydrostatic pressure. For many months this work was carried out by means of a series of exasperating disappointments, the theory had to be proven by the use of ingenious experimental procedures on mice. Thereafter, the problem of designing a garment suitable for wear in the air under combat conditions added to the difficulties.

A centrifuge of a new and difficult design was completed, but not before Squadron leader Franks had tried many prototypes of the suit in training aircraft, each time

subjecting himself to extreme black-out and at great risk to himself. He took as many as seven flights in a day, with as many different pilots.

New type fabric had to be designed to withstand the hydrostatic pressures, and new type cement likewise had to be developed.

In 1942 Squadron leader Franks took prototype suits to England for tests, and after months of delay, trials were finally carried out. The RAF and Fleet Air Arm showed their interest by starting production development of the suits in the United Kingdom under the direction of Squadron Leader Franks.

Operational trials were carried out at Oran and other places with great success, and the suits have been accepted for large scale use in the near future as a surprise element. The suit permits an individual to increase markedly his resistance to black-out to such an extent that anti-inertia devices were necessary even in Spitfires.

The RCAF through Squadron Leader Franks has and continues to lead all other nations in both the fundamental and practical knowledge of acceleration and black-out, and has put this knowledge into a form where its use in tactical operations has been proven. This development has been an outstanding contribution to the war effort, and is made available only by the willingness of Squadron Leader Franks to take very real risks in the air.

FRANKS, W/C Wilbur Rounding, OBE (C4407) - Retired - **Officer, Legion of Merit (United States)** - Award effective 2 November 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated 15 November 1946. Colonel R.E.S. Williamson, Military Attache, writing to AFHQ, 2 October 1946, provided citation:

Wing Commander Wilbur Rounding Franks, Royal Canadian Air Force, performed exceptionally meritorious services to the United States Army Air Forces during the period December 1941 to August 1945. He displayed extensive scientific knowledge, experience and ability in joint Canadian-American developments to protect aircraft pilots from the dangers of over-acceleration.

NOTE: DND file 821-4-48 re McKee Trophy (National Library and Archives RG.24, Accession 92-93/155, Volume 17736) has a letter dated 31 March 1949, A/V/M E.E. Middleton (Air Officer Commanding, Central Air Command) to Chief of the Air Staff, re nomination of W/C W.R. Franks for Trans-Canada Trophy (McKee Trophy):

1. Attached please find a detailed brief by the CT, RCAF Station Toronto on the contributions of W/C W.R. Franks, OBE, to the field of aviation in Canada.
2. W/C Franks (Class E Reserve) has made contributions for the advancement of aviation in the sphere of aviation medicine which undoubtedly will have far reaching effects in the problems connected with high speed flight. The actual material contributions in the form of his Anti-G Suit, the Human Centrifuge and Anti-Buffering Helmet, in addition to the numerous papers he has written on various phases of aviation medicine, have been of such a high standard that he is internationally recognized as a foremost consultant in the field of aviation medicine and as a physiological advisor in the design and construction of new aircraft.
3. There is no doubt that his numerous contributions made to the scientific progress of aviation are outstanding and it is most strongly recommended that he receive favourable consideration for the McKee Trophy.

To this is attached a memo dated 23 March 1949 (Wing Commander J.L. Berven, Commanding Officer, Station Toronto to Air Officer Commanding, Central Air Command):

1. Professor Wilbur R. Franks, Directing Consultant of Aviation Medical Research for the RCAF, is considered eligible, and is strongly recommended for the McKee Trophy.
2. Dr. Franks is a Wing Commander on Class "E" Reserve, and his home address is 71 Crescent Road, Toronto.
3. Sir Frederick Banting who might well be called the Father of Aviation Medicine in Canada, had Dr. Franks as his Deputy when he began to organize this Department back in 1938. From that date till the present time, Dr. Franks has been intensely interested in

the physiological aspects of flying. During the war years he became internationally famous for his Anti-G Suit which gave our aviators a distinct advantage in aerial combat. It was due to his personal efforts that the human centrifuge or accelerator was built for research into the problems of acceleration (this was the first machine of this type on the allied side). Because of this he has been called in as technical advisor to the U.S. Navy on the design and construction of their new accelerator. Besides this active research work, he also assisted in directing the whole Aviation Medical Research Programme for the Air Force, both in Ottawa and also overseas in London, England. For his war service, he was presented with the OBE and the Legion of Merit.

After the war he was appointed a member of the RCAF Advisory Medical Committee, with the title of Directing Consultant of Aviation Medical Research. In this capacity he directs the Research programme at the Institute of Aviation Medicine on a half-time basis. Through his efforts in this direction, he has expanded the Aviation Medical Research of the RCAF, so that now nearly all the Canadian Universities are engaged in some phase of the programme. He also is well known in Canadian Aviation Industry, as he has acted as physiological advisor in the design and construction of new aircraft.

4. During 1948, he was appointed by Defence Research Board as Chairman of its Panel on Aviation Medicine. In this capacity he supervised Aviation Medicine throughout Canada.

At the Annual Meeting of the Aero Medical Association in June 1948, he was given the signal honour of being presented with the Theodore C. Lyster Award for outstanding work in Aviation Medicine. This was only the second time this award has been made.

During this year he has designed an efficient Anti-Buffering Helmet of novel construction for pilots of fast aircraft. This item will be most useful in the newer type aircraft.

5. In order to qualify some of the above statements, a partial list of his publications is attached.

6. The above information was supplied by W/C B.R. Brown, Officer Commanding, Institute of Aviation Medicine, who concurs most heartily with the recommendation.

RCAF Press Release No. 4891 circa November 1944, transcribed by Huguette Oates, reads:

OTTAWA: -- Details of one of the best-kept secrets of the war – The Franks Flying Suit – which eliminates blackout in high-speed flying, were released from RCAF Headquarters today. Invented in 1939 by W/C William R. Franks, OBE, formerly of the University of Toronto, the suit has been in restricted operational use off British and U.S. aircraft carriers since 1942.

Developed by the RCAF and the Banting Institute, University of Toronto, the "F.F.S.", as it is known in secret air force documents, prevents "blackout" in fighter pilots, thus giving Allied air forces a tremendous tactical advantage in swirling dogfights miles up in the sky. Safeguarded against the "blackout" hazard, Allied fighter pilots can turn faster than their adversaries and get on their tails.

"Blackout" is an air force term for temporary blindness, sometimes leading to unconsciousness, caused by the action of centrifugal force on the pilots of fast-maneuvring aircraft. Abrupt changes of direction at high speeds greatly increase this effect known in air force medical circles as "G". Without the Franks fling suit, many pilots "blackout" at five "G" – or five times the normal pull of gravity at the earth's surface. With the suit, vision and consciousness remain unimpaired.

At "7G", a 150-pound pilot weighs more than half a ton and his four-ton fighter is heavier than a Lancaster bomber. His blood grows heavy as iron and "pools" in his feet and legs, where his heart can't pump it into the brain. By an ingenious adaption of a scientific principle hit upon by Dr. Franks back in 1938, the "F.F.S." provides pressure against the pilot's body which automatically compensates for the internal forces set up by increased "G". Columns of fluid such as air or water are contained in a rubber skeleton lining and held comfortably close to the pilot's body from ankles to chest by non-stretchable fabric. When sharp turns at high speeds build up "G" in the pilot's blood stream, a corresponding force from the suit balances pressure inside and out and permits the normal flow of blood to his brain.

Since W/C Franks tested his first suit back in 1940, more than 250 modifications have been made. Now, as manufactured for the British Ministry of Aircraft Production, it

comes in seven standard sizes and by lacing devices and specially constructed zippers invented by Dr. Franks and his associates, fits every size and build like a flexible, skin-tight suit of underwear. Its skeleton construction permits the body to breathe and it can be kept open until the pilot is ready to go aloft. Then it is zipped tight and the suit filled with air or water.

When the suit first was put in operational use, its efficacy already had been demonstrated in mimic dogfights by the R.A.F., and by hundreds of tests on Dr. Franks and his Banting Institute associates on a specially developed giant "whirligig" at Toronto. Its first war test came in 1942, when carrier-based fighter planes of the British Fleet Air Arm speedily swept aside enemy opposition at Oran, in French North Africa.

For his part in the invention of the anti-blackout suit and for other developments in the field of aviation medicine, Wing Commander Franks was created an Officer of the Order of the British Empire in the 1944 New Year's Honors List. Born at Weston, near Toronto, Ontario in March, 1901, he has devoted his life to medical research.

Descended from an old U.E.I. family, he went to western Canada as a small boy with his parents, Mr. and Mrs. J.T. Franks, now of Agincourt, Ontario, and experienced the Regina cyclone in 1912. He attended public school in Regina and came back east to the University of Toronto where he won his B.A. and M.A. before being graduated in medicine. Prior to his enlistment in the RCAF, he was associated professor at the Department of Medical Research, University of Toronto, and a close colleague of the late Sir Frederick Banting. Data about the suit's performance and construction was one of the secrets which Sir Frederick was carrying to Britain when he was killed in an aircraft crash in Newfoundland wilds in 1941. His wife, Dr. Ruth Franks, is one of Canada's outstanding authorities on psychiatry. They have ten-year-old twin sons, William and Hugh, at their Toronto home (71 Crescent Road).

* * * * *

FRASER, P/O Alexander Donald (J90500) - **Distinguished Flying Cross** - No.37 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Winnipeg, 17 December 1923; home there; apprenticed at Macdonald Brothers Aircraft; enlisted in Winnipeg 25 February 1942. Granted leave without pay until 16 March 1942 when posted to No.2 Manning Depot. To No.5 BGS for guard duty, 23 May 1942. To No.7 ITS, 18 July 1942; graduated and promoted LAC on 11 September 1942; to No.19 EFTS on 10 October 1942; to No.10 SFTS, 27 December

1942; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; embarked from Canada, 16 July 1943; disembarked in United Kingdom, 22 July 1943. Attached to ECFS (whatever that is), 14-17 August 1943. To No.20 (Pilots) AFU, 24 August 1943. To No.2 Personnel Despatch Centre, 6 January 1944. To Middle East, 14 January 1944. Disembarked in Egypt, 31 January 1944 and taken on strength of No.1 (Middle East) ARC. Promoted Flight Sergeant, 14 February 1944. Attending No.77 OTU, 11 March to 19 May 1944. To No.37 Squadron, 5 July 1944. Promoted WO2, 14 August 1944. Commissioned 27 September 1944. To Headquarters, Middle East, 19 November 1944. To No.22 PTC, 25 November 1944. To Headquarters, No.203 Group, 4 December 1944. To Station Agir, 20 December 1944. Promoted Flying Officer, 27 March 1945 as per Appointments, Promotions and Retirements Order 62 dated 22 May 1945. Killed in flying accident, 3 April 1945 (No.76 OTU, Wellington LN900; buried in North Africa).

This Pilot Officer has completed a large number of operational missions against targets in Austria and the Balkans. In July 1944 his aircraft was detailed to mine the Danube. Despite opposition from ground fire and machine guns he descended to a very low altitude and dropped his mines in the required position. Pilot Officer Fraser has also attacked many important oil targets, all of which were heavily defended. In August 1944 he completed a successful sortie against important railway sidings in Hungary although enemy fighters and adverse weather were encountered. Throughout his tour this Pilot Officer has shown exceptional keenness and efficiency.

NOTE: Public Records Office Air 2/9043 has recommendation dated 14 November 1944 when he had flown 36 sorties (total operational hours described as "not known"). He was then a Warrant Officer (R157247):

Warrant Officer Fraser, posted to this unit on the 6th July 1944, has completed 36 operational sorties during his first tour against targets in Austria, Hungary, Czechoslovakia, Roumania, Yugoslavia and northern Italy.

On the night of the 30th/31st July 1944, Warrant Officer Fraser was briefed to mine the Danube. Despite opposition both from machine guns and light anti-aircraft fire he dropped his mines in the detailed area just east of Belgrade, at a height well below the river banks.

This Warrant Officer has attacked many important oil targets situated amongst other places at Bucharest, Ploesti and Pardubice. All these targets were heavily defended both by ground defences and night fighters. To attack Pardubice it necessitated passing twice through the Vienna night fighter belt where 40-50 ground controlled night fighters were known to be operating. Despite this, Warrant Officer Fraser persevered to the target area where he spent 20 minutes locating the target for himself, as the key target marking aircraft had been shot down by fighters en route.

Warrant Officer Fraser twice attacked the Romanz-Americana oil refineries at Ploesti and on each occasion sightings of enemy fighters were made after crossing the Danube on the way out and heavy opposition both from ground and air were encountered in the target area.

On the night of the 22nd/23rd August 1944, the target was Miskolc Marshalling Yards in Hungary and on this occasion not only did Warrant Officer Fraser have to contend with night fighters, but he had to fly through extremely bad weather to reach the target which he bombed with good results as proved by his photograph.

These operations are characteristic of Warrant Officer Fraser's devotion to duty and complete disregard for his own personal safety. He has throughout his tour shown exceptional keenness, carrying out his operations conscientiously and with great efficiency. I recommend that such service is worthy of a non-immediate award of the Distinguished Flying Cross.

Training: At No.19 EFTS flew Tiger Moths (40.10 day dual, 40.00 day solo, 4.20 night dual, one hour night solo). Of this, 11.35 on instruments. Needed nine hours dual to first solo. Also logged 10.30 in Link. Placed 26th in a class of 40. "This pupil possesses a great deal of confidence and handles an aircraft in the same manner. General and clear hood flying very sound. Does very good aerobatics. Is clearly above average in general ability in Ground School work."

At No.10 SFTS flew Cranes (66.50 day dual, 78.25 day solo, 9.00 night dual, 9.00 night solo; of this, 20 hours on instruments. Placed 38th in a class of 46. On 8 March 1943 he was awarded 14 days detention at No.10 SFTS, Dauphin: "Carried out unusual manoeuvres so as to endanger the structure of the aircraft." Considered above average as a pilot. "He is, however, quite immature at present and will benefit greatly from a few more months of service experience." (S/L .C. Andrews).

Course at No.77 OTU, 11 March to 19 May 1944. Flew in Wellington III and X aircraft; 5.45 day dual to first day solo, 6.00 day dual, 35.15 day solo, 3.45 night dual to first night solo, 4.00 night dual, 35.30 night solo. Of this time, 24 hours on instruments. Also spent ten hours in Link. Ground courses as follows: Airmanship (174/300), Armament (204/300), Meteorology (63/100), Navigation (100/200), Signals (75/100)/ Air tests in General Flying (330/400), Applied Flying (180/200), Instrument Flying (210/250), and Link (40/50). Character and Leadership graded at 75/100. "This NCO is a very satisfactory pilot, who is keen and competent and will be a good operational captain. He is keen to fly the heavier types." (G/C J.A.P. Harrison, 1 June 1944).

Circumstances of Death: Crashed on a daylight cross-country training exercise which included practice bombing. Those killed were Fraser (who had 299 hours on Wellingtons at the time) and 1410494 WO E.C. Turner (staff WOP) plus 1608731 Sergeant S. Turley (pupil pilot), 1620407 Sergeant S.G. Stranks (pupil navigator), 1862823 Sergeant I.J. Hitchens (student air bomber), 1796543 Sergeant W.J. Wilson (pupil WOP/Air), 1594009 Sergeant W. Wallwork (student flight engineer), 300975 Sergeant D.H. Folwell (pupil air gunner) and 1897620 Sergeant H.J. Farrier (pupil air gunner). No cause found; aircraft struck the ground at between 80 and 90 degrees and completely disintegrated.

* * * * *

FRASER, Sergeant (now F/L) David Scott (R77814/J17879) - **Air Medal With One Bronze Oak Leaf Cluster (United States)** - Overseas - Award effective 3 November 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born in Glasgow, Scotland, 14 September 1919. Family migrated to Canada in 1921. Home in Calgary; enlisted there 30 December 1940 when posted to No.2 Manning Depot. To No.32 SFTS, 5 February 1942 (guard duty). To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.2 BGS, 15 August 1941. Graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 6 October 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Promoted Flight Lieutenant, 3 December 1943. Repatriated to Canada, 23 December 1943. To No.32 OTU, 3 February 1944. To No.6 OTU, 31 March 1944. To "Y" Depot, 1 July 1944. Taken on strength of No.3 PRC, Bournemouth, 3 August 1944. Repatriated 13 August 1945. Released 3 October 1945. Postwar credit manager. Died while vacationing in Mexico, 11 February 2006. See also entry for Sergeant William Thomas Galliver. Public Records Office Air 2/8973 has letter from G/C F.W. Trott (Senior RAF Liaison Officer at HQ, USSTAF) to Air Ministry dated 10 November 1944, as follows:

Pilot Officer Fraser has been awarded the American Air Medal and one Cluster on the authority of an entry in American Middle East Orders (General Orders No.59 dated 20th August 1944) for gallantry when acting as a radio operator of a B-25 on April 6th, 1943 and in respect of the completion of twenty operational missions during the course of his service with an American squadron.

Originally offered in June 1943. The citation at that time read:

The Air Medal is offered for outstanding airmanship on 6 April 1943, when he was radio operator of a B.25 which was severely damaged by flak. He assisted in lowering the landing gear and the aircraft landed successfully at base.

The following was originally published in the **Edmonton Journal** of 11 November 2002 under the byline of Jim Farrell, and reproduced in the December 2002 issue of **Short Bursts** (Air Gunner Association newsletter):

**AWOL Canadians flew with U.S. crews
Veteran and Pals weren't about to miss Second World War**

Sgt. Dave Fraser and his buddies were definitely out of uniform.

And the British Military policeman looked at the three young flyers as they strolled Cairo's crowded, smelly and chaotic streets in 1942 and wondered what to do.

The young men's blue RCAF wedge caps clashed with their U.S. Army Air Corps olive drab pants and shirts and brown American leather flying jackets. The brass letters on their epaulets spelled out "Canada". American .45 automatic pistols hung from their hips, firearms which would never be carried by Canadian flyers. "We'd gone AWOL (absent without leave) to fly with the Americans," says Fraser, now 83 years old and a resident of a West Edmonton seniors complex.

60 years ago, long before the invention of computerized pay systems and paper trails for everyone in uniform, the armed forces operated on an ad hoc basis. Fraser and 29 of his buddies took advantage of that lack of control after spending three-and-a-half months in an Egyptian military camp, forgotten and ignored.

Fraser had marched into a recruiter's office in Calgary in June 1940, because he wanted action. He hoped to become a pilot but that wasn't to be. In a manning depot in Moose Jaw, Sask., he'd been arbitrarily assigned to a wireless air gunnery school. He would be a radio operator and gunner in bombers. At least he would fly, he thought.

After completing his training in Canada, he was assigned to a series of camps in Canada, then Bournemouth, England, then Cranwell. "I still hadn't been assigned to anything," he says.

In January 1942 he found himself on board the *Louis Pasteur*, a massive French ocean liner that had been converted to carry 7,000 troops. All he knew was that he and approximately 300 other radio operators were going to Egypt to do some flying. Axis bombers and submarines ruled the Mediterranean, so the ship had to go the long way – around the Southern tip of Africa. Sailing in a 22-ship convoy, the *Pasteur* needed two months to make the trip. On March 6, 1942, the *Pasteur* off-loaded its troops at a fly-blown Egyptian portion of the Red Sea.

Grounded

Fraser and the other radio operators were transported to Kasfareet, a Royal Air Force transit camp 120 kilometres south of Cairo. They spent the next three and one half months in the dull, dusty tent city. They had no prospects and did no training. They were supposed to have served on board bombers being ferried from Europe to Singapore, but Singapore had fallen to the Japanese while the *Pasteur* was cruising past Madagascar. Now, no one knew what to do with the 300 radio operators.

"We volunteered to do anything – drive trucks, handle supplies, anything," Fraser said. One by one the radio operators were sent to operational squadrons. Finally only 24 were left in Kasfareet.

“They woke us up one morning at six and told us we would be going to a Canadian squadron,” says Fraser. The men loaded their belongings into a truck, then climbed on board and travelled north along the road that parallels the Suez Canal. When they saw the “Canadian Squadron,” they groaned. It was a Hurricane fighter base, and Hurricanes have only one seat. The truck turned around and was heading back to Kasfareet.

The Canadians spotted another airstrip, this one lined with two-engine American bombers. They asked the driver to take them into the base. He refused. They threw him out of the truck and one of the Canadians got behind the wheel.

“That’s when we met Maj. George Gutru, Commander of the 434th Squadron. He asked us who we were”. They told him they were Canadian wireless air gunners.

Opportunity Knocks

“You mean you’re radio operators?” Gutru asked and invited them to lunch. American rations—canned pork and beans, spam, white bread and coffee – were much better than British rations. The Americans had an easy familiarity. Captains and majors chatted like equals with Canadian enlisted men, something that would never happen at a stuffy RAF base.

The Canadians told Gutru about their posting problem and he told them about his problem. American radio operators didn’t know British radio procedures and couldn’t identify themselves to the British. Every time their B-25 Mitchell bombers flew over English guns, Gutru said, the English opened fire on the American planes.

Fraser and his friends knew British radio procedures. Let us fly on your planes, they said. The Americans accepted the offer, and the Canadians moved their gear into the Americans’ tents. The camp was paradise, complete with good food, folding cots, pillows and even mosquito netting – something unknown in Kasfareet.

The Canadians wondered how they would be paid, then worked it out. They had British styled pay books, which showed how much they made and the last time they’d been

paid. They realized a quick trip to any British military paymaster would get them their wages, in cash. "So that's what we did," said Fraser.

Rommel on the march

The Canadians had chosen a pivotal time to get into the air. A huge British army had gathered in the desert, just west of Cairo, determined to stop Rommel's advancing Afrika Corps. The battle of El Alamein began on October 23, 1942, and Fraser and his buddies had a front row seat as their planes hammered the Germans. Fraser's position in the bomber was immediately behind the bomb bay and beneath the top turret gunner. Through his side window, he could watch the action as the battle progressed.

"It was like looking down at a big table top with toy tanks scattered about in the dusty air, trying to get position," he says.

The Canadians began to take their first losses. "Three bombers with Canadians on board were shot down. One was killed and the other two were captured," says Fraser.

Throughout the North African campaign, bombers operated between 5,000 and 8,000 feet, an altitude that made the Mitchells easy targets for the German 88-mm anti-aircraft guns. Fraser's plane took repeated hits. During one flight, the explosion of an 88-mm shell tore a hole in the side of his Mitchell, and the plane's rubber dingy flew out and wrapped itself around the Mitchell's tail. The plane made it back to base with the dingy flapping in the wind. Fraser kept a swatch of the life raft's fabric as a souvenir and it resides in a cardboard box in a closet of his west-side apartment, along side a piece of perspex from the canopy of a Stuka bomber and a piece of plywood from a German military glider.

On April 6, 1943, Fraser's plane took its heaviest hit when shrapnel from an exploding German shell sliced through its skin. The plane's instruments and radio stopped working, its hydraulic system was torn to pieces and one of its engines began stuttering. Fraser heard a cry for help. Taking off his parachute, he climbed forward, over the still open bomb bay, and found two crew-members lying on the floor of the aircraft, bleeding and unconscious. He was met by the co-pilot who had come back from the

cockpit with the first aid kit. The men's wounds were sprinkled with sulfa antibiotic powder. They were then bandaged and injected with morphine. Then the co-pilot scrambled back to the cockpit to help fly the plane, which was flying on one engine.

Fraser crawled back to his station. With the hydraulics still out, he and the top gunner had to hand crank the landing gear into position when the plane approached the landing strip. The pilot, Capt. Carl Killian, had to land the plane on two wheels because the German flak had blown out one of its tires.

No time for fear

Fraser can't remember being afraid at times like that. There wasn't time to be afraid. "You can't think about what's going on," he says, "you just decide what has to be done and you do it."

The two wounded men survived, but had to return to the U.S. As the war went on, Fraser's squadron kept moving forward to new airbases, closer to the retreating Germans. Eventually it moved to Sicily, where Montgomery's 8th British Army was moving north from Catania toward Messina.

Things just kept getting better for the Canadian radio operators. They told the RAF where they were and with whom they were operating. The British were told that when the Americans were finished with them, they should report back to the nearest RAF base. On the days they weren't flying, the Canadians would borrow an American jeep, pick up some Canadian nurses from No. 5 General Hospital near Catania and go for a drive in the country. By this time Fraser had acquired a pet, a small white puppy he called "Mugs."

Mugs flew on seven missions with Fraser, lying on top of his personal towel on the floor of the airplane near the radio operator's post. On one flight, anti-aircraft fire began shaking the Mitchell, Mugs got up off his towel and walked over to Fraser, his tail wagging. A small piece of shrapnel suddenly burst up through the floor of the plane and tore through the towel. Mugs licked Fraser's hand, then went back to his now torn-up bedding and lay down again.

In September 1943, Fraser completed 50 missions, a full "tour" for a Mitchell crew man. He adopted out Mugs, packed his bags and headed for Egypt, where he was booked on a troopship back to Canada.

In his luggage was the diary he'd kept throughout his tour of duty – an item normally forbidden by Allied Forces, fearing a captured diary might give the enemy valuable information. Fraser also packed a small Kodak camera he'd carried and used throughout his war, another item that was strictly verboten.

The following is from **Short Bursts**, May 2006:

DAVID SCOTT FRASER - A WAG WITH A VERY INTERESTING AND UNUSUAL STORY

David Fraser was born in Glasgow, Scotland on September 14, 1919. He emigrated to Canada in 1921 with his Mother and two sisters. He enlisted in the Royal Canadian Air force in Calgary, Alberta in 1940 and had high hopes of becoming a pilot. His hopes were to be dashed however. He began his career at No.2 Manning Depot in Brandon, Manitoba where he was selected for training as a Wireless Operator/Air Gunner. The next part of the journey is one followed by many a young aircrew trainee, No.2 Wireless School in Calgary, Alberta, No 2 Bombing and Gunnery School at Mossbank, Saskatchewan and then overseas to Bournemouth in the UK.

Like all aircrew he was anxious for a posting to a flying unit but in January, 1942 he found himself on board the passenger liner Louis Pasteur which had been converted to carry 7000 troops. Dave, and approximately 300 aircrew, were bound for Egypt to serve as Wireless Operators on aircraft being ferried from Europe to Singapore. The Mediterranean Sea was a dangerous body of water thanks to the Kriegsmarine and the Luftwaffe so they were forced to travel the long way around the southern tip of Africa. They sailed in a 22 ship convoy and the trip took two months. On March 06, 1942 the Pasteur off loaded her passengers at an Egyptian port on the Red Sea.

Dave and his companions were transported to Kasfareet a Royal Air Force transit camp 120 kilometres south of Cairo where they spent the next 3 1/2 months in a dusty tent city . The Japanese had by this time captured Singapore so the job of ferrying aircraft to that locale was cancelled. There was now the problem of what to do with 300 surplus WAGs. "We volunteered to do anything , drive trucks, handle supplies, anything" says Dave. One by one the WAGs were transferred to operational units until only 24, including Dave, remained. They were awakened early one morning and told that they were being sent to a Canadian squadron, good news indeed. They loaded their gear in a truck, climbed on board, and were driven north along a road that paralleled the Suez Canal. .When they arrived at the Canadian squadron

disappointment overtook them. The squadron was equipped with Hawker Hurricanes and had no need for WAGs, so they turned around and headed back towards Kasfareet.

On the return trip they passed an airstrip lined with USAAF (United States Army Air Corps) B- 25 Mitchell medium bombers. . The RAF driver was reluctant to stop so they threw him out and took over the truck. The airstrip was home to 434 Squadron of the USAAF and the Commanding Officer, Major George Gutru, was curious about his unexpected visitors. They explained to him that they were RCAF Wireless Operators and unemployed at the moment. The Major was excited at this bit of news and invited them to lunch, pork and beans, Spam, white bread and coffee, much better fare than they had been used to these past few months. They told the Major of their posting problems and of their desire to be employed at their trade, he in turn told them of his problem. The radio Operators on his squadron didn't know British wireless procedures and couldn't identify themselves to the troops on the ground. Whenever they flew over British positions they were fired on, a very dangerous situation. It would appear that aircraft identification was not a high priority with the 8th. Army. Dave Fraser and his companions knew the proper procedures of course and they suggested that they fly with the B-25 crews on their operational sorties. The CO was more than happy to accept this offer and the Canadians moved in to the USAAF camp. The camp was a paradise apparently, good food, folding cots, pillows and even mosquito netting, something unknown at Kasfareet. There was some question regarding pay, however, they had their Pay Books and a visit to the nearest British Paymaster would result in them being paid in cash. This, of course, is what they did.

This band of Canadians had arrived at a pivotal time in the Desert war. The Battle of El Alamein began on October 23, 1942 and Dave had a front row seat. His position in the aircraft, just behind the bomb bay, came complete with a window. It was like looking down at a table top with toy tanks and vehicles scattered about is how Dave described it. Throughout the campaign the B-25s operated between 5000 feet and 8000 feet and that made them easy targets for German flak and the Canadians began to take casualties. Three aircraft were shot down and one Canadian was killed and two became POWs.

Dave's aircraft didn't escape unscathed, on one operation an 88mm shell tore a hole in the fuselage, the dinghy flew out of its storage and wrapped itself around the fin and rudder. They flew back to Base with the dinghy flapping in the slipstream. On April 06, 1943 they suffered severe damage from flak, the instruments and radio ceased to function and one engine began to fail. The hydraulic system was damaged with the result that the bomb bay doors remained open. Hearing a cry for help Dave went forward through the open bomb bay and found two injured crewmen. The Co-pilot came back with the first aid kit and he and Dave attended to the two injured crewmen. The Co-pilot then returned to the cockpit to assist in flying the aircraft. With no hydraulics Dave and the Gunner had to crank the undercarriage down by hand. On reaching Base the Pilot, Captain Carl Killian, had to make the initial landing on two wheels because one tire had been blown out by shrapnel. The two wounded crewmen survived their injuries and were repatriated to the U.S.A.

The squadron moved to Sicily where Montgomery's 8th. Army was moving north from Catania toward Messina. Things were getting better for the Canadians, on days when they were not flying, they would borrow a Jeep, pick up some Canadian nurses from No.5 General Hospital near Catania and spend a pleasant day in the country. They had informed the authorities where they were and what they were doing and they were advised to report to the nearest RAF Base when the USAAF was finished with them.

During this time Dave had acquired a small white puppy which he Christened "Muggs". The pup accompanied Dave on seven operations lying on his personal towel on the floor near the RO's seat. On one trip, when the flak began to shake the aircraft, Muggs got up off his towel and, with tail wagging, walked over to Dave. At that moment a shell fragment came through the floor of the aircraft and tore through the towel. The pup licked Dave's hand then went back to the torn towel to lie down. Do dogs have a 6th. sense? We wonder.

In September, 1943 Dave had completed the required tour of 50 operations for B25 crews. He packed his bags and headed for Egypt where he was booked on a troopship to Canada. He was discharged from the RCAF on October 23, 1945 and married the love of his life, Dorothy on December 08, 1945. He worked in finance throughout his career on civy street and became National Credit Manager for Western Supplies limited until his retirement in 1984. He and Dorothy spent 12 years on Vancouver Island fishing, gardening, and enjoying the company of friends. In 1999 they returned to Edmonton, Alberta to be close to family. Dave joined the local Ex-Air Gunners Association in 2002 after getting an invitation from Svend Jensen. He was a regular at the monthly luncheons and other functions and quickly made many new friends.

On February 04, 2006 Dave and Dorothy flew down to Mexico for a vacation with Dave's sister and her husband. This was the second such holiday in two years and was to celebrate their 60 years of happy marriage. On the morning of February 11, Dave suffered a massive heart attack and passed away at the age of 86. The local Air gunners were well represented at a reception in his honour at his home on February 25, 2006. We shall miss him at the table and his big smile as he, once again, won the 50-50 draw.

Westlawn Memorial Garden in West Edmonton is constructing a Veterans Memorial Wall, their Year of the Veteran project, and the name David Scott Fraser will be on it alongside many other young men who volunteered to serve their country in time of need.

The information in this article was supplied by Dorothy Fraser and we are most grateful to her for sharing it with us.

Ted Hackett

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FRASER, F/O Donald John (J29665) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 14 October 1917 in Monmouth, Wales; home in London, Ontario (upholsterer). Enlisted in London, Ontario, 13 January 1940 as Fabric Worker. Promoted AC1, 13 April 1940. To Technical Training School, St. Thomas, 19 April 1940. To No.3 Repair Depot, 13 July 1940. Promoted LAC, 1 October 1940. To No.2 BGS, 14 October 1940. To No.3 BGS, 15 February 1941. Promoted Corporal, 1 February 1942. Remustered for aircrew training, 20 June 1942 and posted that date to No.1 ITS; graduated 12 September 1942 and posted to No.7 EFTS; to No.9 SFTS, 20 November 1942. Ceased training and posted to No.1 Manning Depot, 4 March 1943; to No.4 BGS, 17 April 1943; to No.4 AOS, 11 July 1943; promoted Sergeant, 30 August 1943; subsequently commissioned with effect from that date; to No.1 BGS, 4 September 1943.; to "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Repatriated 12 June 1945; released 29 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had flown 32 sorties (186 hours 35 minutes), 9 July 1944 to 6 January 1945.

Flying Officer Fraser has completed one tour of operations as Bomb Aimer and second Navigator against many targets in Germany with unquestionable courage and efficiency. His technical skill and determination is responsible in a very large measure for the success of his crew on a number of hazardous mining missions. The quality of his work is such that his crew is regarded as one of the top mining crews of the squadron.

The sortie list was as follows:

9 July 1944 - Ardouval (4.50)

12 July 1944 - Acquet (5.00)

14 July 1944 - Anderbelck (3.40)

25 July 1944 - Stuttgart (8.20)
8 August 1944 - Chantilly (5.00)
9 August 1944 - La Neuville (4.10)
12 August 1944 - Brunswick (6.00)
13 August 1944 - Gardening (6.30)
15 August 1944 - Soesterburg (4.05)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (4.20)
14 September 1944 - Wilhelmshaven (3.35, recalled)
17 September 1944 - Boulogne (3.40)
28 September 1944 - Cap Gris Nez (4.30)
4 October 1944 - Gardening (7.30)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.40)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.25)
23 October 1944 - Essen (5.10)
25 October 1944 - Homburg (5.30)
28 October 1944 - Cologne (4.50)
16 November 1944 - Julich (5.00)
18 November 1944 - Munster (5.30)
21 November 1944 - Castrop Rauxel (6.05)
25 November 1944 - Gardening (7.00)
27 November 1944 - Neuss (1.50, duty not carried out)
24 December 1944 - Gardening (6.20)

30 December 1944 - Cologne (6.30)

2 January 1945 - Ludwigshaven (7.35)

2 January 1945 - Wanne Eickel (6.15)

6 January 1945 - Hanau (6.30)

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FRASER, F/O Jack Whitney (J90453) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 18 April 1922 in Toronto; home in Concord, Ontario (salesman). Enlisted in Toronto, 30 January 1942. To No.1 Manning Depot, 1 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC on 25 September 1942), posted to No.4 EFTS (Tiger Moth aircraft, taking 12 hours 40 minutes dual to first solo; graduated 11th in a class of 21); to No.13 SFTS, 21 November 1942 (Harvard, taking seven hours 55 minutes dual to first solo; placed 28th in a class of 56; "inclined to be overconfident"); graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 7 April 1943, disembarking in Britain 17 April 1943. To No.7 (Pilots) AFU, 25 May 1943. To No.2 Flying Instructor School, 7 July 1943. Promoted Flight Sergeant, 19 September 1943. To No.5 (Pilots) AFU, 12 October 1943. To No.14 (Pilots) AFU, 16 December 1943. Promoted WO2, 19 March 1944. To No.20 OTU, 28 March 1944. To No.41 Base, 23 June 1944. To No.78 Squadron, 28 August 1944. Promoted WO1, 19 September 1944. Commissioned 9 October 1944. To No.22 OTU, 28 March 1945. Promoted Flying Officer, 9 April 1945. Repatriated 31 July 1945. Released 17 September 1945. Died in Victoria, 16 March 1979. Pilot to Miller Gore Brittain, DFC (air bomber and official war artist). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 14 March 1945 when he had flown 37 sorties (197 hours 23), 18 August 1944 to 23 February 1945.

18 August 1944 - Sterkrade (4.20, as 2nd pilot)

25 August 1944 - Watten (2.30)

1 September 1944 - Lumbres (3.29)

3 September 1944 - Soesterburg (3.24)

15 September 1944 - Kiel (6.00)

17 September 1944 - Boulogne (3.18)

23 September 1944 - Neuss (5.11)
25 September 1944 - Calais (3.37)
26 September 1944 - Calais (3.29)
6 October 1944 - Gelsenkirchen (4.32)
7 October 1944 - Cleves (4.40)
9 October 1944 - Bochum (5.31)
14 October 1944 - Duisburg (4.30)
29 October 1944 - Westkapelle (2.58)
30 October 1944 - Cologne (6.19)
31 October 1944 - Cologne (4.23)
2 November 1944 - Dusseldorf (5.43)
5 November 1944 - Bochum (4.44)
6 November 1944 - Gelsenkirchen (4.16)
18 November 1944 - Munster (5.15)
21 November 1944 - Sterkrade (5.15)
30 November 1944 - Duisburg (5.18)
5 December 1944 - Soest (6.11)
18 December 1944 - Duisburg (6.21)
26 December 1944 - St.Vith (6.01)
5 January 1945 - Hanover (5.41)
12 January 1945 - GARDENING (5.30)
16 January 1945 - Magdeburg (6.31)
1 February 1945 - Mainz (6.24)
2 February 1945 - Wanne Eickel (5.25)
3 February 1945 - GARDENING (4.15)
7 February 1945 - GARDENING (5.57)
13 February 1945 - Bohlen (8.19)

14 February 1945 - Chemnitz (7.46)

17 February 1945 - Wesel (4.46)

20 February 1945 - Reisholz (6.40)

23 February 1945 - Essen (5.08)

This officer has now completed his first operational tour consisting of 37 sorties (145 points) involving a total of 197 hours.

He is a very capable and efficient captain of aircraft who has completed a most successful tour. He has always set a high standard in the execution of his duties both in the air and on the ground, displaying the greatest determination at all times.

For his courage, skill and determination, this officer is most strongly recommended for the award of the Distinguished Flying Cross.

NOTE: The station commander, on 21 March 1945, goes to unusual lengths in supporting this recommendation:

A fine operational captain of aircraft whose tour of operations has been most successful. he has displayed the highest standard of airmanship throughout his tour and he has never failed to press home his attacks with the utmost determination.

His personal qualities have been reflected in the efficiency of all members of his crew and the highest standard of operational efficiency has been maintained throughout the five months in which his 38 sorties [sic] have been completed.

For his excellent example as an operational captain of aircraft and for his personal courage and high sense of duty the award of the Distinguished Flying Cross is strongly recommended.

Notes: Course at No.5 AFU was 12 October to 9 December 1943 on Ansons (46.25) and Masters (6.45). Nine hours in formation, 1.55 on instruments plus 6.15 in Link. "A low average pilot; formation good. Aerobatics need a lot more practice. This pilot failed an F/S course. Navigation satisfactory. Is slack both in appearance and bearing." (S/L P.D.M. Down, 9 December 1943).

Course at No.2 FIS was not good (see accident report). "A below average pilot on the Master aircraft. His airmanship is weak and he is altogether unsuitable for instructional duties. Recommend that he be withdrawn from the course and posted back to a Single Engine (Pilot) AFU for further training." (S/L .W. Burman, 23 August 1943).

Course at No.14 AFU was 14 December 1943 to 28 March 1944 on Oxfords (31.15 day dual, 16.50 day solo, 8.20 night dual, 12.10 night solo). "Despite an indifferent report from his SFTS and his rejection by No.2 FIS this pilot has completed a good course. He is very keen to fly twins and apparently made up his mind to fly them well. He has reached a high degree of standard." (G/C A.H. Peck, 26 March 1944)

Course at No.20 OTU was 28 March to 23 June 1944 on Wellington (6.00 day dual to first day solo, 6.25 day dual total, 4.55 day solo, 4.45 night dual to first night solo, 5.30 total night dual, 29.45 night solo. In this time he was 30.10 on instruments and logged 15 hours in Link. Flew four day cross country and four night cross country exercises; five fighter affiliation exercises (four day, one night), also 28 dinghy drills (12 dual, 14 solo, two wet) and 26 parachute drills (12 dual, 14 solo). "This pilot, after some difficulty in converting, proved himself to be quite competent and attained quite a high standard of captaincy. His discipline and response on the ground were good, and he always had control of his crew. He should make a reliable operational captain." (Report dated 12 June 1944, signature illegible).

Assessment from No.1652 Conversion Unit date uncertain, stated he had flown 27.30 by day, 10.20 by night. "Average pilot, has made quite good progress throughout course. No outstanding faults. Needs to assert himself more as captain. Rather a quiet type and but too easy going with his crew. Should be okay with more experience." (signature looks like a S/L Raymond).

Accident, 21 August 1943 at No.2 Flying Instructor School, Master II DM219 (day training). He was pilot, second pilot was 1411235 Sergeant D.W. Thomas. Both pilots were on an instructor course. Fraser carried out a practice precautionary landing at Cairnberg airfield, overshot and went through fence. Grass was wet after recent rain which did not help braking. Nevertheless, both pilots were assessed as having shown carelessness and were withdrawn from the course.

Accident, 14 October 1944, 1030 hours at Newmarket. Halifax III NA405, operational sortie. Oil pressure dropped to zero on starboard inner engine which was feathered; three-engine landing made at Newmarket. Crew were R157787 WO J. Fraser (pilot), R169353 FS J. Reynolds (navigator), R174811 FS M. Brittain (air bomber), 1804739 Sergeant P. Raymond (WOP), 1603009 Sergeant R. Davies (flight engineer), R217095 FS B. Manchester (air gunner) and R217288 FS J. McMullen (air gunner).

Assessment dated 14 April 1945 on completion of tour with No.78 Squadron as follows: "This officer has completed a very successful tour of operations and has given every satisfaction both on the ground and in the air. He is both efficient and reliable and can always be relied upon to put up a good show." (W/C J.M. Young).

Application for Operational Wing dated 15 March 1945 stated he had flown 38 sorties (195 hours 25 minutes), 18 August 1944 to 28 February 1945.

On form dated 4 July 1945 he gave his flying overseas as being on Master I and II (165.35), Magister (12.30), Oxford (81.35), Wellingtons (108.45) and Halifax (274.10)

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FRASER, F/O Kenneth Vaughan (J88003) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 19 February 1924 in Ottawa (date in obituary notice); home there (law clerk); Enlisted in Ottawa , 7 July 1942 and posted to No.5 Manning Depot. To Rockcliffe, 28 August 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC on 19 February 1943; to No.12 EFTS, 20 February 1943; to No.2 SFTS, 17 April 1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 15 July 1944. Repatriated 8 June 1945. To No.1 Air Command, 20 June 1945; to No.1 WS, 29 July 1945; to Central Flying School, 11 August 1945. Released 21 November 1945. Died in Ottawa, 16 August 2004.

During his first operational tour this officer has taken part in many sorties against distant and heavily defended objectives in enemy territory. On one sortie over Dortmund his aircraft was damaged by anti-aircraft fire just before bombing but with great determination Flying Officer Fraser continued with his attack which was successfully completed. On another sortie to Dresden when all his flying instruments

had been rendered unserviceable this officer successfully evaded a determined attack by an enemy fighter. He has proved himself an outstanding and capable pilot and captain.

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FRASER, P/O Lawrence McLeod (J86757) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 9 June 1913, Winnipeg; home in Vancouver. Enlisted in Vancouver, 27 August 1942 and posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 8 October 1943. To No.3 BGS, 21 February 1943; promoted LAC, 5 April 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 15 June 1943. Repatriated to Canada, 28 October 1944. To Western Air Command, 4 December 1944; to No.9 Construction and Maintenance Unit, 6 December 1944. To Yarmouth, 27 April 1945; to United Kingdom, 8 May 1945. Repatriated 9 July 1945. Released 5 October 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 24 July 1944 when he had flown 37 sorties (225 hours 35 minutes), 30 August 1943 (while at OTU) or 3 November 1943 to 2 June 1944.

As rear gunner, Pilot Officer Fraser has completed one tour of operations. He has attacked many targets in France and Germany and carried out many minelaying operations. His vigilance and ability and fine crew co-operation enabled he and his crew to do nearly forty operations without once suffering damage by enemy night fighters. His keenness and enthusiasm added greatly to the morale of the squadron and he gave strong support to the squadron at all times.

For reliability and keenness and for the completion of a very satisfactory tour of operations, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

30 August 1943 - French target (5.00, sortie from an Operational Training Unit)

3 November 1943 - Dusseldorf (6.40)

25 November 1943 - Frankfurt (7.10)
3 December 1943 - Leipzig (9.00)
20 December 1943 - Frankfurt (7.55)
4 January 1944 - Gardening (5.15)
6 January 1944 - Gardening (8.05)
21 January 1944 - Magdeburg (7.25)
28 January 1944 - Berlin (9.05)
15 February 1944 - Berlin (6.45)
2 March 1944 - Meulon (5.50)
3 March 1944 - Gardening (8.05)
6 March 1944 - Trappes (5.30)
7 March 1944 - Le Mans (6.00)
11 March 1944 - Gardening (7.55)
13 March 1944 - Le Mans (1.50, duty not carried out)
15 March 1944 - Amiens (5.45)
30 March 1944 - Gardening (5.30)
9 April 1944 - Lille (5.50)
10 April 1944 - Ghent (4.50)
17 April 1944 - Gardening (6.05)
18 April 1944 - Gardening (7.20)
20 April 1944 - Lens (5.30)
22 April 1944 - Laon (5.45)
23 April 1944 - Gardening (6.00)
26 April 1944 - Villeneuve (6.05)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Gardening (6.10)
9 May 1944 - Gardening (5.35)

10 May 1944 - Ghent (5.20)
11 May 1944 - Lyon (4.10)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.05)
24 May 1944 - Trouville (4.40)
27 May 1944 - Gardening (4.40)
29 May 1944 - Gardening (3.20)
31 May 1944 - Gardening (6.00)
2 June 1944 - Gardening (4.05)

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FRASER, W/C Lennox Gordon Douglas (C1283) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 27 September 1942 as per **London Gazette** dated 16 October 1942 and AFRO 1731/42 dated 30 October 1942. Born in Kinisteno, Saskatchewan, 15 August 1911. Home in Winnipeg. Much pre-war flying experience; telegram of 7 September 1939 stated he was Acting Superintendent of Canadian Airways, Pacific Division with 3,500 hours, all types including multi-engine machines. Enlisted in Vancouver, 3 October 1939; commissioned that date. To Camp Borden, 12 October 1939. To Trenton, 12 December 1939. To Camp Borden again, 23 January 1940. To Flying Instructor School, Trenton, 5 March 1940. Promoted Flight Lieutenant, 1 December 1940. To No.15 SFTS, Claresholm, 10 June 1941. To No.2 SFTS, Uplands, 15 June 1941. To "Y" Depot, 5 January 1942. Taken on strength of No.3 PRC, 7 January 1942. To No.22 OTU, 10 February 1942. To No.405 Squadron, 12 March 1942. Promoted Squadron Leader, 1 August 1942. Promoted Acting Wing Commander, 7 August 1942; confirmed as Wing Commander, 20 November 1942. To RCAF Overseas Headquarters, 2 December 1942. Repatriated to Canada, 5 January 1943. To No.1 Composite Training School, 5 January 1943. To Mountain View, 12 February 1943. To No.1 BGS, 31 March 1943; to No.4 BGS, 25 July 1943. To No.12 (Transport) Squadron, 7 November 1943. To No.168 (Heavy Transport) Squadron, 21 December 1943. To Station Rockcliffe, 18 October 1945. Retired 23 October 1945. Died in Richmond, British Columbia, 30 April 1974.

This officer has completed many sorties, including five against Essen in the face of much opposition. One night in September 1942, he piloted an aircraft detailed to attack Bremen. On the outward flight engine trouble was experienced but Wing Commander Fraser flew on to the town and bombed it. During the return journey engine trouble still

persisted and the rear turret became unserviceable. An enemy fighter attempted to attack. Skilfully manoeuvring his aircraft, however, Wing Commander Fraser evaded the fighter, thus averting a perilous situation. He eventually made a safe landing at an aerodrome in this country. On two other occasions this officer has flown his aircraft safely back to England in most difficult circumstances. He has at all times displayed exceptional airmanship and great courage.

NOTE: DHist file 181.009 D.2995 (RG.24 Vol.20634) has recommendation dated 17 September 1942 when he had flown 20 sorties (106 hours 20 minutes), 27 March to 14 September 1942. The text is much more detailed than that published:

Wing Commander L.G. Fraser of No.405 Squadron RCAF has completed 20 operational sorties since the beginning of March of this year. No fewer than five of these trips have been over Essen, when particularly fierce fighter and flak opposition has on each occasion been experienced. Wing Commander Fraser has at all times displayed the highest qualities of airmanship during trying conditions, allied to coolness and exceptional fearlessness in the face of danger. Detailed to make special immediate report for Headquarters Bomber Command on the night of September 13/14th when Bremen was the target, he carried on with his reconnaissance despite great difficulties. The temperature of the port outer engine of his Halifax II had risen dangerously due to a glycol leak, even prior to bombing at 02.38; he yet pressed home his bombing attack on the centre of the town and took a photograph in accordance with his orders. The temperature continued to rise, the engine could not be feathered, and there was imminent danger of it catching fire. Owing to this trouble and to a failure of one of the parallel fuses, the rear turret was unserviceable at the same time. For the purpose of completing his reconnaissance this officer circled the area until 03.39 hours. On the homeward trip an enemy fighter approached while the rear turret was still unserviceable, Wing Commander Fraser evaded the attack by skilful manoeuvring of his damaged aircraft, and extricated his crew from a perilous situation. A safe landing was made at Galton [?], and his crew owe their lives to his courage and determination. It is noteworthy that on his two previous trips, to Dusseldorf and Hamburg, Wing Commander Fraser has experienced engine trouble in each case, but by his ability as a pilot has brought his aircraft safely home. This officer's qualities of quiet but dogged determination have inspired a high standard of morale in the squadron he now commands.

RCAF Press Release 847 (cleared by censor on 12 October 1942) read as follows:

A 31-year old Commanding Officer of an RCAF bomber squadron who flew nearly half a million miles as a bush pilot before the war has recently been awarded the Distinguished Flying Cross for service in more than twenty bombing raids on Germany. He is Wing Commander Len Fraser of Vancouver who came to England early this year as a Flight Commander in his present squadron after two years as an instructor at Central Flying School, Trenton, Ontario.

Like many other experienced flyers, Fraser hoped to go on operational flying against the enemy soon after the start of hostilities, but his experience made him invaluable as an instructor in those early days, and much against his will he was kept back at home to train the young Canadian aircrew under the BCATP.

The cool-headed and courageous leadership he has shown since coming overseas has resulted in the immediate award of the much-coveted "gong".

In more than 20 operational trips against Germany and German occupied targets, he has failed only once to bomb the target for which he was briefed. That one target was Dusseldorf. The two 4,000 pounders he was carrying both hung up on him, and eventually had to be released manually. On top of that, the port outer engine packed up on him when only 20 miles away from the target.

"If we had gone on we would have crossed the target at 3,000 feet," Fraser says of the trip. Aircrew who have been to this heavily defended target know what that would mean !"

Fraser brought his aircraft home on three engines on three consecutive operations. One was to Dusseldorf, the others to Bremen and Hamburg. He describes the Dusseldorf and Hamburg returns as "straightforward three-engine jobs." Toughest of the three was the Bremen show.

Detailed to make a special reconnaissance report on the raid, he was starting to run over the target when the port outer engine caught fire. He tried to feather it, but the control system failed to work. In spite of the terrific drag and vibration resulting from

the unfeathered propellor, he made his bombing run and reconnaissance and brought the Halifax safely home. Over the target other aircraft were being coned on all sides by the innumerable searchlights in that area, but "we were lucky," says Fraser. "They didn't catch us once." All the way home the aircraft was shaking like a leaf from the terrific vibration set up throughout the airframe by the unfeathered prop.

Fraser led his squadron on the spectacular raid on the submarine building centre at Flensburg, near the Danish border recently.

He has logged more than 20 ops in his record since joining the squadron, in spite of the restrictions imposed on flight commanders and squadron commanders, who are limited to a small number of operational trips each year.

His evasive action is a byword to any aircrew who have a tendency towards air sickness, and though he says he has been lucky, it is probably due to his mastery of aerial tactics that in more than 200 hours of operational flying against the enemy, the only hits registered against him by flak or fighters have been a one-inch hole in the leading edge of his aircraft and one hole the size of a ten-cent piece in the rudder.

RCAF file 821-4-44, "McKee Trans-Canada Trophy - Nominations and Presentation - 1944 Competition", National Archives of Canada RG.24 Volume 17796, has recommendation for the McKee Trophy drafted 7 March 1945 by G.Z. Z.L. Leigh, No.9 (Transport) Group and transcribed here for the historical record:

This officer has been in command of No.168 (Heavy Transport) Squadron since November 1943. He commenced flying at Vancouver in February 1928, obtaining his commercial pilot's license in 1930 and has been devoted to flying since that time. From 1930 to 1933 he was employed as an instructor and also as a pilot on chartered trips on the West Coast and interior of British Columbia. In 1933 he completed an instructor's course at Camp Borden, subsequently taking over the Brandon Flying Club in 1934, and also instructing at the Winnipeg Flying Club for several months. In 1938 he joined Starrett Airways, flying throughout North-western Ontario; joining the Newfoundland Mining and Exploration Company in 1938 he carried out a geological survey of the interior of Labrador. Wing Commander Fraser obtained his Transport Pilot's Certificate at Montreal and joined Quebec Airways in October 1938, flying mail and passengers out of Rimouski to points on the north shore of the St. Lawrence. He flew out to Vancouver in March 1939, and pilot passengers and mail from that point until the outbreak of the war. This officer joined the RCAF in September 1939, instructing at a Central Flying

School until the end of 1941, when posted overseas, joining No.405 Squadron in March 1942, and assuming command of this squadron in August of the same year. He returned to Canada in December 1942 and after completing two RCAF courses was appointed Chief Instructor on two RCAF stations until his posting to the Captain's course at Rockcliffe in October 1943. Wing Commander Fraser has flown approximately 6,000 hours to date without mishap to any aircraft since 1930, when a seaplane was damaged due to engine failure and subsequently landed on a heavy sea.

In his present capacity as Officer Commanding, No.168 Squadron, supervising Armed Forces airmail deliveries between Canada and the various European war theatres, his great background of piloting experience and cheerful attitude towards his fellow pilots has enabled his present squadron to hold a most enviable position amongst the associated operators of the North and Mid-Atlantic air services.

Notes: Involved in accident, Halifax W1092, 1645 hours, 14 May 1942, No.405 Squadron. Non-operational flight. "While turning into dispersal area the trailing edge of the lower half of the starboard rudder was slightly damaged when it brushed lightly against a post." It was noted that gates to dispersal area were too narrow and were to be widened.

Assessments: "Hard worker. Should become an above average instructor." (18 July 1940)

"Capable and hard working officer. Above average instructor with a likeable disposition." (14 November 1940).

"An A-2 instructor employed as an instructor and flight commander in Central Flying School. His work has been satisfactory and he has contributed much to the strength of the school. Requires experience handling and directing airmen to round out his training." (S/L G.P. Dunlop, Trenton, 21 May 1941).

"This officer is a keen, hard working pilot but as second in command of the squadron could have taken more initiative and interest in its operation. Requires further experience before assuming command of a squadron." (S/L A.R. Searle, commanding No.1 Squadron, No.2 SFTS, 5 November 1941).

“Although this officer was not repatriated to Canada for Medical reasons, his general condition on arrival at the Repatriation Pool at Rockcliffe was such that a psychiatric consultation was requested by the CO of the Repatriation Pool, Rockcliffe. Before this interview could be arranged the man was given leave. On return from the leave his condition was much improved as is borne out by the interview by Dr. Cathcart.” (F/L W.L. Donohue for DMS, 1 April 1943).

Special Report, apparently based on Medical Officer observations: “The Commanding Officer, Station Mountain View, is of the opinion that this officer will not make a good Chief Instructor at any school nor is he in fit physical condition or state of mind to carry any responsibility in the Air Force, let alone of the W/C. He states that this officer is a fine pilot, that his courage is beyond question, and he has a pleasing personality, but has not a strong character or imagination. He feels that he would be more suitable in a job requiring more flying and less office work and requests that he be given two months sick leave at the end of which he should be interviewed regarding future employment. Suggestions have been made to this officer that he has to revert to Squadron Leader in the belief that he has more chances of making good if he starts with this rank and works for his promotion. He is to be returned to No.1 BGS for medical examination and will proceed on temporary duty to No.1 ITS for observation by 1 MSB. On completion of this observation he will be interviewed regarding the future employment.” (G/C H.G. Richards, for AOC, No.1 Training Command, 15 April 1943).

“Recommended for employment on Communications Unit. Experience in commercial (Bush) flying. (G/C A.D. Bell-Irving, 13 May 1943).

“A good pilot on multi-engined aircraft. In no way suited to instructional work. He wants to fly and should be so employed.” (G/C J.C. Kerr, 9 November 1943, who then added as an afterthought, “On one occasion I cautioned him about the size of his wine bill.”

“This officer has been interviewed by the DPC and his whole service career has been discussed at length. It is pointed out that it was sufficiently clear from the records that drinking was having a detrimental effect on his work. He himself admitted this was true. He has expressed a keen desire that he be considered for employment on heavy transport work. The DPC is satisfied with his background and agrees that he is suited for such employment and has made a recommendation to the AMP who has concurred. This officer was informed that he would be given every consideration for this type of work, but he must realize that if he is brought to this Headquarters attention again, that he is indulging in alcoholic beverages, drastic action would be taken immediately.” (G/C T.C. Macfarlane, DPC, 20 October 1943).

“Wing Commander Fraser took hold of 168 Squadron when W/C Middleton flew overseas and has got it, I consider, in very good shape. He has made no fuss and the discipline and moral are O.K. He met his sudden responsibilities better than I expected.” (G/C G.S. O’Brian, Station Rockcliffe, 26 January 1944).

Recommendation for Temporary Rank - “Prior to this gallant officer’s taking command of 168 Squadron, I had some misgivings as to his reliability and leadership, but he assumed responsibility well and was largely responsible for the unit’s overcoming inaugural difficulties. Doubts arose later as to his heading this large and important unit; he has occasionally been absent without permission; although he possesses the fellowship and admiration of his officers, his example off duty has at times been questionable. He has at times been over-emotional. I believe these faults capable, in time, gradually lowering the discipline of his crews and airmen. I think they may in general be connected with alcohol. He has been warned before, and appeared to respond well. Wing Commander Fraser is a fine person with an enviable operational record; he is a good friend of mine, and has always been loyal to me and cooperative generally. But the unit under him is too important for me to refrain from making this report which is asked for, and the chips may fall where they may. Wing Commander Fraser read this report. I had no special suggestions to offer. He declined to initial. He was given an opportunity to write a letter of rebuttal, and is going to think it over.” (G/C G.S. O’Brian, Station Rockcliffe, 25 May 1944).

To the above, Fraser wrote on 30 May 1944 that he felt the report had been “influenced to some extent from rumour and hearsay” and asked that circumstances be more thoroughly investigated. Group Captain O’Brian agreed that he should not be removed from command of No.168 Squadron.

“This officer spoken to regarding R.211 dated 25 May 1944. Agreed to settle down. No action considered necessary unless there is a relapse.” (W/C R.B. Middleton, A/DATC, 29 June 1944).

“Wing Commander Fraser went on the water wagon June 1st and has not once got down to pick up his whip. His unit is satisfactorily administered and by his action he has removed any doubt entertained by one on former assessment submitted. Recommended for promotion to Temporary Wing Commander.” (G/C G.S. O’Brian, Station Rockcliffe, 28 August 1944).

“The excellent cooperation of 168 Squadron enabled delivery of letter mails to be effected in the transit camp in Marseilles to between 75 % and 80 % of the units concerned and also to have letter mail and a considerable quantity of parcels available in the forward area before the arrival of the troops in Northwest Europe. I know you will appreciate just what this service meant to the troops concerned and I feel that I cannot let this occasion pass without asking you to express it to the officers and men of 168

Squadron our most sincere appreciation of their assistance and cooperation.” (General A.G.L. McNaughton, 6 June 1945).

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FRASER, W/C Martin Pare (C374) - **Commended for Valuable Services** - No.19 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943 - Enlisted as P/P/O, Camp Borden, 15 February 1930. Released during the "Big Cut", 1 April 1932. Re-engaged, 5 December 1939. Promoted Squadron Leader, 15 June 1941. With Air Armament School as of 8 January 1942. To No.8 SFTS, 23 March 1942. To No.13 SFTS, 3 October 1942. Promoted Wing Commander, 1 December 1942. To No.2 SFTS, 8 March 1943. To No.19 SFTS, 3 May 1943. Promoted Group Captain, 1 March 1944. To No.3 Training Command, 28 July 1944; to No.1 Air Command, 15 January 1945. To Release Centre, 16 June 1945. Released 20 June 1945.

This officer, employed on flying instructional duties since 1940, has displayed outstanding ability and devotion to duty. For the past eight months as Chief Flying Instructor he has rapidly and skilfully organized the flying training at a new school which is now functioning at a high standard of efficiency.

FRASER, G/C Martin Pare (C374) - **Air Force Cross** - No.1 Air Command Headquarters - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. No citation in AFRO. When recommended he had flown 2,123 hours, of which 1,056 were as instructor (60 in previous six months). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has had considerable flying and instructional experience. In this field he has always displayed outstanding skill and devotion to duty which have enabled him to attain excellent results in the training of aircrew. In his present position his wide experience, knowledge and friendly, co-operative spirit are demonstrated in the energetic and very capable manner in which he performs his duties. By his loyalty, efficiency and energy he has made a splendid contribution to the training plan.

An RCAF operation order dated 8 January 1938 (“Navigation”) directed that Station Trenton conduct a short air navigation and instrument flying course for four members of the RCMP - Sub-Inspector T.R.

Michelson, Acting Staff Sergeant M.P. Fraser, Acting Sergeant M.E.R.O, Munroe, and Constable P.B. Cox. It was to commence on 1 February 1938 and last to 31 March 1938. Each pupil was to be allocated 50 hours flying - 20 on Fleet aircraft and 30 on Fairchild. Preliminary lessons would also be given on the Lynx [sic] trainer. The men would be accommodated at Trenton though they would pay for their own messing.

Another order ("Air Navigation") was issued on 7 April 1938 for a continuance of the course for the same four men, extending to 14 April 1938. Meanwhile, on 1 April 1938, another course had been ordered ("Seaplane") to conduct a seaplane conversion course for Fraser and Munroe, to be done at Trenton. They were to receive 25 hours instruction each - ten on Fleet aircraft and 15 on Fairchilds. The syllabus was to cover (a) practical flying and handling of flying boats and seaplanes, particular attention being paid to instruction in taking off and landing under rough and glassy water conditions; (b) use and handling of motor boats and (c) lectures and practical work in airmanship and seamanship, covering such points as launching and bringing in flying boats, picking up and slipping from buoys, towing disabled aircraft, refuelling at sea, working from advanced bases, etc. Also there would be lectures on charts, lights and buoy systems. No specific date was set for conclusion of the course.

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FRASER, P/O Morris Edwin (J89414) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Regina, 19 February 1918; home in Edmonton (distributor). Enlisted there 12 September 1941. To No.3 Manning Depot, 5 October 1941. To No.10 SFTS (guard), 16 January 1942. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.5 EFTS until 4 July 1942; to No.15 SFTS, 12 September 1942. Graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 31 July 1944. Promoted Flying Officer, 31 January 1945. Repatriated 8 April 1945. To Edmonton, 17 April 1945. To Northwest Air Command, 1 June 1945. To No.124 Squadron, 3 July 1945. Retired 7 May 1946. RCAF photo PL-42518 (ex UK-19615 dated 16 March 1945) is captioned as follows: "Pilot Officer Morris Fraser of Edmonton, skipper of a Canadian Thunderbird Squadron crew, flew Halifax 'G' for George throughout most of his recently completed first operational tour, and is shown above with part of the ground crew which kept his kite in the air. The foursome includes, left to right, Sergeant Harry Kirk (Toronto), LAC Doug Scott (Edmonton) and LAC Ben R. Woloshim of Montreal." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 24 January 1945 when he had flown 28 sorties (160 hours 35 minutes), 13 September 1944 to 16 January 1945. Incident described was on his last sortie (16 January 1945).

One night in January 1945 this officer pilot his aircraft in an attack on Magdeburg. Coming out of the target area, his aircraft was involved in a mid-air collision with another aircraft and sustained severe damage to the mainplane, rudder and fin, and his aileron controls were rendered practically useless. Although faced with a long journey over heavily defended enemy territory this officer retained control of his aircraft, made an accurate assessment of the damage and by skilful airmanship piloted his badly damaged bomber to an airfield in this country and effected [sic] a safe landing although excessive flying speed was required to maintain control. This officer is a highly efficient and courageous captain and is strongly recommended for the award of the Distinguished Flying Cross (Immediate).

DHH file 181.009 D.1724 (National Library and Archives, RG.24, Volume 20607) has the following memo bearing upon the above incident (Headquarters, No.6 Group to Commanding Officer, No.426 Squadron, 30 March 1945.

Commendation

P/O M.E. Fraser - J.89414

On the night of 17th January 1945, while flying Halifax VII NO811, the subject officer was involved in a mid-air collision just after dropping his bomb load. In spite of severe damage to the aircraft, this pilot proceeded to Carnaby where he landed without mishap.

The investigation of this incident has now been completed, the summary of the findings being that it was considered to have been unavoidable and that the pilot showed considerable skill in bringing the aircraft back, and as a result the Air Officer Commanding No.6 (RCAF) Group directs that P/O Fraser's log book be endorsed in green to read:

"COMMENDED - while flying Halifax VII NP811 on operations on the night of January 17th, 1945, this pilot was involved in a mid-air collision which tore away 18 feet of the aircraft's port wing and two feet of the port fin and rudder. He showed considerable skill in safely flying the aircraft back and landing at Carnaby without mishap."

* * * * *

FRASER, Sergeant Neil Cameron (R188973) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Ottawa, 6 July 1924; home there (clerk). Enlisted in Ottawa, 12 October 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard), 26 November 1942. To No.1 Air Gunner Ground Training School, 3 April 1943. Promoted LAC and posted to No.9 BGS, 15 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 17 June 1944 (J87420). Repatriated 8 December 1944. Promoted Flying Officer, 17 December 1944. To No.3 Training Command, 20 December 1944. To Rockcliffe, 18 January 1945. To Release Centre, 13 August 1945. Retired 14 August 1945. Died in Ottawa, 28 May 2000; obituary said he had flown 20 sorties. Obituary gave name as Neil Harry Cameron Fraser. Photo PL-32577 (ex UK-13740 dated 24 August 1944) shows him.

Sergeant Fraser, as air gunner, has participated in many attacks against vital and heavily defended enemy targets. In February 1944 he was rear gunner in an aircraft which was attacked by an enemy fighter. His accurate return fire and skilful directions largely contributed to the successful conclusion of the engagement although as a result of the combat his rear turret and guns had been rendered useless. Sergeant Fraser remained at his post after leaving the target. His aircraft was again attacked by an enemy fighter but once more through his skilful directions his captain was able to evade the attacker. At all times this airman has set a fine example of courage, skill and devotion to duty.

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FRASER, F/L Reginald Bruce (C1350) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 23 June 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Pictou, Nova Scotia, 24 May 1916; home there; enlisted Trois Rivieres, Quebec, 6 November 1939. Flying Officer as of 10 August 1940. At No.21 EFTS as of 3 July 1941. To No.9 SFTS, 30 March 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Lieutenant, 15 January 1943. Repatriated 7 August 1945. To Mocton, 15 August 1945. To Eastern Air Command, 9 November 1945. Retained rank of Flight Lieutenant as of 1 October 1946 in postwar RCAF (19518). Promoted Squadron Leader, 1 January 1952. Died in Toronto, 14 January 1972.

This officer has completed very many sorties and has displayed great skill and devotion to duty throughout. He has invariably pressed home his attacks with accuracy and vigour and has achieved much success in operations against shipping and road transport. On a recent occasion Flight Lieutenant Fraser attacked shipping in an enemy harbour in the face of considerable anti-aircraft fire. Although his aircraft was hit in numerous places he pressed home an accurate attack. On the flight home he also attacked a number of vehicles with machine gun fire from a low level. His determination was characteristic of that which he has shown on all occasions.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by the Commanding Officer No.114 Squadron, 28 May 1944 when he had flown 60 sorties (180 hours 45 minutes of which 150 hours had been in previous six months).

This officer has maintained the highest standard of operational flying and leadership throughout the whole of the 60 sorties he has now completed. All these have been done at night in all types of weather. He has caused much damage to enemy transport and shipping and his courage and determination are well illustrated by one of many similar trips.

On 31st March 1944, Flight Lieutenant Fraser was briefed for a reconnaissance of shipping and harbours on the east coast. When he reached Ancona harbour he saw several small ships anchored in the mole. As he approached for his bombing run intensive light flak opened up and his aircraft sustained over 30 flak holes. In spite of this all the bombs fell on the target. On his return, not content with his good bombing results, he came down low and strafed transport on the roads to Pescara. Once more his aircraft was hit by light flak, but he brought it back to base safely.

At all time Flight Lieutenant Fraser has shown the greatest determination and in spite of the fact that his own navigator has been away for over three months he continued to operate with the same skill and enthusiasm.

The Group Captain who commanded No.232 Wing added his remarks on 31 May 1944:

From my personal knowledge I have no doubt of Flight Lieutenant Fraser's determination in attack and enthusiasm for operations. Recently whilst detached from his squadron in order to rest himself and train new crews, he learnt that the night effort was considered most urgent, and rather than see one aircraft used for training during the day not employed at night, he carried out at least four operations in it during his week's so-called rest. I strongly recommend that he be awarded the above mentioned decoration immediately.

* * * * *

FRASER, P/O Robert Charles (J87011) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Winnipeg, 28 July 1916; home in Grosse Ile, Manitoba. Farm labourer for six years; blacksmith for two years. Enlisted in Winnipeg, 25 April 1940 for General Duties. Promoted AC1, 25 July 1940. Promoted LAC, 25 October 1940. To No.2 Equipment Depot, Calgary, 1 November 1940. To Calgary, 15 September 1941. Promoted Corporal, 1 December 1941. To No.3 Repair Depot, 10 March 1942. Remustered to aircrew 27 December 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 26 March 1943. To "Y" Depot, 11 April 1943. To RAF overseas, 15 May 1943; disembarked I Britain 24 May 1943. To No.22 OTU, 8 June 1944. To No.1664 Conversion Unit, 8 August 1944. To No.428 Squadron, 4 September 1943. Promoted Flight Sergeant, 26 September 1943. Commissioned 5 June 1944. To No.61 Base, 26 July 1944. To No.6 Aircrew School, Dalton, 29 July 1944 to instruct. Promoted Flying Officer, 5 December 1944. Repatriated May 1945. To No.2 Air Command, 29 May 1945. Retired 26 September 1945. Died in Winnipeg, 12 December 1982. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 July 1944 when he had flown 37 sorties (233 hours 15 minutes), 18 November 1943 to 4 July 1944.

This officer during his tour of operations has attacked Berlin several times, Leipzig, Leverkusen, Frankfurt and other heavily defended targets in Germany. He has also bombed numerous railway installations in France and dropped many mines in enemy waters. His skill as a gunner forestalled attacks by enemy night fighters on several occasions and his coolness always gave great reassurance to the remainder of the crew.

The sortie list was as follows:

18 November 1943 - Mannheim (6.55)

19 November 1943 - Leverkusen (9.40)

22 November 1943 - Berlin (8.10)

25 November 1943 - Frankfurt (7.00)

20 December 1943 - Frankfurt (7.40)

29 December 1943 - Berlin (8.25)

21 January 1944 - Magdeburg (8.25)

28 January 1944 - Berlin (8.50)

1 February 1944 - Gardening (5.30)

15 February 1944 - Berlin (7.30)

19 February 1944 - Leipzig (8.30)

24 February 1944 - Gardening (3.30, duty not carried out)

11 March 1944 - Gardening (7.30)

16 March 1944 - Amiens (5.15)

23 March 1944 - Laon (6.05)

25 March 1944 - Aulnoye (6.10)

26 March 1944 - Courtrai (5.10)

29 March 1944 - Paris (3.40, duty not carried out)

30 March 1944 - Gardening (5.40)

9 April 1944 - Lille (5.05)

20 April 1944 - Lens (4.55)

22 April 1944 - Laon (6.00)

23 April 1944 - Gardening (5.40)

25 April 1944 - Gardening (4.40)

26 April 1944 - Villeneuve (6.25)

30 April 1944 - Gardening (6.05)

7 May 1944 - Gardening (4.15)

9 May 1944 - Gardening (5.15)
10 May 1944 - Ghent (5.20)
14 May 1944 - Gardening (5.15)
21 May 1944 - Gardening (5.40)
31 May 1944 - Boulogne (55 minutes, duty not carried out, engine failure)
2 June 1944 - Gardening (4.40)
14 June 1944 - St. Pol (4.10)
15 June 1944 - Boulogne (4.10, daylight)
16 June 1944 - Duisburg (5.00)
21 June 1944 - St. Martin (4.15, daylight)
23 June 1944 - Bientigue (4.00)
27 June 1944 - Ardouvale (4.25)
4 July 1944 - Villeneuve (6.30)

Notes: On repatriation form dated 28 April 1945 he gave flying times as follows - Wellington (84.50), Halifax (327.45) and Lancaster (47.40). Stated he had flown 37 sorties (229 operational hours) plus 230.40 non-operational hours.

Application for Operational Wing dated 5 March 1945 said he had flown 37 sorties (227.45) from 18 November 1943 to 4 July 1944.

Training: Course at No.3 BGS was 29 December 1942 to 26 March 1943. Battle aircraft (16 hours 20 minutes) with Vickers Gas Operated Gun and Bristol turret; on ground also used Browning guns and Frazer-Nash and Boulton-Paul turrets (two hours and five hours turret harmonization). Stage I training courses were Armament, oral (50/100), Armament, written (219/300), Anti-Gas (63/100), Aircraft Recognition (75/100), Navigation (78/100), Mathematics (35/50), Law, Administration and Hygiene (67/100), and Signals (50/100). Stage II training (air and ground) included flying, 54 feet of film exposed, 11 hours 30 minutes of turret manipulation, 175 skeet rounds, 700 rounds fired on 25-yard range, 700 rounds by day and 300 round by night on 200-yard range, 775 rounds air-to-ground, 3,225 rounds fired air-to-air (8.6 percent hits). Other tests in Gunnery, written (117/150), Gunnery, practical and oral (70/100), Aircraft Recognition (92/100), Drill (69/100), Signals (74/100), and graded 75/100 on "Ability

as Firer." Placed seventh in a class of nine. "Average student, practical knowledge fair, very cooperative, wants to get ahead; appearance good."

Course at No.22 OTU was 1 June to 8 August 1943. Flew 44.35 day and 40.40 night. Conducted five exercises as Air Gunner (3,500 rounds air-to-air, 1,900 rounds air to sea). "Average. Very willing but needs a little more pep. Not recommended for a commission."

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FRASER, Corporal Roderick James (R57629) - **Mention in Despatches** - No.426 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 22 August 1915. Home in Lloydminster, Saskatchewan; enlisted in Vancouver, 20 March 1940 as Aero Engine Mechanic. To Technical Training School, St, Thomas, 5 April 1940. To No.4 SFTS, 18 September 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 December 1940. To No.10 SFTS, 8 May 1941. To No.13 Operational Training Squadron, 11 December 1941. To Station Patricia Bay, date uncertain. Promoted Corporal, 1 August 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. Retired 6 September 1945. Postwar he worked for Canadian Pacific, Queen Charlotte Airways, Okanagan Helicopters and Deltaire Industries and Highland Helicopters.. Died in Langley or Victoria, 3 August 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date giving unit as Linton-on-Ouse. However, DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when it stated he had served 34 months in Canada, 24 months overseas, and tying him to No.426 Squadron. MiD again, 1 January 1946. Had been recommended for MiD as early as 18 July 1944; see DHist file 181.009 D.1511 (RG.24. Vol.20600) as "a very competent and capable aero engine mechanic." Fitter IIE.

This airman has been with No.426 (RCAF) Squadron since he arrived overseas. A very hard worker, conscientious and dependable, his trade knowledge is such that on many occasions he has been detailed to service aircraft at strange aerodromes. In all occasions the aircraft have returned serviceable in record time and thus available for operations. By his willingness to work long hours, day and night, in adverse weather in order to meet operational requirements, he has proven himself to be a perfect leader of the highest calibre. His cheerfulness and proficiency in his trade have won him the respect of all those with whom he comes in contact.

FRASER, Corporal Roderick James (R57629) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. No citation. DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 18 July 1944 from No.426 Squadron when he had been in Canada (20 March 1940 to 2 February 1943) and overseas since February 3rd, 1943. Fitter IIE. Recommendation read:

This NCO is a very competent and capable aero engine mechanic and has an enviable record for serviceability of engines with this squadron. His skill and diligence have been largely responsible for the efficiency of aircraft of this squadron on operational sorties. He is extremely reliable and is an outstanding leader. The high standard of this NCO's workmanship and outstanding devotion to duty fully merits recognition and I strongly recommend that he be awarded a "Mention in Despatches".

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FRASER, F/O Thomas (J22321) - **Distinguished Flying Cross** - No.113 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 22 July 1921 in Vancouver; educated there. Employed by CNR Telegraphs before enlisting in Vancouver, 5 March 1941. To No.2 Manning Depot, 14 March 1941. To No.34 SFTS (guard), 29 April 1941. To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; graduated 8 November 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 8 December 1941. To Western Air Command, 9 December 1941. Reposted to Eastern Air Command, 20 December 1941. To No.10 (BR) Squadron, 30 December 1941. Promoted Flight Sergeant, 8 June 1942. Commissioned 22 November 1942. Promoted Flying Officer, 22 May 1943. To No.113 (BR) Squadron, 10 October 1943. Promoted Flight Lieutenant, 1 June 1944. To No.145 (BR) Squadron, 10 August 1944. To No.164 (Transport) Squadron, 18 September 1944. To No.124 (Ferry) Squadron, 1 September 1945. Retired 13 November 1945. As of award had flown 1,388 hours (1,015 operational hours, 125 sorties). PL-8666 shows crew of No.10 (BR) Squadron - Sergeant T. Fraser (WAG, Vancouver), Sergeant G.B. Armstrong (observer, Toronto), P/O E.J. Padden (pilot, Chicago), F/L J.E. Young (pilot, Oakville), Sergeant J.P. Smith (WAF, Viking, Alberta), Sergeant V.H. Munro (WAG, London, Ontario). PL-8665 shows Sergeant J.P. Smith, Sergeant B.H. Munro, P/O E.J. Padden (since reported missing), S/L J.M. Young, Sergeant T. Fraser, and Sergeant G.B. Armstrong).

This officer has flown continually for hundreds of hours on operations as a Wireless Operator Air Gunner. On one occasion he was a member of a Liberator crew which thwarted enemy attacks on a convoy by two enemy submarines. His unswerving devotion to duty and buoyant spirit under difficult conditions have won for him the

admiration of his associates. His enthusiasm and ability in his work at all times have been outstanding.

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FREBERG, F/O Philip Gustave (J6659) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 4 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Vancouver, 11 November 1915; home in New Westminster (stevedore for five years, shipper). Enlisted in Vancouver, 26 October 1940 and posted to No.2 Manning Depot, Brandon. To No.4 Training Command, 9 December 1940. To No.2 ITS, Regina, 28 January 1941; graduated and promoted LAC, 3 March 1941; posted next day to No.3 AOS, Regina; (graduated 26 May 1941 and posted next day to No.2 BGS, Mossbank; graduated and promoted Sergeant, 7 July 1941; to No.1 ANS, 9 July 1941; graduated and commissioned, 5 August 1941. To "Y" Depot, Halifax, 21 August 1941. To No.31 OTU, Debert, 27 September 1941; to "Y" Depot, 10 October 1941. Taken on strength of No.3 PRC, 14 October 1941. To No.22 OTU, 25 November 1941; to No.7 Squadron, 27 May 1942, Promoted Flying Officer, 5 August 1942. Shot down by a night fighter on the night of 10/11 September 1942 (Stirling W7630, MG-M); parachuted into Holland and evaded capture. To Canada, 13 November 1942. Returned to United Kingdom, 4 February 1943. To No.1659 Conversion Unit, 12 February 1943. To No.7 Squadron, 19 February 1943. Killed in action, 10/11 April 1943, No.7 Squadron (Stirling R9275).

This officer, as navigator, has participated in a number of operational sorties during which he has displayed great determination and a high standard of courage and tenacity.

Public Record Office Air 2/4922 has recommendation drafted by the Officer Commanding, Station Oakington, 7 December 1942 when he had flown 15 sorties (75 hours 57 minutes). Sortie list and submission as follows:

| | |
|--------------|--------------------|
| 23 June 1942 | St. Nazaire (2.24) |
| 24 June 1942 | St. Nazaire (5.05) |
| 25 June 1942 | Bremen (5.02) |
| 29 June 1942 | Bremen (5.11) |
| 16 July 1942 | Lubeck (6.59) |

| | |
|------------------|------------------------------------|
| 19 July 1942 | Vegasack (4.50) |
| 25 July 1942 | Duisburg (3.54) |
| 28 July 1942 | Hamburg (3.49) |
| 31 July 1942 | Dusseldorf (4.20) |
| 15 August 1942 | Dusseldorf (4.50) |
| 18 August 1942 | Flensburg (5.35) |
| 24 August 1942 | Frankfurt (6.03) |
| 2 September 1942 | Karlsruhe (6.02, Pathfinder Force) |
| 4 September 1942 | Bremen (5.59, Pathfinder Force) |
| 8 September 1942 | Frankfurt (5.54, Pathfinder Force) |

This officer was the navigator in the crew of Stirling W.7630 which took part in the raid on Dusseldorf on the night of 10/11 September 1942.

Whilst over the target the aircraft was hit by flak and burst into flames which rendered the inter-com unserviceable. With great courage and presence of mind, Flying Officer Freburg gathered five of the crew together, assisted them with their parachutes and conducted their escapes from the aircraft, finally baling out himself when they were clear.

He landed just outside Dusseldorf and hid until the "All Clear" was sounded, then made his way from the area. During his escape to this country, he showed great determination and the will to win through and he is recommended for the immediate award of the Distinguished Flying Cross.

This recommendation was endorsed by Group Captain Bennett (Commanding Pathfinder Force) on 17 December 1942 and approved by Air Marshal Sir Arthur Harris on 23 December 1942.

NOTE: Public Record Office WO 208/3311 has his MI.9 report of his evasion:

I was navigator in an aircraft which took off from Oakington (Cambridgeshire) at 2030 hours on 10 September 1942. The other member of the crew known to me was Flight Lieutenant Barr, first pilot; it was the first time I had operated with the other seven. Four of them baled out before me. I left Flight Lieutenant Barr and two others in the aircraft.

I came down near Dusseldorf, our objective, about 2230 hours. I hid my parachute in some bushes and set off west, walking till daylight (about 0700 hours, 11 September). During my walk I went round a flak position at one point and round a factory at another. The industrial area of the Ruhr Valley appeared to be surrounded by a barbed wire fence in pyramid form, the base being about seven feet broad and the whole structure about seven feet high. About three hours after I started I climbed this wire, using the iron support to get over. Just before 0700 hours I had reached the river Maas. As I wished to keep due west, I had to cross the river, and I found a small boat, which almost sank under my weight, and paddled across with a slat of wood. I climbed the river bank, crossed a small railroad, and got into some fields. I was able to pick up my position - just north of Nunhem, Holland - from my escape map of Northwest Europe. I got some straw and went to sleep in the centre of a maize field.

During the next day (12 September) cutting was going on in the field, but I was not disturbed. I finally left my hiding place about 2200 hours. I had tried to get away earlier but returned, as there were still too many people about. I walked southwest but did not make good time, having to cross several roads on which there were still cyclists. During the night I crossed the frontier into Belgium near Ittervoort. The country was hilly and sandy, and there was nothing to indicate the presence of the frontier. There was no sign of houses. At a cross roads at Kinroy I was again able to locate myself on my escape map. I got off the roads and walked in fields till dawn. As I knew I was in Belgium, I ventured to go to a peasant's house for water. The peasant was Flemish and friendly, and gave me milk. A small boy recognized that I was in the RAF and returned in about a quarter of an hour with another peasant who spoke French. This man asked for my identification, explaining afterwards that he had taken this precaution because the Germans were sending round "stool pigeons". He took me to his farm and hid me that day (13 September) in a silo, though there was a German outpost on the next farm. In the evening my helper took me to his house and explained that he had been able to get in touch of an organization.

Belgian helpers told me of cases of airmen running unnecessary risks in Belgium. They instanced cases of airmen walking into towns in uniform and sitting openly by the roadsides - all in daylight.

Public Record Office Air 40/258 has his description of the aircraft being lost. It is interesting to note that the Officer Commanding, Station Oakington had described his heroic actions in assisting other member of the crew to bale. His own statement does not mention this, and one must assume that accounts of his actions came from other members of the crew. His pilot was F/L Leslie Ronald Barr, DFC, and as this was his first operation with this particular crew he did not know the names of the other men.

This aircraft took off from Oakington at 2030 hours on 10 September 1942 as part of a pathfinder force engaged on Dusseldorf.

The outward flight was without incident until 15 minutes before reaching the target, when the inter-com failed. The W/T operator managed to put it right again, but it failed again a few minutes later just as the aircraft was making a run on the target at 14,500 feet.

Immediately after the inter-com failed, the aircraft was engaged by intense flak, and the pilot, being out of touch with the rest of the crew, did not know what evasive action to take. There was one burst immediately below the belly of the aircraft which damaged the controls, and another burst in the wireless equipment.

Fortunately at the time the W/T operator was not at his instruments but was in the rear of the aircraft attending to the photo flash. The navigator [Freberg] at his desk received flesh wounds in both legs.

The pilot was heard to yell above the din to the bomb aimer to jettison the bombs, but Pilot Officer Freberg believes he was not successful in so doing.

Those members of the crew who were in the rear moved forward with the evident intention of baling out, and this was the first indication Freberg had that the aircraft was being abandoned. The pilot yelled several times to bale out, but evidently the forward escape hatch must have been damaged for the crew moved back again and proceeded to bale out of the rear hatch. Freberg followed and baled out from about 7,000 feet,

and believes that the pilot, second pilot and bomb aimer were still in the aircraft when he left.

After baling out he noticed a fire in the bomb compartment, possibly caused by the flares burning. The ammunition in the rear turret was exploding, and the aircraft, although losing height rapidly, appeared to be still under control. It was by this time no longer being engaged by flak.

He landed in some small trees about six feet high, a short distance west of the Rhine. He his his parachute and Mae West and proceeded to walk westwards, with the assistance of the box and purse.

Before leaving the aircraft Pilot Officer Freberg had tried to detonate the TR.1335 and the IFF, but there was no explosion so he put on the graviner switch.

This was Pilot Officer Freberg's 18th operation [sic] and he is very anxious to resume operational flying.

In his opinion the pilot might have been able to take avoiding action if the intercom had been working, and the crew could have given him an indication where the flak was bursting.

The website "Lost Bombers" gives this summary of his fatal sortie. Stirling R9275, No.7 Squadron (MG-Y), target Frankfurt, 10/11 April 1943. This aircraft was delivered to Telecommunications Flying Unit, 24 December 1942, and to No.7 Squadron on 31 December 1942. It was one of two No.7 Squadron Stirlings lost on this operation; the other was BK760. Airborne at 2327 hours, 10 April 1943 from Oakington. Cause of loss not established. Crashed at Koerich, 14 km WNW of Luxembourg, where all are buried in Hollerich Communal Cemetery. As far as can be determined, this crew were the only Bomber Command personnel to lose their lives in the Grand Duchy of Luxembourg during 1943. Their graves are near to those of two Fairey Battle pilots killed in May 1940. Crew were P/O F.A.Terry, (killed), Flight Sergeant R.H. Genesis, DFM (killed), F/O P.G.Freberg, DFC, RCAF, (killed), WO2 H.E.Nesbitt, RCAF, (killed), Flight Sergeant T.J.Ryder, (killed), Sergeant E.A. Allen, RCAF, (killed), and Sergeant F.N.Barley, (killed).

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FREDERICK, F/L Ralph Gordon (J8125) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born at Scugog Island, Ontario, 25 May 1914. Educated at Lindsay, Ontario, 1920-1930 and Queen's University, Ontario, 1930-1936 (mathematics and physics). Worked for North American Life Association, 1936 to 1940 (actuarial clerk and then investment analyst). Home in Lindsay, Ontario; enlisted in Toronto, 18 November 1940. To No.1A Manning Depot, 9 December 1940. To No.5 Equipment Depot, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.1 Manning Depot; to No.4 AOS, London, 12 May 1941; graduated 4 August 1941 when posted to No.4 BGS, Fingal; graduated and promoted Sergeant, 15 September 1941 although he had been posted to No.2 ANS, Pennfield Ridge as of 13 September 1941; graduated and commissioned, 13 October 1941; to No.31 OTU, Debart, 2 November 1941. To RAF overseas, 12 November 1941. To No.415 Squadron, 13 December 1941. To Torpedo Training Unit, Abbotswich, 28 April 1942. To Station St. Eval, 7 May 1942. To No.415 Squadron, 13 July 1942. Promoted Flying Officer, 1 October 1942. Injured, 1 November 1942 (Hampden AT193, R/415, second degree burns to hands and face; aircraft crashed, collided with petrol stores and burned; pilot, F/O J.N. Godfrey, killed, return from operational sortie). Treated at East Grinstead, 19 November 1942 to 4 January 1943. To Station Uxbridge, 10 March 1943. To RCAF Overseas Headquarters, 16 August 1943. Repatriated 29 August 1943. To "Y" Depot, 1 October 1943. Promoted Flight Lieutenant, 13 October 1943. Embarked from Canada, 22 October 1943. Disembarked in Britain, 30 October 1943. To No.1 CMB (whatever that is), 9 November 1943. To No.1 Radio School, 8 December 1943. Attached to Queen Victoria Hospital, 22-23 January 1944. To No.418 Squadron, 18 April 1944. Flew five sorties until 10 May 1944 when intruding near Laon; hit by flak, ditched in Channel (pilot was W/C A. Barker); rescued from dinghy after 18 hours, 11 May 1944; knee injured; Mosquito NT117. To Holmsley South, 11 May 1944. Attached to Missing Research Enquiries Unit, Loughboro. 7 July 1944. To RCAF Overseas Headquarters, 16 February 1945. Attached to Cambridge University, 17 February 1945. Retired in Cambridge, England, 28 June 1947. Died at Wilberforce, Ontario, 23 July 1994 as per **Legion Magazine** of November 1994.

Notes: Application for Operational Wing dated 13 March 1944 stated he had flown seven sorties (32 operational hours) with No.415 Squadron, 8 May 1942 to crash on 1 November 1942.

Although he could have returned to Canada in 1944 as medically unfit for operations, he was permitted to remain on RCAF strength and pay while attending Cambridge University, although on 17 May 1946 he signed away claims to postwar credits or re-establishment benefits.

Training: Interviewed, 5 September 1940 by F/O W.F. Hendershot. "Clean cut, above average in both intelligence and deportment. Education would warrant commissioned rank."

Course at No.1 ITS was 29 March to 4 May 1941. Courses in Mathematics (97/100), Armament, practical and oral (94/100), Signals (99/100), Drill (88/100), Law and Discipline (95/100). "Steady, quiet and hard working. This man should be good material for aircrew. Recommended for commission." (3 May 1941)

Course at No.4 AOS was 13 May to 4 August 1941. Anson aircraft (35.35 as first navigator by day, 28.40 as second navigator by day, 4.40 as first navigator by night, 6.55 as second navigator by night). Ground courses in DR Plotting (138/150), DR/DF/WT written (163/200), Compasses and Instruments (139/150), Signals (100/100), Maps and Charts (92/100), Meteorology (87/100), Photography (85/100), Reconnaissance (88/100). Placed first in a class of 39. "Very suitable as instructor. Very able and keen plotter. Willing to accept responsibility." (F/L A.J. McKillap, 1 August 1941).

Course at No.4 BGS was 4 August to 15 September 1941. Battle aircraft (25.10 bombing, 8.45 gunnery. Average bombing error was 142 yards, best was 88 yards. Scored 11.75 percent hits in Beam Test, 3.75 percent in Beam Relative Speed Test, nine percent hits in Under Tail Test. Tested in Bombing, written (130/150), Bombing, practical (145/150), Gunnery, written (95/100) and Gunnery, practical (90/100). Placed first in a class of 36. "Superior in every way, worked exceptionally hard. Outstanding pupil on the course."

Advanced course, No.2 ANS, 15 September to 13 October 1941. Flew 16.15 as first navigator by day, 8.45 as second navigator by day, 8.45 as first navigator by night, 5.55 as second navigator by night. "A thorough and capable Air Navigator who has used his astro to good effect." Ground courses in Astro Navigation Plotting (116/150) and Astro Navigation Written (91/100). "Will be an asset to any operational crew and has done good work in this school."

Course at No.1 Radio School, Heaton Park, 10 December 1943 to 12 April 1944. Flew in Dominie aircraft (four hours 15 minutes) and Proctor aircraft (12 hours ten minutes). Tested in Morse (18 words a minute), Syko signals (18 words per minute) and Aldis Lamp (eight words per minute). Ground tests in Technical, theory (116/150), Signals organisation, air (102/150), Out-station procedure (106/150), Set manipulation (181/250), Loop manipulation (100/150), and Daily inspections and fault finding (93/150). Air tests in Air Operating (198/300), Frequency Changing (180/300), DF Loop Manipulation (72/100) and Log Keeping (72/100).

RCAF Press Release No. 4658 dated 22 April, 1944 from P/O G. Williamson (transcribed by Huguette Oates) reads:

F/L Gordon Frederick, Lindsay, Ontario, has just realized an ambition of a lengthy period. He's joined the Royal Canadian Air Force City of Edmonton Intruder squadron. Gordon comes to the Intruders as navigator for W/C A. Barker, the Squadron's Commanding Officer.

The desire to become a member of the Intruder family struck F/L Frederick during a four and one-half month sojourn in hospital following a crack up. While in hospital recovering from severe burns suffered when the Hampden in which he was navigator crashed on landing, F/L Frederic met G/C Paul Y. Davoud, DSO, DFC, Kingston, Ontario, former Commanding Officer of the Intruders, who, at that time, was just taking over the high ranking Canadian Squadron. Stories of the Intruders and their work sold the Lindsay navigator on the idea of joining the squadron.

After 4 ½ months of brine baths that restored his burnt hands to almost normal, Frederick worked for five months in an aircraft factory and then home to Canada on a well-earned leave and back overseas to the Intruders. While in hospital, Frederick also had the experience of meeting two friends whom he knew well around the Balmy Beach Club Rooms in Toronto. One was a Spitfire pilot, F/O Chuck MacLean, whose home is in Brockville, and who suffered injuries while fighting in Malta. The other was F/L Jack Calder, a former Toronto sports writer. Calder crashed in the early days of the war but finally got back on operations again, only to again encounter trouble and land in hospital alongside his two other companions, Frederick and MacLean. The latter were on the same boxing team when attending Queens University.

The new member of the Canadian Intruder Family was on Hampdens for eight months engaged in anti-shipping activity. Returning from an operational trip over the Bay of Biscay, the Hampden crew encountered fog at their base and crashed on landing, crashed into the petrol dump with the result that the aircraft went up in flames. Frederick was pulled free of the wreckage that had trapped his legs by F/S George Coates, Woodbridge, Ontario, gunner on the ill-fated aircraft, who later received the George Medal for his heroic action.

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FREE, F/O George Henry (J86667) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Frankford, Ontario, 4 February 1921; home in Hamilton (shoe cutter). Enlisted in Toronto, 14 August 1941 for General Duties and posted to No.2 Manning Depot. To No.6 ITS, 7 October 1941. Promoted AC1, 14 November 1941; promoted LAC, 14 February 1942; remustered to Canteen Worker, 21 August 1942; remustered for aircrew, 27 December 1942 and posted that date to No.9 BGS; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 15 May 1943. Commissioned 28 March 1944. Promoted Flying Officer, 28 September 1944. Repatriated 12 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 11 April 1945. To Release Centre, 23 April 1945. Released 26 April 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." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 December 1944 when he had completed 30½ sorties (179 hours 50 minutes), 15 September 1943 to 30 November 1944.

This officer has since September 1943 completed thirty and a half trips over enemy territory including such heavily defended German targets as Berlin, Hamburg (2), Essen (2), Leipzig and Schweinfurt.

Throughout his tour Pilot Officer Free has consistently displayed outstanding fortitude and skill, and his splendid example of cheerful courage, co-operation and devotion to duty has been an inspiration, not only to his fellow gunners, but to the squadron in general. This officer has flown with many crews throughout his tour and I consider his fine offensive spirit and splendid record of achievement fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

15 September 1943 - Montlacon (6.50)

16 September 1943 - Modane (8.25)

4 October 1943 - Frankfurt (7.35)

8 October 1943 - Hanover (6.10)

3 November 1943 - Dusseldorf (5.50)

22 December 1943 - sea search (5.00)
15 February 1944 - Berlin (7.10)
19 February 1944 - Leipzig (7.35)
24 March 1944 - Schweinfurt (7.15)
26 March 1944 - Essen (5.50)
12 July 1944 - Acquet (4.00)
14 July 1944 - Auchenbelch (3.35)
28 July 1944 - Hamburg (5.25)
30 July 1944 - Villers Bocage (4.25)
31 July 1944 - Gardening, Brest (4.40)
5 August 1944 - St. Leu d'Esserent (5.25)
7 August 1944 - La Hogue (4.50)
11 September 1944 - Le Havre (3.35)
12 September 1944 - Dortmund (1.20)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.40)
9 October 1944 - Bochum (6.25)
23 October 1944 - Essen (5.50)
25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (6.35)
30 October 1944 - Cologne (5.50)
4 November 1944 - Bochum (4.15)
16 November 1944 - Julich (4.50)
18 November 1944 - Munster (6.10)
21 November 1944 - Castrop-Rauxel (5.30)
27 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.20)

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FREE, F/O Harold Orval (J29643) - **Mention in Despatches** - No.161 Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 11 May 1920. Enlisted in London, Ontario, 18 April 1940. To No.1 ITS, 29 April 1940. To No.1 WS, 23 May 1940. Promoted LAC, 29 May 1940; posted to No.1 BGS, 27 October 1940; promoted Sergeant, 29 November 1940. To Halifax, 4 December 1940. To Eastern Air Command, 5 February 1941. To RAF, 2 March 1941. To Rockcliffe, 17 August 1942. To No.4 WS, 14 October 1942. To No.1 BGS, 23 March 1943. To Eastern Air Command, date not certain. To No.161 (BR) Squadron, 2 May 1943. Commissioned 9 July 1943. Promoted Flying Officer, 9 January 1944. Promoted Flight Lieutenant, 1 October 1944. To Halifax, 1 June 1945. Released 8 August 1945. RCAF photo PL-1965 shows Sergeant E.K. Vickers (Seaforth, Ontario) and Sergeant H.O. Free (Seaforth, Ontario).

This officer has displayed courage and devotion to duty of a high order. His skill as a wireless operator air gunner is outstanding and this, combined with his ability as a leader, make him a most valuable member of aircrew. In addition to his other duties he has done exceptionally well in training other wireless operator air gunners of his squadron.

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FREEBORN, F/O Donald Boyd (J35289) - **Distinguished Flying Cross** - No.153 Squadron - Award effective 12 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Millbank, 19 April 1912; educated in Chapleau Public Schools. Applied to RAF in summer of 1936 and was accepted as boy apprentice after sitting for tests at Chapleau. Father (a CPR agent) died one month before he was to sail. As the eldest of eight children, Freeborn choose to remain at home. Working in summer, he completed Senior Matriculation and one year at University of Western Ontario (pre-medicine); home in Ottawa; enlisted in North Bay, Ontario, 8 October 1941. To No.2 Manning Depot, 2 November 1941. To Trenton, 2 January 1942. To No.1 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.10 EFTS until 23 May 1942; graduated 17 July 1942 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 6 November 1942. To No.9 BGS, Mont Joli, 20 November 1942 as staff pilot (flew approximately 1,000 hours). Promoted Flight Sergeant 10 May 1943. Commissioned 9 August 1943. To "Y" Depot, 8 September 1943. Date of arrival overseas uncertain. Promoted Flying Officer, 12 March 1944. To No.153 Squadron, September 1944; shot down on fourth mission (Stuttgart - gunner, Sergeant J.G.O. McNamara, destroyed enemy aircraft); crash-

landed Manston and hospitalized at East Grinstead for plastic surgery. To No.166 Squadron, October 1944; shot down on eighth sortie and baled out over Holland; evaded capture and returned to squadron to complete tour with no further incident. To No.408 Squadron, Greenwood (volunteer for Far East), June 1945. Remained in postwar RCAF (27135), reverting to Flying Officer. Promoted Flight Lieutenant, 10 June 1951. Postwar appointments included Composite Training School (Toronto, January 1946); recruiting (February 1946); Director of Emergency Equipment Research at Institute of Aviation Medicine (developed RCAF droppable medical kit and worked with former G/C F. Tisdale on new emergency rations and protective clothing); instructor at Centralia (June 1948); to North Bay, 1 April 1953 (Jet Instrument and Flying School, No.3 OTU). Died at Kagawong, Manitoulin Island, 11 January 2008. For more on his DFC incident see **As for the Canadians - The Remarkable Story of the RCAF's Guineas Pigs in World War II** by Rita Donovan.

One night in October 1944 this officer captained an aircraft detailed to attack Stuttgart. On the bombing run the aircraft was subjected to anti-aircraft fire. Flying Officer Freeborn was struck by a piece of shrapnel in the thigh. The wound was serious. Nevertheless this pilot withheld the fact from his crew and pressed home his attack. Not until the bombs had been released did he call for assistance. It became necessary to apply a tourniquet to his leg, an operation which Flying Officer Freeborn himself superintended. In spite of much physical suffering this resolute pilot flew the aircraft to this country. He displayed courage, fortitude and devotion to duty of a high order.

The following statements on file of F/O W.A. Brodie, navigator, killed in action, 3 February 1945, Lancaster PD378, 3 February 1945. Report from No.153 Squadron re aircraft loss read:

The aircraft was one of 16 detailed from this unit to take part in an attack on Bottrop. The target had been attacked successfully, but on the homeward journey about 13 miles inside Germany at 1943 hours the aircraft was attacked by a Ju.188. Our aircraft was hit by cannon shells and machine gun fire and set on fire. The enemy aircraft was seen to go down in flames. Our aircraft flew on, blazing furiously until reaching the Allied lines, where the captain gave the order to abandon aircraft. The aircraft was abandoned ten miles northwest of Wesel at 1958 hours, all the crew baling out. Six of the crew baled out successfully, but the only information received regarding the navigator is that he died on admission to No.52 Military Field Hospital suffering from multiple wounds and injuries. The crew consisted of:

J.35289 - F/O Freeborn, D.B. - Pilot - uninjured

2225338 Sergeant Morley, D.A.R. - FE - uninjured

R.187728 Flight Sergeant Constable, H.V. - A/B - uninjured

J.38744 F/O Brodie, W.A. - Navigator - dead

R.218873 Flight Sergeant Eastman, K.A. - W/OP - uninjured

1594871 Sergeant Stalley, T.L. - M/U/G - uninjured

R.269111 Flight Sergeant McNamara, J.G. - R/G - uninjured

Brodie's file also contained the following narrative, not dated but passed to Ottawa on 26 March 1945. Apparently prepared by the four surviving RCAF crew:

After losing some 6,000 feet, as fire was spreading to the fuselage and still increasing, pilot decided, in order to facilitate abandonment of aircraft, to attempt to level out and was successful in this respect. Just prior to the attack, the navigator had confirmed to the pilot that the aircraft was dead on track and time, and therefore, on finding, after levelling out, that he still could by a supreme effort control the aircraft, apart from slight turning to starboard, pilot told crew to wait for definite instructions to bale out, as he would attempt to pass the enemy lines first.

Just after he considered this had been achieved, which was also confirmed by the navigator, the fires took hold in the fuselage, and the captain gave the executive word to abandon the aircraft, while he continued to hold it as steadily as possible, commencing a wide orbit to starboard, partly in an attempt to concentrate dropping of crew and also because aircraft was veering to starboard. The two gunners and the wireless operator left by the rear fuselage door in the order: Mid-Upper Gunner, Wireless Operator and Rear Gunner, and the others by the front hatch in the order: Air Bomber, Flight Engineer, Navigator; the latter three however, first checking out with the captain, who tested the secureness of the parachute packs in each case. With reference to the navigator, the captain is positive that he was uninjured at this time and baled out quite satisfactorily.

Immediately after these six members of the crew had left, the starboard wing outboard the outer engine broke away completely but the captain endeavoured to hold the aircraft as steady as possible until he was sure all the others must be well clear of it. He

then abandoned the control, with aircraft then at about 4,000 feet, with the result that the aircraft flipped over on its back and dived straight down.

The Captain is a little vague as to exactly what the aircraft was doing at the actual moment of his leaving it - i.e. whether on its back, in a sharp banking turn or actually diving, but his sensations were of being forcibly sucked away from the escape hatch, rather than of voluntarily jumping. He lost his flying boots (1941 type) immediately. All the crew saw the aircraft crash in flames and explode on the ground at a position afterwards found to be eight miles SSE of Eindhoven, about 50 miles from where the enemy aircraft's attack was made. With reference to the remarks above to the effect that the Captain commenced a wide orbit to starboard during the baling out of the crew, he considers aircraft was heading east when he himself left it. All the crew had the normal observer type hook-on parachutes with the exception of the pilot who used a seat type. All baled out without difficulty and, with the exception of the navigator, who was killed due to causes at present unknown, landed safely and uninjured in soft ground or shallow water.

Flying Officer Freeborn had done only seven trips previously, but had already shown himself to be an officer of considerable fortitude and grit when on his fourth trip he was badly wounded in the leg by flak just before reaching the target, which was Stuttgart. Despite considerable pain he continued his trip as ordered, successfully bombing the target and eventually landing the aircraft at Manston. This injury caused him to be hospitalized for three months after which he continued his tour, again running into trouble on the 1st February 1945 when attacking Ludwigshafen. Engaged by two enemy fighters, he evaded successfully, but the strain of evasive action was too much for one of the engines which went unserviceable. Flying Officer Freeborn again brought his aircraft back and undamaged. There is no doubt that this crew, inspired by the resolute and determined leadership of their captain, worked together as an efficient team right up to the last possible moment, inasmuch as the enemy fighter was shot down (see footnote) by the persistence and skill of the rear gunner, all steps were taken, firstly, to attempt to save the Lancaster, and afterwards to bring it over friendly territory, and due to the skill and determination of the pilot, all members of the crew baled out safely. It would appear highly probable that, had it not been for the presence of mind and coolness of the Captain, together with superb airmanship, the aircraft might well have been abandoned over enemy territory with the consequent loss of all members of the crew as prisoners of war.

Footnote: The Captain was informed by HQ 83 Group (2nd TAF) that the combat was witnessed from the ground and that the enemy fighter was also seen to crash in flames.

RCAF photo PL-43359 (ex UK-20609 dated 18 April 1945) has the following caption: "With everyone in the crew but the skipper parachuting to earth from their flaming Lancaster, Flight Sergeant G. McNamara (left), 19-year old gunner from Thorold, Ontario, remained at his post to shoot down their Nazi attacker, a Ju.88. 'Hold it, skipper' he urged his pilot, Flying Officer D.B. Freeborn of Chapleau and Ottawa at the right when the latter advised him it was time to jump. The crew baled out safely in friendly territory after Freeborn had nursed the fiery aircraft back to the Rhine."

The following (found on the website <http://wc.rootsweb.ancestry.com/cgi-bin/igm.cgi?op=GET&db=mft&id=I63330>) appears to have been published in a local paper, **The Recorder**, and credited to one Tom Sasvari. There are several errors which may arise from either Freeborn's recollections or Mr. Sasvari's knowledge of service procedures (see for example the reference about a scholarship to transfer to the RAF) but the text is transcribed for value as a first-person account.

VETERAN RECALLS DROPPING BOMB ON ADOLF HITLER'S CHALET

KAGAWONG--For Don Freeborn Sr., the bombing of Adolph Hitler's chalet in Germany was just part of his job. "It was just on a routine mission run, it was nothing special" shrugged Mr. Freeborn, while recently recalling his time served in the armed forces. The bombing took place on April 25 194 5 in one of the most symbolic bombing missions of the war.

"By then I had become a flight commander in the second squadron, and we went over his home base, and let go bombs directly over it," said Mr. Freeborn. "They had picked me and one other guy to carry out this mission, and I certainly went along with that."

A newspaper article recalling the bombing, which Mr. Freeborn has included in a pilot logbook currently being displayed in the Old Mill Heritage Centre as part of a Remembrance Day exhibit.

"Lancaster bombers of the RAF yesterday wiped out Hitler's own home at Berchtesgaden," the article reads. "They did it in two attacks with five-and-a-half ton bombs, and a rear-gunner said he saw one of them smash down right on the house."

"Of the force of about 350 bombers which made the attack, only two failed to return," the newspaper article continues. "The Lancasters were carefully briefed to attack and destroy three targets. They were: Hitler's lonely and secret retreat known as the Alderhorst (the eagle's nest) on the top of the steep crags of the Kehlstein, his luxuriously and recently rebuilt chalet known as the Berghof, the mountain farmhouse, five miles away, and SS barracks alongside the Berghof, in which Hitler's fanatical Nazi bodyguards would be hiding."

Mr. Freeborn was an RAF pilot during the Second World War. While his flying career continued long after war, he distinguished himself as an excellent flyer in the Second World War. He survived many enemy encounters including being shot down over occupied Holland. He got back to England, with the help of the Dutch underground, to return to active service.

"Somebody ought to do a movie about the guy--he has had one of the most amazing and colourful careers of the Second World and beyond," Old Mill curator Rick Nelson said.

The bombing raid over the Austrian mountains is noted in Mr. Freeborn's pilot log, part of a large display of local veterans' military artifacts, photographs and memorabilia on display all this week at the Old Mill Heritage Centre, leading up to the Remembrance Day ceremonies in the community.

Mr. Freeborn, who is originally from Chapleau, got interested in flying at a fairly early age. "I was the oldest child in my family, and my father had told me that I needed to get out in the world, so I went out and got a job, to support myself."

It was while working at a gas station, pumping gas for customers, that Mr. Freeborn he got hooked by the flying bug. "I was pumping gas for bush pilots that were there for the gold strike, when Phil Sauve gave me a ride on his plane. From there I was hooked and couldn't get away from airplanes," said Mr. Freeborn, who is in his 80s.

"I was the youngest in my flying training course, having just reached the age of 17, and my father had to provide his signature allowing me to fly,' recalled Mr. Freeborn. When he first started with the RCAF, he "graduated with wings in the RCAF and had received a scholarship when they asked if I would fly with the RAF, and put me in a squadron. I was transferred to the RAF, and was there to the end of the war."

"It took me about eight months to become a pilot after being trained overseas," recalled Mr. Freeborn. "I was all set and ready to go when they cancelled the mission for our whole group. So they provided the usual talk that we will get you overseas."

Mr. Freeborn started with his squadron on a 1664 airplane [transcriber's note: this may be a reference to No.1664 Conversion Unit but is otherwise unintelligible], making two bombing trips with this aircraft. "Then I flew on Lancasters," he said. "Yes, I was certainly nervous making my first trips--you could see enemy aircraft all around . . .I was pretty damn nervous."

After four trips, Mr. Don Freeborn was in a Lancaster when it was shot down. "We were hitting Stuttgart when we got shot down; we were badly damaged and the plane was in bad shape," noted Mr. Freeborn, who was injured in the crash. "I told the rest of the crew, 'You all have parachutes, so I will fly straight ahead and level out the plane until I find a place to land the plane in an unoccupied area.'"

However, "I realized my parachute had exploded-- there was no way I could use it--so I said to the crew, 'I will fly as far as I can, and maybe it will be daylight by then,' " continued Mr. Freeborn. "So we had got all set up, and we ended up landing the plane anyway." And although the aircraft was crippled, it made it back to England.

Later in the war, Mr. Freeborn and a second flight crew were shot down. "We were shot down on a bombing run. We were flying at about 15,000 feet, which is pretty low. We had to bail out in an occupied area in Holland after we were shot down (at night). Our navigator was killed when we all bailed out. There were seven of us, and six survived, and none of the six of us was captured."

Mr. Freeborn and his crew had been shot down in the night. "It was pitch black and we had no idea where we had landed. Yes, we could have been captured, anything could have happened."

His plane had been shot down by a twin engine Messerschmidt . Interestingly, after Mr. Freeborn's plane was shot and caught fire, a German airplane got close to the Lancaster to get a better look, and Mr. Freeborn and his crew managed to shoot down the enemy craft before their plane crashed.

"The German fellow in the other plane that had shot us down made a big, big mistake," he said. "The fact of the matter is people do some funny things when they are in trouble. One week before we had switched all our suits to pilot flight suits and we had these suits on when we were attacked, " said Mr. Freeborn.

"When we landed I was already on my feet running," stated Mr. Freeborn. "People talking about it actually bailed out . We had to get out," noting that they landed in an enemy-occupied area of Holland.

"The first person I met when we landed on the ground was a Dutchman, who was very upset," continued Mr. Freeborn . "He couldn't speak English worth a damn, and I couldn't speak Dutch. This man put me in a place under a building to hide for at least 10 days. Then one day the Dutch guy walks up to me and says...'You' are leaving,'" said Mr. Freeborn. "They had a crew take me out."

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FREEMAN, F/L Albert Brawley (J14457) - **Distinguished Flying Cross** - No.160 ((Bomber Reconnaissance) Squadron - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born in Didsbury, Alberta, 16 January 1921. Enlisted in Calgary, 20 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 26 January 1941. To No.2 ITS, 28 March 1941; promoted LAC, 2 May 1941 and posted that day to No.18 EFTS; to No.12 SFTS, 15 July 1941; graduated and promoted Sergeant on 25 September 1941. To No.13 (Operational Training) Squadron, 26 September 1941. To Western Air Command, 23 December 1941. To No.120 (BR) Squadron, 30 December 1941. Promoted Flight Sergeant, 23 March 1942. Commissioned 2 August 1942. Promoted

Flying Officer, 6 February 1943. To No.160 (BR) Squadron, 5 May 1943. Promoted Flight Lieutenant, 1 August 1944. To Halifax, 2 December 1944. To No.2 Air Command, 7 June 1945. To No.3 Air Command, 3 July 1945. To Release Centre, 18 August 1945. Released 20 August 1945. Medal sent by registered mail, 9 February 1950, at which time he was with TCA Flight Operations, Winnipeg. Subsequently joined Wardair and was Vice-President, Flight Operations when he retired in February 1986. Although in a management position for the majority of his career, he was able to accumulate approximately 29,000 flying hours. Died 16 October 2004 in Innisfail, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005. No citation in AFRO other than "in recognition of valuable services in the air". When recommended he had flown 1,743 hours of which 1,216 were on operations (165 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer, a pilot of outstanding ability, has displayed exceptional qualities of skill, determination and leadership throughout a long period on anti-submarine operations in the North Atlantic area. The courage and efficiency which he has displayed at all times have set a splendid example to others and contributed to the success of his squadron.

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FREEMAN, S/L Donald Burke (J15228) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 21 October 1914 in Loughheed, Alberta; home in Calgary (clerk); enlisted there 16 August 1940. To No.1 ITS, 23 October 1940; promoted LAC, 28 November 1940 and posted that date to No.4 EFTS; to No.2 SFTS, 28 January 1941. Promoted Sergeant and graduated 10 April 1941. To Embarkation Depot, 21 April 1941. To RAF overseas, 26 April 1941. Commissioned 21 February 1942. Promoted Flying Officer, 1 October 1943. Promoted Flight Lieutenant, 5 February 1943. Promoted Squadron Leader, 1 April 1943. Served in No.410 Squadron from its formation, transferring to No.406 Squadron, April 1943. Instructed six months at Cranfield Night Fighter School before returning to Canada, 12 August 1944 on leave (married). Returned to England in September 1944 for second tour with No.406 Squadron; credited with shooting up four trains and much transport at night plus the following claims against enemy aircraft: **21/22 March 1945**, two Ju.87s destroyed; **30/31 March 1945**, one FW.190 and two Me.323s damaged on ground; **12/12 April 1945**, three unidentified enemy aircraft damaged on ground. Repatriated 14 May 1945; released 26 May 1945. Rejoined postwar RCAF Auxiliary (service number 140000); joined No.403 Squadron on reformation, 1948; appointed CO, 1 February 1952. Awarded Queen's Coronation Medal, 23 October 1953 while serving with No.403 (Auxiliary) Squadron; killed in flying accident with that unit, 29 November 1953. Photo PL-4803 (ex UK-576) has two night fighter crews "coming in after a flight" - Sergeant Pilot W. DuPerrier (Calgary), gunner Sergeant L.L. Fairley (Edmonton), Sergeant pilot Don Freeman, Sergeant L. Hall (gunner) of Ottawa. PL-4795 (ex UK-568) shows Freeman talking to Hall. Photo PL-43192 also shows him. Photo PL-42219 (ex UK-19063 dated 1

March 1945) shows S/L Stuart Murray (Warren, Manitoba) on left, S/L Don Freeman (Calgary) on right; Freeman described as having flown Defiants, Beaufighters and Mosquitos with No.406 Squadron; Murray a veteran of Beaufighters with the unit. RCAF photo PL-42866 (ex UK-20102 dated 5 April 1945) is captioned as follows: "Pictured on the wing of their Lynx Squadron Mosquito are left to right, F/L J.J. Greene, Toronto and Timmins, and S/L Donald B. Freeman, Calgary, Alberta. As members of this night intruder squadron, the two shot down two Ju.87s in one night while looking for trouble in the vicinity of German airfields. Freeman shot a short burst at one of two planes just taking off from the field and saw it crash with an explosion. Then he looked for the other and found it later circling the wreckage of the first plane. Wasting no time he closed and shot it down also. The German pilot baled out. The crew's chief complaint is that they never have any luck in finding enough of the enemy." Photo PL-42867 is similar in composition and caption.

FREEMAN, S/L Donald Burke (J15228) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945.

This officer has completed numerous operational sorties. He has attacked enemy airfields in Germany, Czechoslovakia and Denmark. On one occasion during an attack on an airfield in Czechoslovakia he destroyed two enemy aircraft in combat. In addition he has damaged many more enemy aircraft on the ground and caused considerable damage and destruction to the enemy's rail and transport systems. Under his energetic leadership his flight has attained a high standard of operational efficiency.

RCAF Press Release No. 8179 dated 11 January, 1945 from F/L Fred Jackson reads:

WITH THE RCAF IN BRITAIN: -- Popular conception of a fighter pilot is that of a man who is always in dog-fights, always tearing around in the thick of things. Actually there are many pilots who go right through an operational tour and never get a crack at an enemy aircraft.

S/L Don Freeman of Calgary, Alberta (1005-13th Avenue West), Lynx Squadron Flight Commander, is a typical example. Now on his second tour, he was with fighters throughout his first operational assignment and never had a shot at an enemy plane. He was with an RCAF squadron back in 1941 flying in turn Defiants, Beaufighters and finally

Mosquitoes. Joining the Lynx squadron, he would up his tour on Beaufighters. Life to him was just a series of "scrambles" with German fighters everywhere but in his locality.

S/L Freeman figures his luck is due to change. "We're seeing lots of action now with our Mossies and I'll keep on hunting," he said.

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FREEMAN, P/O George Charles (J90980) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 December 1918 in Twickenham, England; home in Vancouver (butcher and farmer); ex-RCA. Enlisted in Edmonton, 20 October 1942. To No.3 Manning Depot, 19 November 1942. To No.3 Repair Depot, 15 January 1943. To No.4 ITS, 18 March 1943; to No.2 Advanced Gunnery Ground Training School, 9 July 1943; promoted LAC, 2 August 1943; to No.3 BGS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943; commissioned 15 October 1943. Posted that date to "Y" Depot. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Repatriated 23 April 1945. To Western Air Command, 8 May 1945. To No.5 OTU, 13 June 1945. To Release Centre, 13 September 1945. Released 15 September 1945. Postwar he founded Windsor Packing Company (Windsor Meats) and was President of Vancouver Gun Club. Died in Surrey, British Columbia, 25 May 2000. Obituary stated he had flown 40 sorties. RCAF photo PL-40360 (ex UK-17178 dated 6 December 1944) is captioned as follows: "These Canadian air gunners have completed one tour of operations with Britain's famed 'Dam Busters' and are well launched on their second tour without having had to fire a shot. They have always seen enemy night fighters in time to slip away. Flight Sergeant George Young (Montreal) is standing; Flight Sergeant George Freeman of Vancouver and Edmonton is sitting on a six-ton monster similar to that which they helped to drop on the **Tirpitz**."

This officer has completed an extended tour of operations. He has participated in attacks on many heavily defended targets. He has shown skill and efficiency at all times. On several occasions, when his aircraft has been attacked by enemy fighters, he has, by his prompt and accurate commentary and close co-operation with the rest of the crew, enabled his captain to evade the attackers successfully. Pilot Officer Freeman has shown keenness and courage, which have been an inspiration to all who have served with him.

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FREEMAN, P/O George Frank (J88397) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948. Born in Toronto 10 April 1924. Home in Toronto where he was a sail maker (1940-41) and upholsterer (1941-42). Enlisted there 1 September 1942. To No.1 Manning Depot, 17 September 1942. To No.5 SFTS, Brantford (non-flying duties), 24 November 1942; to No.23 PAE, University of Toronto, 8 March 1943; to No.2 Air Gunner Ground Training School, Trenton, 4 April 1943. Promoted LAC, 15 May 1943. To No.3 BGS, Macdonald, 16 May 1943. Qualified as air gunner, 25 June 1943 and promoted Sergeant. To "Y" Depot, Halifax, 10 July 1943. To RAF Trainee Pool, 15 July 1943. Embarked from Canada on 16 July 1943. Disembarked in UK, 22 July 1943. Taken on strength of No.3 PRC, Bournemouth, 23 July 1943. To No.22 OTU, 10 August 1943. To No.1664 CU, 30 September 1943. To No.431 Squadron, 22 November 1943, serving with that unit to 9 December 1943, followed by posting to No.61 Base. To No.424 Squadron, 30 January 1944. Commissioned 26 May 1944 as per Air Force Overseas Order dated 2 October 1944. Killed in action with No.424 Squadron, 27/28 May 1944, Halifax HX313. Buried in Belgium. By one account the bomber was shot down by a night fighter. However, F/O Poppa stated on liberation that they had been hit by flak in the port inner engine which caught fire. The disposition of the crew was as follows: J6186 F/L E.L. Mallett (pilot, evaded capture and reported safe); J25834 F/O W.J. Elliott (second pilot, safe); J14212 F/O R.A. Irwin (navigator, killed), R120655 WO2 K.C. Sweatman (air bomber, evaded capture and reported safe), J86982 P/O W.G. Wakely (WAG. killed), J88397 P/O G.F. Freeman (air gunner, killed), R165480 FS V. Poppa (air gunner, safe), 184460 P/O M. Muir (flight engineer, safe).

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FREEMAN, F/O Harold (J22448) - **Mention in Despatches** - No.198 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 13 December 1917 in Vestfold, Manitoba of Icelandic parents. Home in Winnipeg where he attended Assiniboine School (1924-1932), St. James Collegiate (1932-1935) and Wesley College (1935-36 to get Senior Matriculation). Sales clerk at Holt Renfrew (1936-1937), Manitoba Bridge and Iron Company (February to August 1937) and Agnew Surpass Shoes, 1939-1940. Enlisted in Winnipeg, 13 April 1940 and posted to No.1 Manning Depot. To No.1 ITS, Toronto, 29 April to 23 May 1940 (graduated 23 May 1940 and promoted LAC), No.2 EFTS (graduated 19 July 1940); to No.1 SFTS, 19 July 1940; finally graduated 4 November 1940 when promoted to Sergeant. To Central Flying School, Trenton, 4 November 1940. To No.6 SFTS, Dunnville, 8 January 1941. To No.12 SFTS, Brandon, 23 October 1941. To No.2 EFTS, Fort William, 26 August 1942. Accumulated 1,500 hours flying. Posted to "Y Depot, 15 October 1942; arrived in Britain, 5 November 1942. Commissioned 11 November 1942; posted to No.17 (P) AFU, 17 November 1942; to No.55 OTU, 10 January 1943; to No.198 Squadron, 2 March 1943. Between 17 September 1943 and 24 May 1944 he flew 49 operational sorties (149 hours). Aerial victories were on **4 December 1943** (one Do.217 destroyed, Eindhoven, shared with another pilot, he

was flying Typhoon JP666, TP-N); **13 January 1944** (one Bf.109 destroyed, near Rosierss, shared with another pilot, he flying Typhoon MN410, TP-G); **12 February 1944** (one LeO 45 destroyed near Arras). He also shared in destruction or damage of a large number of ships. Killed in action, 24 May 1944 (Typhoon MN410); buried in France. Photo PL-26471 shows him F/O C. Abbott and mascot. No citation in AFRO or Canadian sources. Public Records Office Air 2/5010 has recommendation for a **Victoria Cross** which was not granted.

On 24th May 1944, this officer piloted one of a formation of Typhoon aircraft detailed to attack a radar station at Jobourg on the western tip of the Cherbourg peninsula. The fact that such operations were vital to the success of the impending invasion had been strongly impressed on the personnel engaged. The enemy was aware that his stations were being attacked systematically and had considerably strengthened their anti-aircraft defences.

The section led by Flying Officer Freeman flew very low in the face of fierce fire. A 37-millimetre shell hit his aircraft and practically shot away the tail. He managed to keep some sort of control and continued to the target. Diving below the level of the installation he was attacking, he released rocket projectiles into the structure with devastating effect. As he tried to climb away the wing tip of the following aircraft touched his fuselage. The two aircraft became locked together and crashed in flames 100 yards beyond the target. Flying Officer Freeman's fate has not yet been ascertained.

The radar station was so damaged that it was never used again. The outstanding success of this and other operations was, indeed, the main factor in attaining surprise when the invasion was launched. Flying Officer Freeman had taken part in six previous attacks and knew full well the difficulties of approach and the formidable opposition to be expected. He displayed courage of the highest order in executing at all costs a task of supreme importance to future operations by the three services.

Three letters have a further bearing on this incident. The first was the circumstantial report by S/L J. Niblett, Commanding Officer, No.198 Squadron bearing on the action:

I have the honour to refer to 123 Wing Headquarters Signal T.57 dated 24th May 1944, and to submit the following circumstantial report on the above named officer reported missing from operations.

On the 24th May 1944, the Wing was operating on a Radar target at Cap de la Havre (Cherbourg) taking four aircraft of 198 Squadron and four from 609 Squadron. The operation was led by myself with three aircraft of 198 Squadron attacking the target first, followed by 609 Squadron.

The attack was made at low level, sections of two being about 150 yards apart and slightly echelon left. Sections were in themselves deep line astern.

The first section made its attack successfully, the two aircraft breaking from target in opposite directions, but the second section which was F/O Freeman and Flight Sergeant Vallely [953598 FS E. Vallely, subsequently Pilot Officer, 177407, Typhoon JR527] appeared to get into difficulties. According to reports from the remaining sections, the No.2, Flight Sergeant Vallely, appeared to be too close to the No.1, F/O Freeman; a blinding flash was seen and F/O Freeman's starboard wing was seen to break off, his aircraft then rolled on its back and hit the ground in an inverted attitude, bursting into flames. As the following sections passed over there seemed to be no distinguishable pieces of this aircraft about.

The remaining sections cannot verify whether F/O Freeman was hit by a rocket from Flight Sergeant Vallely's machine or whether the two aircraft converged and collided. However, F/O Palmer of 609 Squadron states that he must have a complete film recording of the incident as he was the next aircraft behind this section.

The second letter was dated 24 May 1944, S/L Niblett to Mr. Ewen Christie, uncle, of Winnipeg:

It is with deep regret that I write to you to confirm the tragedy which befell your nephew, Harold; by now you will have had the official telegram from the Air Ministry. As Harold's friend and as his ex-Flight Commander and now as his Commanding Officer, I must express my own profound sympathy to you all in your great loss and I should like

to say that myself and all the pilots of the squadron feel his loss very keenly. I will not hide any facts from you because I am sure you would prefer it that way.

As a witness of the tragedy I must say that we must presume Canada (as I used to call him) killed but I will say that there are many recorded cases of miraculous escapes of pilots with their lives, but for one of these I am afraid there is very little hope.

We were attacking our allocated target in France when Canada and another fellow, and English Flight Sergeant, started to converge together; they could not have seen one another and before anyone could utter a warning they had collided and crashed. Unfortunately we were making our attack at ground level, so neither of them had a chance to bale out. If it is of any consolation to you all, the target we were attacking was of the utmost importance to the success of the one thing we are all waiting for, and although I say it myself it was well and truly knocked out. There is no need for me to tell you how good a pilot he was, but I will tell you that never with anyone else did I have the confidence as when I had Harold flying with me; he had such determination, ardour and skill and he always threw his whole heart into the job he was doing with the one object in mind, to get the job finished and get home to those he loved.

The third letter is dated 9 August 1944, again to Mr. Christie. The writer is the Commanding Officer of No.198 Squadron (signature illegible, although it appears to be someone other than Niblett):

I think you would like to know some further particulars that have recently come to light about the last flight made by your nephew, F/O Harold Freeman, who was reported missing on 24 May 1944.

This attack was carried out in circumstances which seem to have left a marked impression on all German personnel who saw it. They alike describe it with something like frank admiration how the pilot, his aircraft badly damaged and practically uncontrollable, carried on to the target and destroyed it. A Prisoner of War gives the following account of it:- "Three aircraft came in from the valley flying very low in line astern. The second aircraft got a direct hit from 37mm flak which practically shot off the aircraft's tail; the pilot, however, managed to keep some sort of control and continued straight to the target. He dived below the level of the target, released rockets into the structure, and then tried to climb at the last moment to clear. The third aircraft in trying

to avoid the damaged aircraft touched the latter's fuselage with a wing tip. Both aircraft locked together and crashed some 100 yards beyond. The target was never used again."

All the members of the squadron take an abiding pride in such an exploit. Harold's daring was always a feature of his own operations and it was most unfortunate that the collision should have occurred after such a brilliant achievement.

Training: Course at No.1 ITS had following courses and marks: Mathematics (87/100), Armament, practical and oral (84/100), Drill (no marks shown), Law and Discipline (78/100).

Course Winnipeg Flying Club, 25 May to 19 July 1940 involved Tiger Moth (5.20 dual), DH.60 Moth (16.05 dual and 9.30 solo) and Fleet trainer (5.35 dual, 15.30 solo). Remarks on flying as follows: "Progress about normal; had some difficulty with landings, but overcame this O.K. Lets airspeed vary too much, especially on forced landings. Instrument flying and aerobatics average." (H. Taylor). Ground training courses as follows: Airmanship (179/200), Airframes (165/200), Aero engines (134/200), Signals, practical (49/50), Theory of Flight (58/100), Air Navigation (165/200), Armament, oral (no mark); Qualities as NCO - 130/200. Placed second in a class of seven. "Easy going, almost to the point of laziness. Of average ability on ground subjects but doesn't study enough. Will probably be late for appointments if he isn't checked closely.

Course at No.1 SFTS in two parts. The first portion (22 July to 16 September 1940) involved Yale aircraft (24.45 day dual, 22.35 day solo, 1.15 night dual, 1.50 night solo) plus six hours 20 minutes in Link. "Good average pupil. Weak in forced landings." Ground courses as follows: Airmanship(144/200), Armament, written (57/100), Armament, practical (59/100), Air Navigation (121/200), Signals (50/100). Placed 16th in a class of 45. Described as "Suitable as an NCO. Dependable, neat appearance, eager to learn." Awarded pilot's badge, 16 September 1940. Advanced flying at No.1 SFTS was 16 September to 2 November 1940 - 6.05 day dual, 42.50 day solo, 3.20 night dual, 55 minutes night solo, all on single engine machines. Also logged six more hours in Link. Appears to have had no firing training but some dive and low level bombing. Ground courses in second phase were Navigation (139/200), Reconnaissance and Photography (82/100), Armament (138/200). Assessed as NCO (211/300) and as a pilot (213/300). Placed 18th in class of 37.

Flying Instructor course, 28 October to 25 November 1940 during which he logged 21.50 solo and 16.55 dual. "Industrious and steady. Will make a good elementary instructor" (F/L A.A.J. Shelfoon). Ground courses were Airframes (79/100), Airmanship (80/100), and Air Navigation (92/100). S/L E.M. Mitchell

examined him on Fleet Finch and assessed under following heads: **Sequences** - very good; **Voice** - Good; **Manner** - Good; **Ability to impart knowledge** - Average; **Ability as pilot** - Average; **Remarks** - Demonstrations quite good with a few minor faults. Instrument flying and aerobatics satisfactory.

Involved in accident, 29 September 1941, No.6 SFTS, Yale 3403. Practicing cross-wind landings and ground looped. "Error in judgement."

Categorized as Instructor by Central Flying School Visiting Flight, 21 April 1942. At that time he had flown 828 hours 35 minutes single engine solo, 105 hours single engine dual, 185 hours twin-engine solo and 11 hours five minutes twin engine dual. Time spent instructing had been 629 hours at No.6 SFTS, 185 hours 45 minutes at No.12 SFTS and 86 hours at No.2 EFTS. Tested on Tiger Moth. Assessed under following heading: **Sequences** - Average. **Voice** - clear; **Manner** - pleasant; **Ability to impart knowledge** - average; **Ability as Pilot** - "Average clear hood - low average on instruments"; **Remarks** - "An average instructor who must practice instrument flying and must improve technical knowledge." Assessed as Category "B".

Course at No.17 (P) AFU, 21 November 1942 to 2 January 1943. All flying in Master II - one hour ten minutes dual to first solo, 13 hours 20 minutes day dual (35 minutes night dual), 21 hours five minutes day solo. Of this, four hours 45 minutes in formation, 95 minutes on instruments. Also spent two hours in Link. Flying tests as follows: General Flying (300/400), Applied Flying (170/200), Instrument Flying (190/250), Night Flying (50/100), Link (35/50). Qualities of Leadership graded 55/100. "A steady pilot whose flying is of a good average standard but lacking in discipline. Needs watching and inclined to be lazy. Needs constant supervision to obtain best results. Will need more night flying on Masters before tackling an operational aircraft at night."

Course at No.55 OTU, 5 January to 2 March 1943. Flew in Master (20 minutes dual and two hours 50 minutes solo and Hurricanes (57 hours 15 minutes) of which 15 hours was formation. Also logged ten hours in Link. Ground courses were Airmanship (no marks shown), Armament (235/300), Meteorology (72/100), Navigation (152/200), Signals (67/100). Flying Tests as follows: General Flying (250/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (60/100), Link (37/50). Fired 2,600 rounds air-to-air (6.3 % hits), 600 rounds air-to-ground and exposed 144 feet of cine film. Character and Leadership graded at 70/100. "Good average pilot. Formation very steady. Discipline needs watching at time, but when he knuckles down in a keen type."

The course at No.55 OTU was as follows:

1. Dual, Master, Sector Reconnaissance)
2. Solo, Master
3. First solo, service type
4. Experience on service type, sector reconnaissance, R/T practice.
5. D/F Homing Practice
6. Climb to 18,000 feet
7. Formation flying
- 8a. Instrument Flying, dual
- 8b. Instrument Flying as safety pilot
9. Individual stern attacks
- 10a. Navigation - solo triangular cross-country and map reading.
- 10b. Navigation - map reading and pin-pointing
11. Deflection attacks, dual
12. Air to ground firing
13. Individual deflection attacks on single aircraft
- 14a. Air Combat - Elementary aircraft following each other.
- 14b. Air Combat - Advanced head on.
- 15a. Selection Attacks on a single aircraft, straight ahead.
- 15.b Selection Attacks, taking evasive action.
16. Spinning and aerobatics.
17. Search formations.
- 18a. Cloud Flying - individual
- 18.b Cloud Flying, - as a member of a section
19. Air to air firing.
20. Navigation II - cross-country
- 21a. Section attacks at 4,000 feet

- 21b. Section attacks between 10,000 and 15,000 feet.
- 21c. Section attacks between 20,000 and 25,000 feet
- 22. Climb in section to 25,000 feet.
- 23. Squadron formation, four or more sections of two aircraft, in pairs
- 24. Interruption and Attack Practice
- 25a. Low Flying, Individual
- 25b. Low Flying, as a member of a section.
- 25c. Low Flying, as a member of a section - astern attacks against single aircraft.
- 26. Forced Landing Practice
- 27a. Night Flying - Dusk landing
- 27b. Night Flying - Night landings

Discipline: He had more “run-ins” with authority than many. On 2 June 1941, at No.6 SFTS he was charged with “Failing to appear at the place of parade appointed by his Comanding Officer, in that on 2 June 1941, failed to appear on the parade square at 0745 hours, the place of parade duly appointed by G/C Hull, his Commanding Offivcer.” Given a “Severe Reprimand.”

Still at No.6 SFTS, on 9 September 1941 he was charged with “Absenting himself without leave in that he at No.6 SFTS, Dunnville, Ontario, from 0600 hours, 9 September 1941 to 1845 hours, 13 September 1941, was absent from his duties. Time absent, four days 12 hours 15 minutes.” He lost five days pay and was “Severely reprimanded.”

At “Y” Depot, 16 October 1942 he was reprimanded for “Conduct to the prejudice and good order and air force discipline.”

Finally, on 26 December 1942 he was severely reprimanded for having been absent without leave for one day and eight hours.

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FREEMAN, F/L Leslie Robert (C2660) - **Mention in Despatches** - No.83 Group (AFRO gave only "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in London, England, 23 June 1904. Insurance claims manager. Enlisted in Toronto, 4 September 1940. Posted to Trenton on enlistment. Promoted Flying Officer, 19 October 1940; to No.119 (BR) Squadron, 20 October 1940; to AFHQ, Ottawa, 17 August 1941; promoted Flight Lieutenant, 1 December 1941; to Station Yarmouth, 5 April 1942 (Station Adjutant); to Halifax, 29 March 1943; embarked from Canada, 27 May 1943; to No.3 PRC, 5 June 1943; to Headquarters, No.6 Group, 12 June 1943; numerous attachments to No.433 Squadron, No.1659 CU, Eastmoor and Topcliffe; to Headquarters, 2 TAF, 30 November 1943; to No.129 Airfield, 7 March 1944; to No.144 Airfield, 1 May 1944; to Headquarters, No.83 Group, 24 May 1944; promoted Squadron Leader, 26 May 1944; arrived in France, 12 June 1944; promoted Wing Commander, 25 June 1945. To Canada, 23 September 1945; released 29 November 1945. Died in Oakville, Ontario, 25 July 1982. No citation. However, the following assessment, 22 February 1945 by W/C M.M. Kayes, No.83 Group, is relevant:

An exceptionally able and capable administrative officer. His business training and experience stand him in good stead in organization work.

FREEMAN, S/L Leslie Robert (C2660) - **Officer, Order of the British Empire** - No.83 Group (AFRO gave only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation. However, the following statement by G/C E.H. Moncrieff dated 2 August 1945 indicates the esteem in which he was held:

An outstanding staff officer with above average ability for detail administration. He possessed sound common sense [and] has gained the respect and confidence of all those with whom he works. His services have been invaluable throughout the campaign.

Largely due to this officer's knowledge and experience, the Group has functioned smoothly and with efficiency throughout the campaign across Europe, and he deserves great credit for his contribution to the organization of the Group.

On 9 August 1945, A/C L.J. Crisham added:

I concur. The services of this officer have been of inestimable value to 83 Group.

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FRENCH, P/O Arthur Boden (J85937) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 25 October 1944 as per **London Gazette** dated 7 November and AFRO 1/45 dated 5 January 1945. Born 30 April 1922 in Amhurst, Nova Scotia; home there; enlisted in Moncton, 3 November 1941 and posted to No.1 Manning Depot. To No.6 SFTS, 23 November 1941 (non-flying duty). To No.1 ITS, 31 January 1942; promoted LAC, 27 March 1942 and taken on strength next dat at No.3 EFTS; to No.8 SFTS, 26 June 1942; graduated and promoted Sergeant, 9 October 1942. To No.,1 GRS, 6 November 1942. To "Y" Depot, 23 January 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 8 April 1943. Promoted WO2, 9 October 1943. Commissioned 1 April 1944. Repatriated to Canada, 14 April 1945. Released 31 May 1945. PL-41054 (ex UK-14167 dated 23 November 1944) shows debriefing after No.404 Squadron strike - "F/O W.K. 'Red' McGrath of Hamilton, F/O Herb Hallett, also of Hamilton, F/O A.S. French [sic A.B.] of Amhurst, Nova Scotia, and W/C Gatward, CO of the Buffalo Squadron."

Pilot Officer French has completed many operational sorties including eleven successful anti-shipping attacks. He was part leader to several of these formations. The skill, high courage and devotion to duty he has displayed are most praiseworthy. On one occasion when detailed for an anti-shipping sortie to the south-west coast of France, this officer showed great initiative in attacking a secondary target when unable successfully to complete his initial mission.

RCAF Press Release No. 4393 dated 4 April 1944 read:

A young Nova Scotia pilot, W/O A.B. French, whose mother lives at Amhurst, Nova Scotia, was with the leading Beaufighters of an R.C.A.F. squadron of Coastal Command which attacked shipping off the Norwegian coast recently.

Diving in to attack through thick cloud, the Beaufighters scored hits on the larger of the two medium sized merchantmen and three heavy armed trawlers.

"We had been escorting Beaufighters carrying torpedoes and we went in with our

cannon”, said W/O French. “Visibility was very bad, but I saw a vivid flash of flame as our Squadron Leader scored a hit on the larger of the two merchantmen with his cannon. The three flak ships were also well peppered and their superstructure damaged by cannon. Visibility made it impossible for us to see the result of the torpedo attacks.”

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FRENCH, F/O Colin Donald (J40213) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 6 October 1924 in Montreal; home in Westmount. Ex-RCA; enlisted in Montreal, 9 December 1942 and granted Leave Without Pay until posted to No.2 Manning Depot, 13 May 1943. To No.4 WS, 27 June 1943. To No.1 SFTS, 12 August 1943. To No.10 BGS, 17 September 1943; promoted Corporal on 4 October 1943; graduated as air gunner and commissioned 24 December 1943. To “Y” Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Repatriated 3 May 1945. Released 21 June 1945. Reported to have died in Knowlton, Quebec, date uncertain. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 13 March 1945 when he had flown 29 sorties (159 hours 25 minutes), 31 July to 30 December 1944.

Flying Officer French has completed many sorties with the squadron, most of which were over heavily defended German targets. This officer has at all times displayed admirable courage and coolness in many difficult situations. Flying Officer French has been most keen to fly at all times, and has given his full hearted support to squadron work, both in the air and on the ground.

The sortie list was as follows:

31 July 1944 - Foret de Casson (4.05)

1 August 1944 - Le Hey (3.40)

3 August 1944 - Foret de Nieppe (4.00)

4 August 1944 - Bois de Casson (5.10)

7 August 1944 - La Hogue (4.40)

8 August 1944 - Brest (5.10)
9 August 1944 - Prouville (3.45)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Petigny (4.25)
17 August 1944 - La Rochelle (7.05)
18 August 1944 - Westrove (3.55)
6 September 1944 - Emden (4.40)
11 September 1944 - Le Havre (4.40)
20 September 1944 - Calais (3.30)
23 September 1944 - Domburg (3.20)
25 September 1944 - Calais (4.15)
27 September 1944 - Sterkrade (4.25)
28 September 1944 - Cap Gris Nez (4.20)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.30)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (5.00)
15 October 1944 - Kattegat (6.25)
30 October 1944 - Cologne (6.15)
6 November 1944 - Gelsenkirchen (5.30)
21 November 1944 - Oslo (7.50)
26 December 1944 - St. Vith (7.15)
28 December 1944 - Oslo (6.25)
30 December 1944 - Cologne (6.25)

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FRENCH, W/C David Thomas (C1617) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Calgary, 25 March 1915. Attended Normal School (graduated 1934). Ex-COTC and teacher. Went on to University of Alberta and obtained B.Sc., 1939. Enlisted in Edmonton, 29 January 1940. Trained at Calgary Aero Club (February 1940 to May 1940), and No.1 SFTS (graduated 19 August 1940). Flying instructor at No.5 SFTS, Brantford, November/December 1940, and at No.1 SFTS, Camp Borden, December 1940 to June 1941. At Air Armament School, Mountain View, June-August 1942. To Rockcliffe, 20 September 1942. To "Y" Depot, 9 November 1942; to RAF overseas, 10 December 1942. On operations with No.426 Squadron, May-June 1943, with No.429 Squadron, June-October 1943 (Flight Commander) and No.428 Squadron (CO), October 1943 to May 1944. To No.62 Base (June 1944) and No.6 Group Headquarters (June-September 1944, Group Training Inspector). Attended RAF Staff College, September-December 1944. Repatriated 30 December 1944; to No.1 Air Command, 15 January 1945; to staff of RCAF Staff College, 1 February 1945. To RCAF Headquarters, 17 June 1946 as Executive Assistant to Chief of Air Staff. Joined RCAF Regular Force, October 1946. In 1948 he went to Station Aylmer as Commanding Officer; to Greenwood, 21 November 1949; to No.2 (Maritime) OTU, 1 February 1950; transferring to No.405 Squadron, Greenwood,, Nova Scotia, on its reforming, 30 March 1950. RCAF photo PL-22366 (ex UK-6063 dated 11 November 1943) shows him at his desk. Photo PL-28388 (ex UK-9091 dated 23 March 1944) shows W/C D.T. French making report to squadron intelligence officer, F/O M.I. Simon (Montreal) after attack on Amiens marshalling yards. Photo PL-32408 shows him in 1944. Killed 31 July 1950 when piloting Lancaster engaged in ice reconnaissance and supply dropping, Alert Bay (seven members of RCAF and two civilians killed). RCAF photo PL-31686 (ex UK-13564) shows him being invested with DFC by the King, 11 August 1944 during royal visit to No.6 Group.

In air operations this officer has displayed a high degree of skill, courage and determination. He has taken part in a large number of sorties against dangerous and difficult targets and the results obtained are an excellent tribute to his fine fighting qualities. He is an ideal leader whose example has impressed all.

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FRENCH, F/L James Albert (J12548) - **Distinguished Flying Cross** - No.145 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 November 1919. Home in Hamilton, Ontario; enlisted there, 22 July 1941. To No.1 Manning Depot, 17 August 1941. To No.1 BGS, 21 August 1941; to No.4 WS, 22 November 1941; promoted LAC, 22 December 1941; to No.1 BGS again, 6 June 1942; graduated and commissioned on 6 July 1942. To Torbay, 15 July 1942. To No.145 (BR) Squadron, 7 December 1942. Promoted Flying Officer, 6 January 1943. Promoted Flight Lieutenant, 4 August 1944. Promoted Squadron Leader, 1 March 1945. To No.4 Release Centre, 10 August 1945. Released 19 August 1945. As of award had

flown 714:45 hours, 458:35 operational hours (85 sorties).

This officer, who has served with his squadron for a very long period, has given unstintingly of his best, both with his crew and as squadron WAG leader. As a wireless operator/air gunner he has turned in a splendid record of flawless work over a considerable period of operational flying time on anti-submarine and convoy escort duties. His air work has, at all times, been worthy of the highest praise, under the most trying conditions of bad weather and the monotony of long patrols over the North Atlantic.

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FRENCH, F/O William Maynard (J4752) - **Distinguished Flying Cross** - No.228 Squadron - Award effective 12 August 1943 as per **London Gazette** dated 20 August 1943 and AFRO 2049/43 dated 8 October 1943. Born in Waterhole, Alberta, 27 August 1920; home in Fairview, Alberta. Enlisted in Edmonton, 27 September 1940 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.5 EFTS, Lethbridge; may have graduated 21 December 1940 but not posted to No.7 SFTS, Macleod, until 5 January 1941; graduated and promoted Sergeant, 26 March 1941. Commissioned 29 March 1941. To No.31 GRS, Charlottetown, 21 April 1941. To "Y" Depot, 13 July 1941. To Iceland, 3 August 1941. To United Kingdom, 25 August 1941. To No.4 OTU, Invergordon, 29 September 1941. To No.228 Squadron, 30 September 1941. Promoted Flying Officer, 27 March 1942. To No.4 (Coastal) OTU, 10 June 1942. To No.228 Squadron again, 18 August 1942. Promoted Flight Lieutenant, 27 March 1943. To No.4 (Coastal) OTU to instruct, 29 July 1943. To RCAF Overseas Headquarters, 3 March 1944 for special leave in Canada. Returned from Canada, 7 May 1944 and posted to No.422 Squadron, 22 May 1944. Promoted Squadron Leader, 12 August 1944. Repatriated 12 September 1945. To No.1 Flying Training School, Centralia, 20 January 1946. Served in postwar RCAF (10564), commencing as Flight Lieutenant, 1 October 1946. Transferred within Centralia to Radio and Communication Signals Flight, 1 April 1947. To Instrument Flying School, Centralia, 7 December 1948. Promoted Squadron Leader, 1 January 1949. To Station Toronto, 6 June 1949. To Instrument Flying School, Centralia, 5 March 1951. To Flying Control Branch, 1952. To AFHQ, 13 August 1956. To Air Force College, Toronto, 2 September 1960. To Maritime Command Headquarters, Halifax, 27 June 1961. To CFHQ, 30 August 1966 (CFHQ policy matters relating to Air Regulations and Air Traffic Control). Promoted Wing Commander, 1 September 1966. Retired 27 August 1971. Photo PL-39585 is a portrait taken about 1949. See also PL-41084 (ex UK-16876 dated 24 November 1944) taken following investiture at Buckingham Palace. Died in Kelowna, British Columbia, 29 December 1987 as per **Legion Magazine** of April 1988 and **Airforce Magazine** of July-August-September 1988.

In May 1943, this officer was captain of a Sunderland aircraft which made a skilful attack on a damaged submarine on the surface of the water. The U-Boat was sunk. The attack was made in the face of intense opposing fire and the success achieved reflects great credit on Flying Officer French.

Notes: Application for Operational Wing dated 22 December 1943 stated he had flown 50 sorties (591 hours 30 minutes), 4 December 1941 to 29 July 1943.

Repatriation form dated 6 September 1945 stated he had flown 1,000 operational hours (70 sorties, the last on 10 May 1945) and 657 hours 30 minutes non-operational. Types and hours flown were London (100), Catalina (57.30), Sunderland (1,420), Liberator (20) and Oxford (60).

As of 30 June 1952 he listed flying types and hours as follows: Tiger Moth (54.20), Harvard (9.05), Anson (158.40), Dakota (560.55), Expeditor (323.00), Liberator (21.10), Catalina (50.10), London (103.55) and Sunderland (1432.50).

Training: Course at No.2 ITS was 14-31 October 1941. Courses in Mathematics (85/100), Armament, practical and oral (87/100), Visual Link (A), Drill (72/100), and Law and Discipline (82/100). Placed tenth in a class of 105. "His one ambition is to get overseas."

Course at No.5 EFTS, 5 November to 22 December 1940. Tiger Moth aircraft (30.40 dual, 23.35 solo plus five hours in Link). Logged 4.15 on instruments. Graded generally as "average" but the CFI (F/L R.F. Gladden) also wrote, "Backward pupil - does not pay enough attention to the control tower. Aerobatics and forced landings are poor. Actual landings are good." Ground courses in Airmanship (165/200), Airframes (150/200), Aero Engines (155/200), Signals, Practical (47 ½ out of 50), Theory of Flight (95/100), Air Navigation (150/200), Armament, oral (160/200). Graded 146/200 on qualities as an officer. "NCO, possible officer material. Conduct good."

Course at No.7 SFTS was 4 January to 26 March 1941. Anson aircraft (32.00 day dual, 37.45 day solo, 3.10 night dual, 6.50 night solo plus 18 hours as passenger and 15 hours in Link). He had flown 12.40 on instruments and 7.30 in formation. "Above average pilot and average navigator. No outstanding faults." (S/L, name uncertain, CFI, who also wrote, "High average pupil pilot, very keen and tenacious in his work." Recommended for General Reconnaissance work. Graded "average" in formation flying,

navigation ability, night flying and instrument flying.) Ground courses in Airmanship and Maintenance (149/200), Armament, written (85/100), Armament, practical (79/100), Air Navigation and Meteorology (153/200), Signals (131/150). Chief Ground Instructor wrote, "Keen, alert, good pupil." Placed seventh in a class of 31.

Course at No.4 (Coastal) OTU was 1 October to 3 December 1941. Flew 23.10 day dual, 69.10 day as second pilot, 10.35 day solo (crew training 17.05), one hour on instruments, 9.10 in Link. Graded in Airmanship and Seamanship (77.6 percent), Operations (79 percent), Armament, Theory (79.9 percent), Signals, Theory (81 percent), Aldis Lamp (94 percent, ten words a minute) and Semaphore (Pass). Dropped 20 bombs by day. "A promising pilot, but lacks confidence in his own ability, often unnecessarily. With a little experience, will be a very useful member of his squadron." (W/C J.P. Cecil-Wright, 12 December 1941).

Attended OTU Staff Pilots Course, 13 October to 10 November 1943 on Oxford aircraft (13.35 day dual, 1.50 night dual, 28.05 day solo, 1.35 night solo). As of that date he had 2,184 hours five minutes flying. Above average as pilot by day, average by night. Ground courses in Principles of Flight, Airmanship, and Technical subjects. "This officer set a high standard of airmanship on his test which is always the mark of a good pilot. His demonstrations were accurate and his patten complete. His major weakness is his rather monotonous instructional manner which should improve with more practice. A sound type of officer who should be a useful instructor." (S/L C.W.S. Thomas). Another remark dated 9 November 1943, "Has worked very keenly on this course. Should do well." (W/C R.J. Gosnell).

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FRIEDLANDER, F/L John Brown (J11276) - **Distinguished Flying Cross** - No.247 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 4 August 1920 in Montreal; home in Chateauguay and Montreal, attending McGill University. Enlisted Montreal, 11 July 1941 and posted to No.1 Manning Depot. To No.31 BGS (guard duty), 8 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1940; to No.14 EFTS, Portage la Prairie (Tiger Moths), 9 November 1941 to 2 January 1942 when posted to No.1 SFTS, Camp Borden (Harvards); actual training was 4 February to 25 April 1942 (qualified as pilot and commissioned, 24 April 1942). At No.2 Coastal Artillery Cooperation Detachment, Dartmouth, 18 May to 31 May 1942 (Lysanders); with No.1 CAC Detachment, Saint John, New Brunswick, 1 June to 16 July 1942 (Lysanders); with No.5 CAC Detachment, Torbay, Newfoundland, 17 July 1942 to 25 May 1943 (Lysanders). Posted overseas, he was further trained at No.57 OTU, Eshott, Northumberland, 4 January to 22 April 1944 (Masters, Spitfires) and No.57 Satellite, Boulmer, Northumberland (Spitfires), 22 February to 17 March 1944. With No.1 TEU, Tealing, Dundee, Angus, 6 April to 4 May 1944 (Spitfires); No.1 TEU Satellite, Kinneal, Dundee, Angus, 4-25 May 1944. (Spitfires,

Hurricanes); No.1 TEU, Tealing, Dundee, Angus, 28 May to 6 June 1944; to No.83 GSU, Redhill, Surrey, 7 June 1944; to No.83 GSU, Bognar, Sussex, 27 June. Posted to No.181 Squadron (No.124 Wing), 9 July 1944, serving with that unit until 3 February 1945. Throughout this period he flew Typhoons and was based at the following locations: **B.6, Coulombes Cully** - 9 July - 30 August 1944; **B.30, Creton-Damville** - 30 August - 3 September 1944; **B.48, Glisy-Amiens** - 3-6 September 1944; **B.58, Melsbroeck-Brussels** - 6-22 September 1944; **B.78, Eindhoven**, 22 September 1944 - 6 January 1945; **No.1 Armament Practice Camp, Warmwell**, 6 January - 3 February 1945. Posted to No.247 Squadron (No.124 Wing), 3 February 1945 and served with that unit to 23 May 1945, flying from the following locations: **B.86, Helmond**, 3 February - 11 April 1945; **B.106, Enshede**, 11-13 April 1945; **B.112, Hopsten**, 13-17 April 1945; **B.120, Langenhagen**, 17 April - 1 May 1945; **B.156, Lunenberg**, 1-7 May 1945; **B.158, Lubeck**, 7-23 May 1945. Repatriated to Canada, 22 July 1945. Retired 13 September 1945. Spent his working life with DuPont of Canada. Died in Mississauga, Ontario, 16 December 2016.

Flight Lieutenant Friedlander has taken part in a large number of attacks on the enemy's lines of communication. In May, 1945, he led his squadron in four attacks against enemy road transport near Kiel and shipping in the Kiel Canal. Throughout, this officer has shown a fine fighting spirit, determination and courage of a high order.

NOTE: His total flying times throughout his career were as follows: **Typhoon** (Non-Operational) 34.20 and 171.35 operational; **Auster** 2.35; **Tiger Moth** 30.45 (dual) and 35.15 (solo); **Yale** 6.25 (dual) and 24.50 (solo); **Harvard** 44.15 (dual) and 48.30 (solo) plus 8.15 (night dual) and 8.20 (night solo); Master 3.00 (dual) and 50 minutes (solo); **Lysander** 1.20 (dual) and 467.20 (solo) plus 24.25 (night solo); **Hurricane** 28.35; **Spitfire** 63.05 (day) and 4.10 (night). In his logbook he further tallied his flying time as follows: **dual day**: 85.45; **dual night**: 8.15; **solo day**: 843.05; **solo night**: 36.55; **passenger**: 43.00; **dual, instrument (cloud flying)**: 37.35; **solo instrument, cloud flying**: 9.20; **Link**: 95.15.

His logbook was closely examined during the writing of **Typhoon and Tempest: The Canadian Years** and yielded the following information. He first flew on 10 November 1941 (50 minutes, W.D. Ardell, instructor) and went solo on 26 November 1941 (20 minutes) after eight hours 25 minutes of instruction. His last flight at No.14 EFTS on 31 December 1941 when he had 30.15 (solo), 30.45 (dual), 8.35 (instrument dual). Commenced flying at No.1 SFTS, 9 February 1942, going solo on a Yale on 23 February 1942 and solo on a Harvard on 5 March 1942. Recorded an extended solo cross-country flight on 20 March (Borden-Aylmer-Borden), first night solo on 20 March 1942, Wings Test on 6 April 1942, bombing run on 15 April, dual formation with another trainee on 17 April, pilot in a formation flight, 20 April 1942. Last flight at No.1 SFTS on 22 April. Assessed on 24 April 1942 by Flight Sergeant George H.R. Phillips as "high average - above average at night flying".

The principal interest during interviews was his Typhoon time. At No.1 TEU, Kinneal he started on Hurricanes on 11 May 44, and started rocket training on 12 May up to 26 May 44. Typical entries included "RP practice 15 degree dives", "RP firing into sea", "RP practice dives", "RP firing target". To No.83 GSU, Redhill, 6 June 1944 first flies on Typhoon on 12 June 1944 (one hour 25 minutes) on R8898.

Reporting to No.181 Squadron, 9 July 1944, his first sorties were as follows:

- 11 July 44** - EL-M - local recco - 40 minutes
- 12 July 44** - L - local recco and formation - 25 minutes
- 16 July 44** - M - RP attack SW Evrecy - 30 minutes - "flak alley"
- 18 July 44** - F - RP attack on tanks, Vimont - 35 minutes - "ditto only more so"
- 19 July 44** - B - RP gun positions, Roquancourt - 35 minutes - "Abortive - accompanied F/L Gear back to base"
- 25 July 44** - L - RP road, Quesnay - 45 minutes
- 25 July 44** - C - RP Hantmesnil Quarry - 45 minutes
- 27 July 44** - B - RP Vimont - 25 minutes - "abortive"
- 30 July 44** - OH - Air Test - 30 minutes
- 31 July 44** - L - RP Mancelliere - 30 minutes
- 2 August 44** - F - Armed recce, Conde-Fleur - 1.00 - "one flamer, two smokers"
- 3 August 44** - L - RP Woods, Angouille [Angouville ?] - 40 minutes
- 3 August 44** - L - RP quarry, Ecouche - 45 minutes - "No petrol dump in evidence".
- 6 August 44** - M - Gun positions in Thurg-Harcourt - 30 minutes
- 7 August 44** - M - armed recce, Mortain-Tinchbray - 45 minutes - "10 tanks DT"
- 7 August 44** - J - MET Mortain - 50 minutes - "Area a shambles".
- 9 August 44** - G - Gun positions W. of St.Lambert - 40 minutes - "uneventful".
- 9 August 44** - H - Observation towers, St.Quentin - 50 minutes - "missed but snowfall of flak".
- 11 August 44** - G - Armed recce, Conde-Falaise - 1.00 - "No go."
- 11 August 44** - G - Thiel - 35 minutes - "Village completely wiped out".

14 August 44 - N - Armed recce, Falaise pocket - 55 minutes - "No joy".

15 August 44 - A - Mortars, Cahun - 45 minutes

17 August 44 - B - Armed recce, Bernay-Breteil - 1.00

18 August 44 - F - Armed recce, Trun, 55 minutes.

18 August 44 - OH - Flew a beer run to UK and back. Weather bad - did not return until 23rd - "In Dutch".

25 August 44 - C - Armed recce, Seine - 55 minutes - "missed barge".

30 August 44 - C - B.6 to B.30 (Creton) - 30 minutes.

1 September 44 - C - recalled - 15 minutes.

3 September 44 - KN-L - B.30 to B.48 - 30 minutes.

6 September 44 - KN-L - B.48 to B.58 - 45 minutes.

8 September 44 - E - MHT Thelt-Adelt - 1.00 "Piece o'cake - no RP - one flamer"

9 September 44 - C - MT barges - Venlo, Maastricht, Nijmegen - 1.00 - "Over the Reich !"

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FRIEDMAN, F/L Lloyd Arnold (J27859) - **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. Born in Southey, Saskatchewan, 1918; home in Moose Jaw (teacher). Enlisted in Regina, 28 May 1941. Trained at No.4 ITS (graduated 31 October 1941), No.5 EFTS (graduated 30 January 1942) and No.1 SFTS (graduated 19 June 1942). Commissioned November 1942. To "Y" Depot, 9 July 1943; to United Kingdom, 2 August 1943. Repatriated to Canada, 31 March 1945. Retired 30 May 1945. 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 38 sorties (163 hours 15 minutes), 19 May to 30 November 1944.

19 May 1944 - Le Clipon (3.20)

22 May 1944 - Le Mans (4.50)

27 May 1944 - Bourg Leopold (4.30)

31 May 1944 - Mont Couple (3.05)

5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutances (4.10)
9 June 1944 - Le Mans (5.15)
21 June 1944 - St.Martins (4.05)
23 June 1944 - Bienque (3.40)
24 June 1944 - Bamieres (3.55)
27 June 1944 - Metz (6.45)
1 July 1944 - Biennais (4.00)
4 July 1944 - Biennais (3.40)
5 July 1944 - Biennais (3.40)
7 July 1944 - St.Germain (4.05)
12 July 1944 - Thiverny (4.10)
18 July 1944 - Caen (4.00)
20 July 1944 - Fermes du Grand Bois (3.25)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.40)
4 August 1944 - Bois de Cassant (4.55)
5 August 1944 - St.Leu d'Esserant (4.30)
27 August 1944 - Homberg (3.05)
6 September 1944 - Emden (4.00)
12 September 1944 - Frankfurt (6.05)
13 September 1944 - Nordstern (3.25)
20 September 1944 - Calais (2.05)
27 September 1944 - Bottrop (3.15)
5 October 1944 - Saarbrucken (4.50)
14 October 1944 - Duisburg (3.24)
23 October 1944 - Essen (4.20)

25 October 1944 - Homberg (3.20)
30 October 1944 - Cologne (4.20)
11 November 1944 - Dortmund (4.10)
18 November 1944 - Wanne Eickel (4.35)
20 November 1944 - Coblenz (4.10)
21 November 1944 - Aschaffenburg (5.10)
30 November 1944 - Duisburg (4.20)

Flying Officer Friedman is an outstanding pilot and captain who has now completed one tour of operations. He has taken part in attacks on such heavily defended enemy areas as Hamburg, Stuttgart and Dortmund. He is an exceptional leader and organizer who, by his own personal example of fearlessness and extreme devotion to duty, has inspired his crew with the same unquenchable spirit. Undoubtedly, this officer's fine record of achievement and keenness to take part in offensive action will be difficult to surpass.

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FRIESEN, F/O John K. (J29859) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Altona, Manitoba, 11 June 1912; home there. At the age of 18, he accepted his first job as the principal of a school in Haskett, MB where he worked for five years while completing his university degree by correspondence and in summer school. After graduating, he accepted a new teaching position while also promoting credit unions and establishing new cultural programs in southern Manitoba. Enlisted in Winnipeg, 10 August 1942. To No.3 Manning Depot, 25 August 1942. To No.3 SFTS (guard duty), 7 October 1942; to No.2 ITS, 3 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.2 AOS until 9 April 1943. Graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated 8 December 1944. Retired 1 March 1945. Postwar, he received M.A. and Ed.D. degrees at Columbia University in New York, where he also met his future wife, Marta Korach. Lived in Winnipeg for five years where he was Director of Field Staff, Manitoba Pool Elevators. Family moved to Vancouver in 1953 where he was Director of Continuing Education at the University of British Columbia (UBC). He was also active in cultural and human service organizations, serving in positions such as President, Vancouver Institute; Board Member, UNICEF BC; Founding Board Member, Vancouver International Festival; President, Canadian Association of Directors of University Extensions and Founding Member, Vancouver Opera Association. His international career began in 1964 when he moved to Jaipur, India to direct a project in adult education sponsored by UBC and the University of Rajasthan. Two years later, he joined

the Rockefeller Foundation's Population Council, developing health and family planning programs with the Ministries of Health in Turkey and Iran. In 1973 he accepted a position with Canada's International Development and Research Centre to direct regional health and family planning programs in Southeast Asia (Singapore), Africa (Nairobi, Kenya) and the Middle East (Cairo, Egypt). Returning to Vancouver in 1980, he remained active with numerous boards, international organizations and Simon Fraser University's (SFU) Department of Gerontology. John's contributions were recognized many times, including his induction as a Member of the Order of Canada and an Honorary Doctorate from SFU. Appointed Member, Order of Canada, 3 July 1997 with effect from 17 April 1997 for achievements in post-secondary and adult education in Canada, Asia and Africa. Died in Vancouver, 12 June 2010. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 17 November 1944 when he had flown 34 sorties (144 hours 50 minutes), 26 June 1944 to 5 November 1944.

24 June 1944 - Rimeux (2.25)
2 July 1944 - Beauvoir (3.25)
3 July 1944 - Watten (2.30)
7 July 1944 - Vaires (4.35)
9 July 1944 - Nucourt (3.35)
12 July 1944 - Vaires (4.10)
15 July 1944 - Chalons sur Marne (6.30)
18 July 1944 - Emieville (3.20)
20 July 1944 - Homberg (3.25)
25 July 1944 - Stuttgart (8.05)
29 July 1944 - Amaye sur Sueles (3.10)
1 August 1944 - Le Nieppe (2.25)
3 August 1944 - Bois de Cassan (4.15)
25 August 1944 - Russelsheim (8.05)
26 August 1944 - Kiel (5.30)
5 September 1944 - Le Havre (3.25)
8 September 1944 - Le Havre (3.15)

14 September 1944 - The Hague (2.50)

20 September 1944 - Calais (2.40)

5 October 1944 - Saarbrücken (5.30)

6 October 1944 - Dortmund (5.35)

7 October 1944 - Emmerich (3.50)

14 October 1944 - Duisberg (5.00)

14 October 1944 - Duisberg (4.30)

19 October 1944 - Stuttgart (5.55)

21 October 1944 - Flushing (3.00)

23 October 1944 - Essen (5.25)

25 October 1944 - Essen (1.35)

28 October 1944 - Cologne (4.40)

30 October 1944 - Wesseling (4.15)

31 October 1944 - Bottrop (4.50)

11 September 1944 - Kamen (4.20)

4 November 1944 - Solingen (4.20)

5 November 1944 - Solingen (4.30)

Flying Officer Friesen has taken part in thirty-four successful sorties as Navigator in Lancaster aircraft. These sorties include a wide variety of day and night attacks on heavily defended German targets and important targets in enemy occupied territory.

During his tour of operations he has distinguished himself by his brilliant navigation and his extremely high standard of devotion to duty. He has also done much valuable work in the training of new navigators in the Squadron.

On two occasions in July 1944 the aircraft, in which he was flying, experienced serious engine trouble, which resulted in the loss of most of his navigational aids. In spite of this, and the fact that adverse weather conditions were making his task even more difficult,

he displayed such determination and calm confidence that his captain was able to complete the sortie successfully.

Flying Officer Friesen is strongly recommended for the award of the Distinguished Flying Cross as a reward for the imitable fighting qualities which he has consistently displayed on operations.

Note: Order of Canada citation, awarded on 17 April 17, 1997; invested on 22 October 1997

He is one of the visionaries who have promoted the concept of lifelong learning. As Director of the Department of University Extension at the University of British Columbia in the 1950s and 60s, he helped champion the role of post-secondary institutions in preparing adults for ongoing technological and societal changes. Governments in Asia and Africa have sought his advice on continuing education and population planning. Now retired, he continues to pursue his involvement in the education field by financing bursaries for adult students in need.

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FRIGON, Sergeant (now P/O) Joseph Conrad Leonel (R82647/J85993) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 13 October 1918. Home in Landrienne, Abitibi County, Quebec; enlisted in Ottawa, 21 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To "S", 20 March 1941; to No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 and posted that date to No.4 AOS;; to No.4 Manning Depot, 27 August 1941; to No.7 AOS, 19 November 1941; to No.1 ANS, 8 April 1942; graduated and promoted Sergeant, 8 June 1942. To "Y" Depot, 9 June 1942; to RAF overseas, 4 July 1942. Commissioned 5 April 1944. Promoted Flying Officer, 5 October 1944. Repatriated 25 October 1944. Retired 5 March 1945. No citation in AFRO.

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FRITH, P/O Hubert Daniel Fraser (J85330) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Vancouver, 28 August 1915; educated at Magee Public and High School. Home in Vancouver (chemist with B.C. Pulp and Paper, 1935 to enlistment). Enlisted in Vancouver, 22

September 1941. Granted Leave Without Pay until 30 October 1941 when posted to No.3 Manning Depot. To No.3 SFTS (guard duty), 7 December 1941. To No.4 ITS, 31 January 1942; graduated and promoted LAC on 27 March 1942; to No.18 EFTS, 11 April 1942; to No.19 EFTS, 28 April 1942; graduated 3 July 1942 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 21 November 1942. To No.11 (Pilots) AFU, 15 June 1943. Attached to No. 1521 Beam Approach Training Flight, 6-20 July 1943. To No.21 Advanced Flying Unit, 15 August 1943. To No.23 OTU, 31 August 1943. To No.61 Base, 30 November 1943. Attached to No.1664 Conversion Unit, 9 January to 6 February 1944. To No.434 Squadron, 6 February 1944. Commissioned 13 March 1944. To No.1666 Conversion Unit, 11 August 1944. Promoted Flying Officer, 13 September 1944. Repatriated 30 July 1945. Retired 5 October 1945. Died in Vancouver, November 1996 (buried 15 October 1996 in Mountain View Cemetery). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 18 August 1944 when he had flown 36 sorties (189 hours 30 minutes), 18 November 1943 to 20 July 1944.

This officer has completed a total of thirty-six operations. He has at all times displayed the highest degree of courage as captain of his crew and has been an inspiring example to all other crews on the squadron. His determined and quiet confidence has been most outstanding.

Notes: In application for Operational Wing (7 August 1944) he stated he had flown 38 sorties (192 hours 25 minutes), 1 February to 28 July 1944.

On repatriation form dated 18 July 1945 he stated he had flown 38 sorties (200 hours) plus 510 non-operational hours. Types flown overseas were Tiger Moth (25.00), Oxford (45.00), Wellington (45.00), Halifax (350.00) and Lancaster (245.00)

Assessed 14 July 1945 at No.1666 Conversion Unit. Had flown 951.20 to date, 156.35 in past six months. "As a flying instructor this officer is not up to standard but he should make capable pilot on operational or staff duties." (W/C J.G. Stewart).

Training: Interviewed in Vancouver by P/O R.M. Williams. "Alert and responsive. Genial manner and keen to fly. Accurate and rapid replies. Should be good pilot material."

Course at No.4 ITS was 2 February to 27 March 1942. Courses in Mathematics, Law and Discipline,

Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 885 points of a possible 1,000. Placed eighth in a class of 66. Visual Link score of 62 percent. "Chemist, mature, steady, well disciplined. Good average trainee. Below average sports interest"

Course at No.19 EFTS was 26 April to 3 July 1942. Tiger Moth aircraft - 31.45 day dual, 36.00 day solo, three hours night dual. Was 10.10 on instruments and 11.30 in Link. Courses in Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, and Signals (practical). Scored 608 points of a possible 700. Placed sixth in a class of 85. "Steady and capable pilot. Learns quickly and retains instruction. Has no bad flying habits and instrument flying is good average. Exceptionally bright young man in Ground School. Excellent aircrew prospect. Deportment and discipline very good."

Course at No.12 SFTS was 6 July to 23 October 1941. Crane aircraft - 9.50 day dual to first solo; 54.25 total day dual, 82.45 day solo, 9.15 night dual, 6.45 night solo. Was 27.25 on instruments and 14.50 in formation. Logged 24.00 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 619 points of a possible 750. Placed eighth in a class of 51. "An above average instrument pilot. Strongly recommended for Reconnaissance training."

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FRITZ, F/L Henry John (J24265) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 9 January 1919 in Shaunavon, Saskatchewan; home there. Spent two years in Army; enlisted in Regina, 9 March 1942 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 24 April 1942. To No.7 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.19 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.11 SFTS until 7 November 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943; promoted Flight Lieutenant, 5 March 1945. Repatriated 2 August 1945; retired 24 September 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 21 September 1944 when he had flown 31 sorties (136 hours 22 minutes), 2 May to 6 September 1944. NOTE: The similarity of targets and hours flown suggests he was in the same crew as F/O R.K. Bannister (navigator). Pilot Officer Kenneth Christie, DFC was one of his gunners (which see for details of aerial combats).

* denotes daylight sortie

2 May 1944 - GARDENING, Frisians (2.32)

11 May 1944 - Louvain (2.43), 2nd pilot

15 May 1944 - GARDENING, Gironde (5.50)

25 May 1944 - Air/Sea Rescue (6.20)

2 June 1944 - GARDENING, Heyst-Flushing (2.28)

3 June 1944 - GARDENING, Knocke (2.15)

5 June 1944 - Special Duties (4.39)

21 June 1944 - North France (2.55)

24 June 1944 - Rimeux (2.52)

27 June 1944 - Cleres (3.22)

30 June 1944 - Villers Bocage (3.22)

2 July 1944 - Beauvoir (3.01)

5 July 1944 - Wizernes (2.12)

7 July 1944 - Varies (4.34)

9 July 1944 - Nucourt (3.38)

22 July 1944 - Mont Condon (3.29)*

24 July 1944 - Acquet (3.23)*

25 July 1944 - Stuttgart (7.56)

28 July 1944 - Stuttgart (7.52)

30 July 1944 - Caen (3.37)*

3 August 1944 - L'Isle Adam (4.30)*

4 August 1944 - Bec d'Ambs (7.56)*

8 August 1944 - Lucheux (3.10)

12 August 1944 - Brunswick (6.21)

14 August 1944 - Hamel (4.28)*

16 August 1944 - GARDENING, Kiel Bay, (6.57)

18 August 1944 - Bremen (4.48)

29 August 1944 - GARDENING, Gulf of Danzig (9.20)

31 August 1944 - Pont Remy (3.31)*

5 September 1944 - Le Havre (3.34)

6 September 1944 - Le Havre (3.47)

This officer has, during his tour of operations, set an inspiring example of outstanding leadership and cool determination. On every mission which he has carried out, whether by day or night, the same high standard of captaincy and pilotage has been evident, and has been reflected in the results he has achieved and in the efficiency of his crew as a whole. On a number of occasions, his aircraft has been involved in combats with enemy night fighters, but not once has it been damaged. Two enemy aircraft have probably been shot down by his gunners. His crew's successes are in every respect due very largely to his exceptional leadership, and I consider that his consistent performance warrants the award of the Distinguished Flying Cross.

RCAF Press Release 10811 of 19 July 1945 deals with several Saskatchewan aircrew at Torquay, waiting for repatriation. Of Fritz it says:

Coming overseas as a bomber pilot in April 1943, Fritz served with RAF Stirling and Lancaster bombers. His rear gunner shot down two enemy planes during their tour. On D Day he dropped dummy parachutists over the beach heads.

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FROEHLER, P/O Alphonsus Joseph (C51575) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Strome, Alberta, 2 August 1922. Enlisted in Calgary, 9 June 1941 as Aero Engine Mechanic. To Technical Training School, 4 July 1941. Promoted AC1, 8 November 1941. To No.4 (BR) Squadron, 12 November 1941. To "VS", 25 January 1942. Promoted LAC, 8 February 1942. Remustered

to aircrew, 10 May 1943 when posted to No.9 BGS. To No.3 Repair Depot, 10 July 1943. To No.4 (BR) Squadron, 20 July 1943. Qualified as Flight Engineer, 1 August 1943 when promoted Sergeant. To Eastern Air Command, 22 September 1943. To No.5 (BR) Squadron, 6 October 1943. Promoted Flight Sergeant, 1 June 1944. Promoted WO2, 1 December 1944. Commissioned 23 December 1944. To Halifax, 16 June 1945. Promoted Flying Officer, 23 June 1945. To No.6 Reserve Equipment and Maintenance Unit, 30 July 1945. Retired 12 February 1946. Postwar was Chief Mechanic for Canadian Pacific Airlines, Calgary, and served with RCAF Auxiliary from April 1954 onwards (Chief Technical Servicing Officer to No.403 Squadron). Died 3 April 2005 in Sherwood Park, Alberta as per Royal Canadian Legion "Past Post" website and **Legion Magazine** of November/December 2005.

Throughout many hazardous anti-submarine patrols over the North Atlantic this officer has invariably shown outstanding devotion to duty and ability. As a Flight Engineer his work has been of the highest standard and a splendid example for those with whom he has served.

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FROST, F/O Douglas Patterson (J86102) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 15 July 1923 in Winnipeg; home there (accountant). Ex-COTC. Enlisted in Winnipeg, 31 March 1942. To No.2 Manning Depot, 28 July 1942. To No.7 ITS, 11 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.6 EFTS until 5 December 1942; may have graduated 5 February 1943 but not posted to No.12 SFTS until 20 February 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Commissioned 18 April 1944. Promoted Flying Officer, 18 October 1944. Repatriated 9 February 1945. Retired 23 March 1945. RCAF photo PL-32744 (ex-UK-14794 dated 13 September 1944 shows two Leaside Squadron members comparing notes after first daylight raid on Emden - P/O Doug Frost (Winnipeg, right) and P/O Harry Britton (Toronto, left). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 14 December 1944 when he had flown 34 sorties (162 hours 25 minutes), 24 June to 6 December 1944.

This officer has made thirty-four successful sorties over enemy territory. During these trips he has shown a high degree of skill and has been an outstanding captain of aircraft. At all times he has been a keen, willing worker and an inspiring example to other pilots.

For his airmanship, intense loyalty and splendid record, Flying Officer Frost is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

24 June 1944 - Barnieres (3.35, second pilot)
27 June 1944 - Foret d' Eaway (3.40, day, second pilot)
1 July 1944 - Biennais (3.50, day)
3 July 1944 - Biennais (3.40, day)
7 July 1944 - Caen (4.10, day)
12 July 1944 - Thiverny (4.15)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen (4.00)
1 August 1944 - Ferme de Foresteo (4.00, day)
3 August 1944 - Foret de Nieppe (3.50, day)
4 August 1944 - Bois de Casson (4.35, day)
5 August 1944 - St. Leu Desserant (4.25, day)
7 August 1944 - La Hogue (4.40, day)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.20)
14 August 1944 - Bons Tassilly (4.15, day)
15 August 1944 - Brussels (3.45, day)
16 August 1944 - Kiel (5.30)
28 August 1944 - Brest (3.30, day)
31 August 1944 - Ile de Cezembre (4.45, day)
6 September 1944 - Emden (3.50, day)
9 September 1944 - Le Havre (4.45, day)

15 October 1944 - Wilhelmshaven (4.35)
23 October 1944 - Essen (5.40)
25 October 1944 - Homburg (5.15, day)
6 November 1944 - Gelsenkirchen (4.45, day)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Neuss (5.10)
30 November 1944 - Dusiburg (6.25)
2 December 1944 - Hagen (7.25)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (5.35, day)

Incident: The following details are extracted from the very valuable website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/np736.html>:

Halifax NP736 of No.432 Squadron hit by flak, returned to East Moor airfield. On the night of 27th/28th August 1944 this aircraft was on operations to Oeuf en Ternois in northern France to bomb a V-1 launch site, the Halifax suffered flak damage to the forward fuselage injuring the wireless operator. The pilot was able to make the return home and they landed safely at East Moor airfield. Full crew were as follows: Pilot - P/O Douglas Patterson Frost RCAF (J/86102, later DFC); Flight Engineer - Sgt J P Haley RCAF (R/65099); Navigator - F/O Robert Henry Shearer RCAF (J/29530, later DFC); Bomb Aimer - F/Sgt E J Harman RCAF (J/90226); Wireless Operator/Air Gunner - Sgt D A Williams RCAF (R/182251, injured); Air Gunner - Sgt Leonard Farrell RCAF (R/213417, later DFC); Air Gunner - Sgt Richard Edward Young RCAF (R/146488, later DFM).

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FROST, F/O Gordon Richard (J21359) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Born 12 October 1910 in Orangeville, Ontario; home in Toronto. Enlisted in Hamilton, 22 January 1942 and posted to No.1 Manning Depot. To No.1 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.8 AOS until 1 August 1942; graduated and commissioned, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 29 December 1943. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1944. Repatriated 21 December 1944. To No.1 AOS, 1 February 1945. To "Y" Depot, 27 April 1945. To United Kingdom, 8 May 1945. Repatriated 22 July 1945. To Greenwood for Tiger Force, 23 July 1945. Retired 11 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 20 November 1944 when he had flown 36 sorties (195 hours 20 minutes), October 1943 to 14 October 1944.

Flying Officer Frost has completed a successful tour of operations as a navigator. A veteran of most of the major targets in Germany and several precision targets in enemy-occupied territory, this officer has displayed an exceptionally high standard of navigation at all times. His courage and determination have been of the highest order, and his track-keeping and timing have been an example to all other navigators in the section. Both in the air and on the ground Flying Officer Frost has done his utmost to attain the highest standard of work, and the results of his efforts have been shown in excellent log and chart-keeping. In addition to his work in the air he has done much in aiding new navigators on the squadron and helping with routine work in the section.

The sortie list was as follows:

date unclear - Leverkusen (6.10)

date unclear - Leverkusen (7.00)

date unclear - Berlin (7.40)

25 November 1943 - Frankfurt (7.45)

3 December 1943 - Leipzig (8.35)

29 December 1943 - Berlin (8.15)

20 January 1944 - Berlin (8.25)

28 January 1944 - Berlin (6.35)

12 April 1944 - Le Bourget (5.05)

10-11 May 1944 - Ghent (3.35)
11-12 May 1944 - Boulogne (3.50)
16 June 1944 - Sautrecourt (4.30)
21 June 1944 - Oisemont (4.35)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (6.45)
6 July 1944 - Siracourt (3.35)
12 July 1944 - Acquet (4.35)
30 July 1944 - Anoye sur Seulle (4.10)
1 August 1944 - L'Hey (3.40)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d' Esserent (5.20)
8 August 1944 - Chantilly (4.50)
9 August 1944 - La Beauville (4.00)
14 August 1944 - Alay (4.35)
18 August 1944 - Bois St. Auny (3.50)
25 August 1944 - Brest (5.55)
28 August 1944 - Fremoy (3.35)
12 September 1944 - Dortmund (6.15)
17 September 1944 - Boulogne (4.00)
23 September 1944 - Domborg (3.25)
25 September 1944 - Calais (4.25)
27 September 1944 - Sterkrade (5.05)
28 September 1944 - Cap Gris Nez (4.45)
4 October 1944 - Bergen (6.20)
6 October 1944 - Dortmund (6.20)
14 October 1944 - Duisburg (6.25)

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FROST, Sergeant Lawrence Andrew (R92047) - **Mention in Despatches** - No.450 Squadron (AFRO gives only "Overseas" as unit - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 18 May 1919. in Kingsville, Ontario; home there)pharmacist assistant). Served briefly with 2nd Battalion, Essex Scottish Regiment, June 1940. Enlisted in London, Ontario, 17 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To "K", 9 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 14 July 1941 when posted to No.12 EFTS; may have graduated 1 September 1941 but not posted to No.1 SFTS until 13 September 1941; (graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. To No.9 (Pilots) AFU, 2 February 1943. To No.57 AFU, 31 March 1942. To No.504 Squadron, 2 June 1942. To Middle East Pool, 25 July 1942. To No.22 Personnel Transit Camp, 30 September 1942. To No.237 Wing, 23 October 1942. To No.239 Wing, 23 October 1942. Reported to No.450 Squadron, 6 November 1942 Reported missing, 14 January 1943 (Kittyhawk FR329) with Flight Sergeant A.D. Nicholson, RCAF (Kittyhawk FR345). Subsequently returned to unit, 28 January 1943, as did Nicholson on 19 January 1943. Commissioned 4 April 1943 (J17651). Promoted Flying Officer, 4 October 1943. Killed in action, 9 December 1943 with No.450 Squadron (Kittyhawk FX538); name on Malta Memorial.

Training: He was tall when interviewed (six feet one inch). F/O H.G. Rahey considered him impressive, above average.

At No.3 ITS he placed 44th in a class of 238 - "Excellent type - very clear thinker - good conversationalist - cautious - cheerful - good team worker. Likes responsibility. Resourceful. Above average."

At No.12 EFTS he flew Fleet Finch aircraft (32.00 dual, 23.25 solo, 7.50 on instruments plus 12.30 in Link. "Slow to learn, tendency to lose control of the aircraft after landing. Aerobatics fair, instrument flying average." (H.A. MacPherson, CFI). "This pupil has managed to measure up to all tests at this unit but is not considered a very bright pupil. He is very slow to learn both in flying and ground school but has worked hard. He has been disciplined on several occasions for being late." (S/L F.W. Ball, Chief Supervisory Officer.). Placed 30th in a class of 32.

At No.1 SFTS he logged 42.00 day dual, 43.30 day solo, 4.50 night dual and 7.30 night solo on Harvards; of this, 20.15 on instruments, Also logged 20 hours in Link. "Av average pilot with no outstanding

faults." Placed 48th in a class of 63.

Course at No.9 AFU was 2 March to 30 March 1942 - Master aircraft (3.30 dual - seems to be no other flying ?)

Course at No.59 OTU was 31 March to 2 June 1942 - 2.50 day dual, 70.05 day solo, 1.20 night solo. Of these times, 3.10 on instruments and 24.00 in formation. Also logged 16.50 in Link. Graded "average" in almost all categories, "below average" in leadership, dash and distribution of attention. Fired 5,000 rounds air-to-air and 1,150 rounds air-to-ground. Scored 1.5 percent hits (below average). General assessment average. "This pilot has worked hard but is a little slow on the ground and in the air. He has just made the grade as an average pilot."

Notes: Damaged Finch 4626 at No.12 EFTS, 1 August 1941 - ground looped on landing, breaking spars of lower right mainplane and aileron.

Damaged Hurricane W9111, 5 April 1942 at No.59 OTU, Crosby-on-Eden, Cumberland. Winds were strong. It was his first solo on Hurricane, levelled off too high and stalled into heavy landing that collapsed the undercarriage. "This was due mostly to inexperience."

Damaged Spitfire BL559 or BL539, No.504 Squadron, Ballyhalbert, 20 June 1942 during a daylight squadron move. "On approaching to land only one flap would come down. After several attempts to lower both flaps landed with flaps up but overshot, ran off the end of the runway and crashed." The CO noted that he had attended a Hurricane OTU and had only two hours on Spitfires; recommended he be sent to a Spitfire OTU. However, the Station Commander was more critical - "I consider that the pilot forgot to lower his flaps and is guilty of gross carelessness."

Damaged Kittyhawk FR237, No.450 Squadron, 28 March 1943 at which time he had 96 hours on type. Soon after takeoff the engine began running rough and RPMs dropped. As he returned to base, the engine temperature went "off the clock". Belly landed with two 250-lb bombs still attached; they broke away and did not explode. "The pilot was extremely lucky." Cause deemed to be "bearing failure - not uncommon with these aircraft."

Circumstances of Death: Circumstantial Report stated:

No.450 Squadron reported that Kittyhawk FX538, piloted by P/O L.A. Frost, failed to return from an operational attack on enemy positions near Tollo, Italy. It left base at 1050 hours on the 9th December 1943, and at approximately 1130 hours, after bombing the target, the aircraft received a direct hit from AA fire when at 2,000 feet. Half a wing was blown off, and the aircraft spun in and burst into flames on impact with the ground. Nothing further was seen or heard of of Kittyhawk aircraft FX538.

Other information was that he was in a formation of twelve aircraft and had flown 185 operational hours.

Operational Record Book Entries (selected):

10 November 1942 - first mention as being engaged in "training flying" (1143-1240 hours).

16 November 1942 - first operational sortie (Kittyhawk FR303, 0715 to 1015 hours - "Twelve aircraft with long range tanks on recce of roads Derna - Bengasi areas. Aircraft flew at heights varying from 200 feet to 2,000 feet as far west as Maraua. Due to rain bank and 10/10 cloud aircraft returned. Observed - 20 plus Motor Transport moving southwest, C.8010, 15 to 20 P.3333, one barge floating in Bomba Bay, P.8117, stores dump on peninsula on jetty undergoing construction. No enemy aircraft. Noti-aircraft. Weather 10/10 cloud throughout."

17 November 1942 - second operational sortie (Kittyhawk FR196), one of five aircraft with long range tanks on a road straf.

22 November 1942 - one of six on convoy escort. Two of the pilots engaged a Ju.88 which was shot up but disappeared into rain; destruction not observed.

10 December 1942 - one of six with long range tanks on road straf of coastal road west of Marble Arch. Numerous vehicles and tents shot up; he damaged or destroyed two water carriers.

14 January 1943 - Form 540 entry read: "At 1130 hours, twelve fighter aircraft were airborne on the

second operation of the day, to act as medium cover to 18 Boston bombers whose target was Bir Dufan North landing ground. 3 Squadron RAAF was leading, 250 Squadron RAF top cover and 260 Squadron RAF as a fluid unit. The formation followed the coast to pinpoint S.5255, thence direct to the target at Bir Dufan landing ground. 20 plus Me.109s and Macchi 202s attacked the formation continuously from the coast to the target and back to the coast again. The target was successfully bombed, however, and all the bombers got away safely. During the engagement with the enemy aircraft terrific dogfights occurred and fierce fighting developed for the whole period. We claim one Me.109F destroyed and four Me.109Fs damaged and two Macchi 202s damaged. Four of our pilots are missing. Heavy anti-aircraft fire was experienced from the road south of Tauorga, from Bir Dufan Landing Ground and from the road south of Churgis." The Form 541 repeats much of the above and gives his aircraft serial as FR329.

18 January 1943 - Form 540 entry reads: "At 1430 hours, R90247, Sergeant Frost, L.A. returned to the squadron from Tamet Communication Flight in a Lysander aircraft. He is uninjured. Sergeant Frost was missing from operations since 14th January 1943. The story of his escape is attached as an appendix."

27 January 1943 - Returned to operations - eight aircraft with long-range tanks on a sweep during which Me.109s were engaged (inconclusive).

9 December 1943 - Killed on his second operational sortie of the day. The first was 0750-0913 hours. The second was airborne 1050 hours; Form 541 read: "Twelve fighter-bomber aircraft led by F/L [C.W.] Robertson to bomb enemy positions at C.208148. Airborne 1050-1205. Formation taken by P/O [R.] Rowe when leader's R/T failed. Flew out along coast, climbing to 8,500 feet. Turned down Foro River to target area. Bombed from NW to SE down to 1,000 feet, pilots firing in dive. Bombing reported good. One direct hit on gunpost. Aircraft strafed Breda posts at C.270195, silencing one. Observed, 30 + Red Cross M.T. at Miglianico; six MET two miles SW of Tollo, a further six at C.2520. A fire observed burning in target area. AA - 88 mm and small arms fire from target area. One of our aircraft was seen to be hit in wing by AA, half a wing shot away, aircraft bursting into flames on hitting ground."

Press Release dated 4 February 1943 from F/L MacGillivray read:

Like a fantastic blend of P.C. Wren and G.A. Henty is the story of two Canadian fighter-pilots who have returned to their RAF squadron near Tripoli after amazing adventures behind the enemy lines --- adventures featuring hostile and friendly Arab bands, sinking sands, disguises, and a barefoot trek across the burning desert.

Emerging alive and comparatively well from these storybook experiences were Sergeant Larry Frost, 23-year-old former pharmacy apprentice of Kingsville and Windsor, Ontario, and Flight Sergeant Donald Nicholson, 20, of the Highworth Apartments, McMillan Avenue, Winnipeg, a former police reporter on the Winnipeg Tribune. The prelude to their adventures was exciting enough in itself – a big scale dogfight between their squadron and a stronger force of Me.109's and Italian Macchi 202's, in which both of the young Canadians were shot down. Frost was the first to fall to the Axis fire.

"I got separated from the rest of our lads," he related later, "and found myself in a private fight with a 109. My engine was hit, and with smoke pouring from my kite I headed for the ground, with the Hun hard after me. I managed a crash-landing, but banged my head and was momentarily knocked out. I had to use my emergency release because my hood had jammed, and as I reached the ground, I looked up to see that same 109 diving at me. I ducked under one side of my wrecked kite as he attacked from the other, and for fully three minutes we kept up this game of hide-and-seek until Jerry got tired of it, and buzzed off. Then I started to walk. I kept going until sundown, when I met three Senussi. They didn't seem as pleased to see me as I was to see them, but finally they took me to their head man. He gave some orders, and they dressed me in their own native get-up – flowing robes and all that sort of thing. Later, I discarded their clothes, and after they fed me I walked for three days toward our lines. My next trouble came when, near the coast, I walked bang into a quagmire something like quicksand, and sank up to my thighs before I could get hold of some shrubs and undergrowth and pull myself out. That experience cost me my boots, and the result was that I had to walk the last days in my socks till they gave out, and then in bare feet. The sand was blazing hot in the daytime, and my feet were pretty badly blistered and burned in no time, but of course I couldn't stop. I had no water at all for the last two days of my trek and never again do I want to go through the torture of such thirst."

"When I finally got through to our lines and met a British ack-ack battery, I emptied three of their water bottles one after the other in no time, and then looked around for more. The young English lieutenant in charge then produced a precious bottle of whiskey which he had been saving to drink in Tripoli, and I made quite a hole in that, too, before my thirst was slaked. They dressed my blistered feet and took me to the Medical Officer, and in a few days I was as good as new. I had lost all track of Don Nicolson as soon as the dogfight started, and didn't know that he'd been having adventures, too, until we met later, back at squadron headquarters."

Nicolson's story – surpassing for thrills anything he ever wrote from the police blotters

or court dockets for his newspaper back in Winnipeg --- also had its prelude in the dogfight when he was 'jumped' by three enemy aircraft. "I hit one of them", he reported afterward, "and he started to belch smoke, but the other two attacked from behind and forced me down toward the ground. Then my engine was hit, and I had to crash-land. I figured that I was about 50 miles behind their lines, and was just starting to make plans when an old German aircraft arrived over the scene of my crash-landing. Obviously, it had been sent to pick me up, so I did a 100-yard dash to some camel thorn, and hid till they got tired looking for me. Then, I saw some Arabs riding past my hiding-glass, so I ran out and hailed them. They seemed quite hostile, and refused my sign language requests for food and water. Finally, they weakened to the extent that they were willing to barter, so I emptied my pockets of my belongings and they took what articles they wanted, and in exchange gave me some dates, a bottle of water and some Arab clothing. After that, I set out and walked all night, covering about 25 miles with the aid of my compass, and heading toward the British lines. In the morning I found a camp of friendly Arabs, who asked me if I was British, and then put me in a bed, where I slept all that day. In all, I stayed four days in that camp, and those Arabs couldn't do enough for me. They disguised me in their own clothing and head-dress until all that was showing was my feet, and a little slit around my eyes."

"While I stayed with them the battle raged along the desert as our tanks and infantry drove back the enemy, and I peeked from my tent and watched the flashes and shell fire come closer. There were Italian troops on both sides of our camp, but they paid no attention to any of 'us Arabs'. Finally, the British broke through at this point, and a regiment of Lancers came along, chasing the Wops ahead of them. I ran toward them, and had quite a job convincing our soldiers that I wasn't an Arab --- which was a pretty good recommendation for the disguise."

"As soon as they took me behind our lines I became violently sick for a time. The Arabs had been feeding me on their own favourite dish of dates and grass, and I guess my stomach wasn't built for grass. But it soon passed off, and I was taken to General Montgomery's Headquarters. Everybody treated me wonderfully, and I was sent back to my squadron in Air Vice Marshal Cunningham's own private aircraft. That gave me real thrill and helped to make up for what I had been through."

An earlier high-spot of Nicolson's flying career was when his Hurricane took fire at 27,000 feet, and he had to bail out. He broke an ankle when he landed, but was soon flying again. His father fought in the Army in the last war, and his older brother in the Navy and his sister Betty is in the nursing Service in Britain. He has had 70 hours of

operational flying. Frost, who joined the squadron last autumn, put in 50 hours of "ops" during the Big Push.

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FRUDD, F/L Herbert Harmston (J27780) - **Commended for Valuable Services** - No.18 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 17 March 1919. American in RCAF. Enlisted in Windsor, Ontario, 28 April 1941 and posted to No.2 Manning Depot. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 15 July 1941; posted that date to No.19 EFTS, posted on 31 August 1941 to No.12 SFTS; posted elsewhere on 7 October 1941; to No.5 SFTS, 14 February 1942; graduated and promoted Sergeant, 5 June 1942. To Trenton, 20 June 1942; to No.15 EFTS, 21 June 1942; To No.9 SFTS, 21 August 1942; commissioned 21 January 1943; to No.18 SFTS, 9 September 1943; promoted Flying Officer, 15 February 1944; promoted Flight Lieutenant, 1 October 1944; to No.6 OTU, 15 April 1945; to Halifax, 23 August 1945; to United Kingdom, 5 September 1945. Repatriated to Canada, 15 February 1946; released 24 March 1946. Died in 1976.

This officer has earned his promotion from a sergeant pilot to his present rank through great ability and devotion to duty. Throughout his twenty-nine months as an instructor he has at all times been an inspiration to his fellow instructors and has set an example by his indomitable energy in his flying duties that is outstanding.

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FRY, F/O Charles William (J19861) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 3 May 1923 in Aurora, Ontario; home there; enlisted in Toronto, 1 October 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard duty), date uncertain. To No.23 Pre-Aircrew Education Unit, 7 March 1943. To No.3 Air Gunner Ground Training School, 3 April 1943. Promoted LAC, 15 May 1943 and posted that date to No.3 BGS; graduated 25 June 1943 and promoted Sergeant. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 18 January 1944. Promoted Flying Officer, 18 July 1944. Repatriated 23 March 1945. Retired 31 May 1945. Mid-upper gunner to F/L B.G. Hughes

This officer has completed a tour of operations involving many attacks against Germany's most heavily defended targets such as Magdeburg, Stettin and Berlin. During

one of these flights over Berlin when enemy aircraft were particularly active it was due to Flying Officer Fry's skilful directions that his pilot was able to employ successful evasive measures. He has throughout his tour displayed determination and courage warranting the highest praise. His co-operation, coolness and devotion to duty have contributed largely to the successful completion of many operational flights.

The original recommendation (DHH file 181.008 D.1633, Library and Archives Canada RG.24, Vol.20603) was drafted on 17 August 1944 when he had flown 31 sorties (177 hours 30 minutes); it read as follows:

29 December 1943 - Berlin (7.00)
5 January 1944 - Stettin (8.30)
14 January 1944 - Brunswick (5.35)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (6.20)
27 January 1944 - Berlin (8.00)
28 January 1944 - Berlin (8.00)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.40)
24 February 1944 - Schweinfurt (8.05)
7 March 1944 - Le Mans (4.55)
18 March 1944 - Frankfurt (5.15)
19 May 1944 - Franceville (4.35)
22 May 1944 - Le Mans (4.40)
27 May 1944 - Bourg Leopold (5.30)
31 May 1944 - Air Sea Rescue (5.30)
2 June 1944 - Neufchatel (3.40)

6 June 1944 - Houlgate (6.20)
6 June 1944 - 9/Q3 - whatever that is (4.30)
8 June 1944 - Mayenne (5.00)
12 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (3.25)
24 June 1944 - Bamieres (3.45)
27 June 1944 - Foret d'Eamy (4.10)
4 July 1944 - Biennais (3.40)
7 July 1944 - Caen (4.35)
15 July 1944 - Nucourt (4.15)
23 July 1944 - Donges (5.40)
28 July 1944 - Hamburg (6.00)

This officer has completed a tour of operations which took in many of Germany's most heavily defended targets, including Magdeburg, Stettin, Leipzig and six trips to Berlin. Three trips were completed to Berlin in four nights and on one of these occasions when fighters were extremely active, it was by his skilful directions to his pilot in evasive action that the fighters were evaded. Pilot Officer Fry, throughout his tour, has continually displayed determination and aggressiveness to a great degree, as well as being of great assistance in training new gunners. His cooperation, coolness and devotion to duty has contributed in a large measure to the successful completion of many operational flights. He is therefore recommended for the award of the Non-Immediate Distinguished Flying Cross.

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FRY, F/L Frederick Ernest Joseph (C8260) - **Member, Order of the British Empire** - No.1 Clinical Investigation Unit - Award effective as of 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Woking, Surrey, England, 17 April 1908 (RCAF Press Release 4907 announcing award). Attended University of Toronto. Research Assistant and Lecturer in Biology at University of Toronto. Enlisted in Toronto, 24 October 1941, initially in Administration, transferring to Medical Associate Branch, 18 August 1944. Initially at No.1 ITS as of

10 November 1941; promoted Flight Lieutenant, 15 October 1942; promoted Squadron Leader, 1 October 1944. To No.301 Composite Unit, Dorval, 9 November 1944; returned to No.1 ITS, 6 December 1944. To No.1 Composite Training School, 9 January 1945. To No.4 Release Centre, 20 September 1945. Retired 4 October 1945. His RCAF career was marked by constant travel and temporary duty. Including spells at Wright Field, Dayton, Ohio (23-30 August 1942; October 1943) and the National Research Council (April 1943). He became a pioneer in environmental studies, notably fish biology. Returning to the University of Toronto, attaining the rank of full professor in 1956. Formally retired in 1973. However, his obituary noted, "He really did not retire, of course, but as professor emeritus took on other activities such as serving on editorial boards and acting as a consultant to James F. MacLaren, Ltd. His advice, as always, was sought and given freely to his colleagues." Died in Toronto, 22 May 1989, several weeks before he was to receive an Honorary degree from the University of Toronto; it was bestowed posthumously.

This officer, employed as medical associate in research and development, has made an outstanding contribution to the technical efficiency of the Royal Canadian Air Force in that he has invented and supervised the successful production of a demand type air-oxygen regulator for purpose of breathing in aircraft. This incorporates a new principle of regulating the mixture of air and oxygen for greater precision and safety. Exhibiting great skill and keen and untiring effort this officer has rendered outstanding meritorious service.

The recommendation was raised on 12 August 1944 by W/C J.K.W. Ferguson, No.1 Clinical Investigation Unit, and read as follows:

Flight Lieutenant F.E.J. Fry has made an outstanding contribution to the technical efficiency of the Royal Canadian Air Force and to Canadian invention in that he has invented and supervised the successful production of a Demand type air/oxygen regulator for purpose of breathing in aircraft. It incorporates a new principle of regulating the mixture of air and oxygen for greater precision and safety.

Selected Assessments: Letter dated 24 April 1942, S/L J.K.W. Ferguson (Medical Officer in Charge, No.1 Clinical Investigation Unit, No.1 Initial Training School, to Commanding Officer, No.1 Initial Training School): "It is understood that the establishment of this Clinical Investigation Unit will allow certain Medical Associates to hold the rank of Flight Lieutenant. It is hoped that you will consider favourably at an early date recommending the above named officer [Fry] for promotion to the acting rank of Flight Lieutenant. Apart from excellent qualifications which have been pointed out before in our memorandum of March 9/42, this officer is expected shortly to have important responsibilities in supervising a refresher course for medical officers of the rank of Flight Lieutenant and higher. It is felt that he would be able to fulfill these responsibilities more effectively if he held higher rank."

“This officer shows remarkable initiative and research ability. He has developed many pieces of apparatus and equipment while at this unit.” (S/L B.C. Coles, No.1 Initial Training School, 14 September 1942).

“This officer has been instrumental in the development of oxygen equipment. Much of this work has been wholly original.” (S/L B.C. Coles, No.1 Initial Training School, 15 June 1943).

“Prior to enlistment, this officer was on the teaching staff of the Department of Biology, University of Toronto. He has been almost entirely responsible for the development of the Canadian C.3B Demand Valve. He is an excellent research worker with considerable originality and mechanical ability.” (S/L B.C. Coles, No.1 Initial Training School, 11 April 1944).

RCAF Press Release 3779 dated 11 August 1944 deals with a project that involved F/L F.E.J. Fry (MBE) and W/C J.K.W. Ferguson (MBE) - an oxygen regulating valve. The release read:

Toronto - A dictionary defines a valve as “a contrivance that opens a passage to permit the flow of a liquid or gas in one direction, and closes against its retreat.” To airmen fighting in the thin upper air miles above the earth, an oxygen valve may mean life or death.

After nearly three years of research, the Clinical Investigation Unit of the RCAF have in conjunction with Air Force aeronautical engineers developed a valve which supplies oxygen for high altitude combat according to the airman’s need. In this type, the flyer’s lungs control automatically the supply of oxygen.

RCAF scientists had two main problems to solve. To function efficiently, the apparatus had to turn on the oxygen when the airman breathed in and to turn it off when he breathed out. It also had to deliver the proper proportion of oxygen according to height, since considerably more oxygen is required at high altitudes.

The principles of the new RCAF “Demand Valve” are simple. It relies on design for its performance and a miracle of close machining made possible by Canadian craftsmanship.

Frequency of oxygen intake is regulated by a diaphragm. As the airman breathes, the diaphragm presses on a tiny spring which releases the right amount of oxygen. The factor of altitude is taken care of by a metal bellows. As the aircraft rises, the bellows expands in direct proportion to height, and makes the mixture breathed richer in oxygen. Simple - but the Germans have been working on it for over a decade without achieving the success of the RCAF.

Military aviation long has tried to produce a satisfactory demand valve. Pilots zooming and diving at 500-mile an hour speeds - gaining or losing 10,000 feet in a matter of seconds - have no time to fiddle with control dials. A flow of oxygen satisfactory at 15,00 feet, for example, brings unconsciousness at 35,000 feet. The German air force introduced the demand valve principle in 1933 and they had been working on it ever since. Captured German models received here show continuous changes, but the RCAF valve, weighing just 14 ounces and small enough to be slung around a pilot's neck, is half the size and weight of the Nazi type. Its Canadian inventors say it is much more efficient.

Early British attempts were so unsatisfactory that the RAF rejected the demand principle and adopted a system which provides for continuous delivery of oxygen - so much oxygen per man per minute at various heights. Until 1942 the U.S. air force used the continuous delivery system but has done much work since in the field of demand supply. American and Canadian designers have kept in close touch and shared their information freely.

In late 1942 the RCAF began development work under Flight Lieutenant F.E.J. Fry of Weston, Clinical Investigation Unit biologist, and Professor Grayson Smith of the Department of Physics, University of Toronto. In the early stages they were pessimistic that Canadian factories could turn out the fine machining found in the German valves.

"After turning out six main types and more than 150 modifications, we find that Canadians can make precision parts better than anything the Germans are doing in this field," said Wing Commander J.J.W. Ferguson, medical officer in charge of experimental work at Clinical Investigation Unit, and formerly assistant professor of pharmacology at University of Toronto.

To help him with the valve, Flight Lieutenant Fry invented an artificial "breather" which exactly reproduces the quality and rhythm of human breathing. On this "breather" they tried working models at all temperatures and altitudes likely to be encountered by Canadian airmen, testing them for thousands of hours at a time. When, after thousands

of hours, a part failed or wore away enough to disturb the fine measuring capacity of the valve, they ordered a new modification - 150 of them - or designed a new model.

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FUCHS, P/O Alexander (J92909) - **Medal for Bravery (Czechoslovakia)** - **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. WOP. Born in Dilke, Saskatchewan, 26 March 1920. Home in Regina. Enlisted there, 9 May 1941; at No.2 Manning Depot, Brandon, 9 May to 24 May 1941; at No.4 Wireless School, Guelph, 25 May to 20 December 1941 (promoted to Leading Aircraftman, 4 September 1941); at No.6 Bombing and Gunnery School, Mountain View, 21 December 1941 to 20 January 1942 (promoted Sergeant on 19 January 1942); to "Y" Depot, Halifax, 21 January 1942; to RAF Trainees Pool, 8 February 1942; to No.3 Personnel Reception Centre, Bournemouth, 20 February 1942; to No.1 Signals School, 17 March 1942; with No.3 (Observer) Advanced Flying Unit, 12 May to 10 June 1942; to No.3 RDF School, 15 June 1942; promoted Flight Sergeant, 19 July 1942; to No.1 (Coastal) Operational Training Unit, 19 August 1942; to No.86 Squadron, 13 October 1942; promoted WO2, 19 April 1943; promoted WO1, 19 July 1943; to Heavy Conversion Unit, Aldergrove, 20 May 1944 (instructor); to Station Predannack, 15 June 1944; to St.Davids, 15 September 1944; to Repatriation Unit, 7 December 1944; commissioned 20 December 1944; repatriated to Canada, 21 December 1944; released 13 March 1945 in Regina.

NOTE: On a form dated 7 December 1944 he reported the following overseas flying: at No.1 Signals School, Cranwell, nine hours (Dominie and Proctor); at No.3 (O) AFU, 17 hours 20 minutes (Anson); at No.3 RDF, seven hours 15 minutes (Botha); at No.1 (C) OTU, 56 hours 50 minutes (Oxford and Hudson); with No.86 Squadron, 558 hours 35 minutes (Liberator; some of this while detached to No.224 Squadron; last sortie was 24 April 1944). He claimed a total of 31 sorties (485 hours 30 minutes on operations); training time was 163 hours 30 minutes. The award is evidently connected to the destruction of the German blockade runner, **Alsterufer**, 27 December 1943; see entry for F/L A.G. Brown.

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FULLER, S/L George Southern Bond (C3625) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Peterborough, Ontario, 25 April 1893 as per RCAF Press Release reporting award; educated at Sherbrooke High School. Time keeper on construction job, 1910-1912, salesman 1912-1914. Sergeant in 35th Battery, Canadian Field Artillery, August 1915 to July 1917. Attended School of Military Aeronautics (Oxford), 1-5 June 1917, Wireless Observer School (Brooklands), August 1917. Commissioned 24 July 1917. Graded as Observer, 25 October 1917 with seniority from 20 September 1917 (see Notes below). With No.9 Squadron (5 July 1917 to 8 May 1918; however, First

World War service card at DHH gives dates as 10 September 1917 to 13 March 1918 or 10 September 1917 to 13 March 1918). Instructed a course in Aeroplane Salvage, School of Technical Training, 1 July 1918 to 13 April 1919. Placed on Unemployed List, 13 April 1919. Claimed some 200 hours flying (185 with BEF). A report from No.9 Squadron dated 5 May 1918 confirms 185 hours operations; states he was in Counter Battery Flight, and goes on to say, "This officer has done excellent work as an Observer and has shown great reliability and keenness." See "An Observer in the Royal Flying Corps", **Journal of the Canadian Aviation Historical Society**, Volume 3, Nos.1 and 2 (Spring and Summer,1965). Employed at Sherbrooke Fruit Company (sales manager) for 21 years. Interviewed 14 November 1940 by F/L H.E. Paquin who wrote, "Has a good war service record - healthy looking - Confident - Speaks French - Very Successful in Business - Practical - Pleasing Looks and Personality/" Enlisted in Montreal, 18 January 1941 in Administrative Branch. Attended School of Administration, Trenton, 20 January to 15 February 1941; courses in Air Force Law, Central Registry and Orderly Room Procedure, Organization, Letter Writing, Administration (Messes, Canteens, Equipment), and Drill. Assessed as "A keen and industrious Officer, who should be able to perform administrative duties in a satisfactory manner." (W/C F.J. Mawdesley, 15 February 1941). To No.2 SFTS, Uplands, 17 February 1941 (Adjutant). To be Flying Officer, 15 March 1941. To No.3 Training Command Headquarters, 16 April 1941. To No.4 Manning Depot, St. Hubert, 6 May 1941. To No.3 Training Command Headquarters again, 26 May 1941; to McGill University Squadron, 1 June 1941. Promoted Flight Lieutenant as of 15 September 1941. To No.3 Training Command, 3 February 1943. Promoted Squadron Leader, 1 June 1943. To No.1 Air Command, Trenton, 15 January 1945. To No.2 Release Centre, 2 September 1945. Retired 3 September 1945. Subsequent employment with ICAO.

This officer, since February 1943, has been Camp Commandant at No.3 Training Command Headquarters. He has always rendered excellent service and has shown devotion, initiative and remarkable tact in the performance of his duties. His responsibilities have necessitated many after hours work which he has always accepted with willingness and cheerfulness. His meritorious services have been particularly valuable to his unit and the contribution he has made has been outstanding.

Recommendation raised 13 February 1945 by A/V/M Adelard Raymond; text almost identical to above.

An earlier recommendation, raised by A/V/M Raymond (24 August 1944) read as follows:

This officer has acted as Commanding Officer of No.3 Training Command Headquarters Admin Unit since February 1943. He has always rendered excellent service and, in the execution of his important duties as Commanding Officer of No.3 TCHQ Admin Unit, has displayed a high degree of initiative, forethought and tact. His responsibilities have necessitated a good deal of after hours work and the willing manner with which he has always performed these overtime duties is characteristic of his attitude toward the RCAF. His meritorious services have been particularly valuable to No.3 Training

Command Headquarters Admin Unit.

Notes: A document re "Qualification for F.O.O. on Corps Squadron only" has following comments by various officers, most of whose signatures are illegible"

1. Certified I have examined Lieutenant G.B. Fuller in Co-operation with Artillery and consider him qualified. (Captain Barber ?, Artillery Liaison Officer, 15th Wing, RFC, date unclear but October 1917).
2. Certified I have examined Lieutenant G.B. Fuller in the Morse Code and in the care of transmissions and wireless fittings in an aeroplane and consider him qualified. (name unreadable, Equipment Officer [Wireless], 15th Wing, RFC, 10 October 1917)
3. Certified I have examined Lieutenant G.B. Fuller in the use and care of the aeroplane camera, and consider him qualified. (Captain H. Le Jeune, Officer in Charge Photography, 15th Wing, RFC, 11 October 1917).
4. Certified I have examined Lieutenant Fuller in the Lewis Gun and find him an excellent shot and capable of stripping the gun and correcting jams. (Captain Edward A. Grosvenor, Machine Gun Officer, 5th Brigade, RFC, 11 October 1917)
5. In my opinion Lieutenant Fuller is fit to be graded as a Flying Officer Observer (Major H.J.F. Hunter, Commanding Officer, No.9 Squadron, 24 October 1917).

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FULLER, F/L Harlan Perry (J17752) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 7 October 1918. Home Hortonville, Nova Scotia. Enlisted Halifax 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 26 July 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 10 October 1941. To Embarkation Depot, 11 October 1941. To RAF overseas, 2 November 1941. Damaged one FW.190, 17 August 1942, while serving with No.402 Squadron. Commissioned 27 April 1943. Promoted Flying Officer, 7 August 1943. Repatriated to Canada, 13 September 1943. To No.1 OTU, 12 October 1943. To "Y" Depot, May 1944.

Taken on strength of No.3 PRC, Bournemouth, 28 May 1944. Destroyed one Bf.109, 27 September 1944, while serving with No.443 Squadron. Repatriated 23 March 1945. To Moncton, 3 April 1945. To No.8 OTU, 8 May 1945. Released, 5 June 1945. Postwar employed by Grand Point Fruit Company and Wolfville Fruit Company. Died in Wolfville, Nova Scotia, 15 November 2006 as per **Legion Magazine** of May/June 2007. Photograph: PMR-840253

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FULLER, F/O Robert Nelson (J27550) - **Distinguished Flying Cross** - 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 11 February 1923 Sherbrooke, Quebec; home Cookshire, Quebec. Enlisted Montreal 23 April 1942. To No.5 Manning Depot, 7 May 1942. To No.6 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.12 EFTS until 5 December 1942; graduated 6 March 1943 when posted to No.6 SFTS; graduated and commissioned 25 June 1943; to "Y" Depot, 9 July 1943; to United Kingdom, 13 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 5 August 1945. Retired 13 September 1945. Died in Winnipeg, 26 July 1984 as per **Legion Magazine** of November 1984. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 18 March 1945 when he had flown 36 sorties (221 hours 40 minutes), 6 October 1944 to 15 March 1945.

Flying Officer Fuller has participated in a very large number of sorties and has displayed skill, courage and devotion to duty worthy of the highest praise. On the 15th March 1945 he completed his 36th and final sortie of his present tour by participating in a daylight attack on oil refineries at Castrop Rauxel, Germany. This officer led the entire raid to the target. The outstanding skill which this officer displayed in leading the attack resulted in the bombs of the first aircraft over the target registering direct hits as subsequent photographic evidence proved. The highest standard of bombing and the complete success of this raid was due in no small measure to the skill and efficiency of Flying Officer Fuller in carrying out the duties of Gaggle Leader.

This officer has shown outstanding courage and determination and a fine fighting spirit throughout his tour of operations. Such devotion to duty merits recognition and I therefore strongly recommend the immediate award of the Distinguished Flying Cross.

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FULLERTON, G/C Elmer Garfield (C25) - **Air Force Cross** - No.9 SFTS - Award effective 21 April 1945 as per

London Gazette dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Pictou, Nova Scotia, 29 October 1891. Educated at Kenora, Ontario and Royal Military College. Enlisted in Royal Canadian Corps of Signals, 1915. Served in France one year before transferring to Royal Naval Air Service. Flying instructor and fighter pilot to war's end. Returned to Canada to instruct at Camp Borden until 1921, when he joined Imperial Oil as a pilot. One of two pilots flying Junkers aircraft, "Rene" and "Vic", along Mackenzie River in dramatic pioneer flight. Associated briefly with Raould Ammundsson. Rejoined CAF/RCAF as Flight Lieutenant, 1923, at High River (fire patrols) and Vancouver (flying boats, Customs and Fisheries patrols). Returned to Camp Borden, 1926, and after RAF course in England he became senior instructor. Loaned to RAF, 1931, to instruct Fleet Air Arm pilots in deck landings. Also to CFS, Cranwell and to Egypt before returning to Camp Borden and RCAF staff courses. Commanding Officer, No.7 (General Purpose) Squadron, Rockcliffe, 1934, teaching instrument flying to both civilians and military. Awarded Trans-Canada (McKee) Trophy, 1935. Until 1938 he was Air Staff Officer, Military District No.2, Toronto; in 1938 took command of No.1 (Fighter) Squadron, Trenton, as it accepted Hurricanes. At outbreak of war assigned to No.15 (Fighter) Squadron, Montreal, instructing in fighter tactics. Later Senior Air Staff Officer, No.3 Training Command. Commanded No.9 SFTS, Summerside, Prince Edward Island, 21 January 1941 to 30 June 1945 (Group Captain as of 15 October 1941). To No.1 Air Command Unit, 30 June 1945. To No.1 Flying Training School, Centralia, to command, 15 September 1945. To Trenton to command, 24 September 1945. Retired 9 August 1946. As at date of award recommendation he had flown 4,078 hours, 1,000 hours as instructor, 80 hours in previous six months. Died in Calgary, 6 March 1968; admitted to Canadian Aviation Hall of Fame, 1973. RCAF photo PL-2232 taken at Uplands shows LAC A.S. Johnson (Toronto), LAC J.A. Thompson (Listowel), G/C F.S. McGill (Commanding Officer), LAC J.J. Lawless (Toronto), and W/C L.G. Fullerton.

In his twenty-seven years of active flying, Group Captain Fullerton has at all times displayed a high degree of skill and initiative. As a flying instructor he held an "A-1" category and was an outstanding aerobatic pilot. As a Commanding Officer he demands a high standard of training and by his own demonstrated ability he has inspired those under him to maintain this peak. The leadership and efficiency which he has displayed have been responsible for the training of large numbers of aircrew. His devotion to duty over a very long period have been outstanding.

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FULLERTON, F/L James Watt (J18717) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Chu Chua, British Columbia, 13 September 1918; home Vancouver, British Columbia. Machine shop apprentice, bell hop and elevator operator. Enlisted Vancouver, 10 September 1940 and Wireless Operator/Air Gunner and posted to No.1 Manning Depot, Toronto. To No.118 (Coastal Artillery Cooperation) Squadron, Saint John, 8 October 1940. To No.1 Equipment Depot, Toronto, 3 January 1941. To No.1 ITS, Toronto, 16 January 1941; graduated and promoted LAC, 21 February 1941; posted next day to No.10 EFTS, Mount Hope; graduated 22 April 1941 and posted to No.1 Manning Depot; to No.8 SFTS, Moncton, 3 May 1941; graduated and promoted Sergeant, 27 July 1941). Promoted to Flight Sergeant, 1 March 1942; to Warrant Officer Class 2, 27 July 1942; to Warrant Officer Class 1, 1

September 1942; commissioned 18 February 1943; promoted to Flying Officer, 18 August 1943; to Flight Lieutenant, 18 February 1944. Arrived in UK, 2 September 1941; to No.6 (P) Advanced Flying Unit, 21 April 1942; to No.1513 Flight, 17 June 1942; to No.12 (P) Advanced Flying Unit, 2 August 1943; to No.51 OTU, 16 November 1943; to No.410 Squadron, 7 March 1944. Followed unit through its moves until 15 June 1945 when returned to Britain; to Canada, 14 August 1945; released, 9 November 1945. Destroyed two Ju.88s, 19/20 August 1944 and one Ju.88 shot down 7 October 1944. Returned to RCAF on a short commission, 15 December 1951 when he enlisted in Vancouver; attended No.4 Flying Training School, Calgary, 14 May 1952 to 24 May 1952; attended Advanced Flying School, Macdonald, 24 May to 5 July 1952; attended Flying Instructor School, Trenton, 6 July to 13 September 1952; at No.4 Flying Training School, Calgary, 14 September 1952 to 2 June 1953; at Station Penhold, 3 June 1953 to 29 January 1955; at No.121 Communication and Rescue Flight, Sea Island, 30 January 1955 to 7 September 1956. Retired from RCAF that date to work for British Columbia Air Lines, Powell River, British Columbia. Died in Powell River, British Columbia, 11 September 1984. Photo PL-41944 shows F/O Jack Davidson and F/O Fullerton with a boar's head.

Notes: His initial classification as a WAG seems to have been due to the Interview Officer in Vancouver, 16 August 1940, who noted that Fullerton had first applied for RCAF in October 1939. "A clean cut, alert lad. Used to quick thinking in his job and also through skiing. Father died while he was young and had to educate himself under some difficulties. He is quite a determined and versatile young man. While he would prefer pilot, would probably be better to serve as a WAG. His hunting and scouting experience should be of use in this direction."

Involved in accident, No.8 SFTS, 2 July 1941, Anson 6374; while taxiing collided with Anson 6361; braking problem.

Involved in accident, 30 June 1944, 0150 hours, Hurn, Mosquito MM462 (RA-K). Following a scramble and patrol, diverted from Zeals and pancaked at Hurn. "I continued to end of Runway 27 and was going to turn port for the control tower but as there was a row of red lights across the perimeter track I turned starboard and continued taxiing between perimeter lights. I suddenly realized that they were taking me across main runway so stopped and asked control for permission to proceed. I did this three times but received no reply. I was just going to proceed when I felt a jar on my starboard wing and realized another aircraft had hit me. I taxied to control and reported the incident/ No taxiing instructions received on landing." He had in fact been struck by a Mosquito of No.604 Squadron (NG-Q) which reported starboard aileron damage. S/L Firze who was airborne and in circuit joined NG-Q to ascertain damage; it burned off fuel for two and one-half hours and finally landed on grass. Incident blamed on confusing runway lighting. The NCO controller in Control Van also seemed to be in poor position to see where all aircraft were at the time.

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FULLERTON, F/L Robert Lundy (J21844) - **Mention in Despatches** - No.409 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Home Toronto. Enlisted Toronto 13 November 1941). Trained at No.1 ITS (graduated 22 May 1942), No.12 EFTS (graduated 28 August 1942) and No.12 SFTS (graduated 18 December 1942). Unit not identified in AFRO, which says only "Overseas". According to obituary he had also served in North Africa. See **The RCAF Overseas: The Fifth Year**, p.276. Shot down one Ju.88 on 10/11 June 1944 and probably destroyed a Ju.88 on 10/11 August 1944. Served in postwar RCAF (17634). Postings included Officer Commanding an Air Transport Unit in England flying throughout Western Europe and North Africa (1953-1956), Officer Commanding a CF 100 All- weather interceptor squadron at North Bay (1957-1960), Commanding Officer of a radar station at Holberg, Vancouver Island (1961-1963), Assistant Deputy for Combat Operations at 25th NORAD Region Headquarters, Tacoma, Washington (1963-1966), Base Administration Officer and Deputy Base Commander at Canadian Forces Base, North Bay Ontario (1966-1969 and Director of Intelligence and Security for Air Defence Command and 22nd NORAD Region. (July 1970 to 1974); retired as Lieutenant-Colonel. Died in North Bay, Ontario, 9 February 2013.

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FULSHER, P/O Joseph Leroy (J17758) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born Manitoba 2 November 1918; home Middlechurch, Manitoba. Enlisted in Winnipeg, 7 March 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 20 June 1941 when posted to No.2 EFTS; ceased training and posted to Trenton, 5 August 1941; to No.5 AOS, 26 September 1941; graduated 3 January 1942 when posted to No.7 BGS; graduated and promoted Sergeant, 14 February 1942 when posted to No.1 ANS; graduated 18 March 1942. To "Y" Depot, 20 March 1942. To RAF overseas, 30 April 1942. Commissioned 1 May 1943. Promoted Flying Officer, 1 November 1943. Repatriated 20 October 1944. Retired 6 February 1945. Municipal official in Rural Municipality of St. Paul, eventually with Department of Municipal Affairs, rising to Director of Municipal Services. Died in Winnipeg, 14 October 2004.

This officer has a fine operational record. He has inspired his crew by his gallant conduct when in action. He is a brilliant navigator who has always performed his duties with distinction and devotion.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb803.html> has the following:

HALIFAX JB803 DAMAGED BY FLAK, RETURNED TO ELVINGTON AIRFIELD

On the night of 12th /13th March 1943 the crew of this 77 Squadron aircraft took off from Elvington to undertake an operational flight to bomb Essen. The aircraft sustained damage by flak over Germany but was able to make a safe landing at Elvington at around midnight. This crew appear to have been made up mainly of RCAF airmen. I believe the aircraft was Halifax JB803 which appears to have carried the squadron code "KN-G" at the time. The crew were: Pilot - Sgt Anthony Symmons RAFVR (1295362); Flight Engineer - Sgt K E Johnston (probably Sgt Kenneth Ewart Johnston RCAF (C/18844); Navigator - Sgt Joseph Leroy Fulsher RCAF; Bomb Aimer - Sgt J L Whitney (probably John Lawrence Whitney RCAF); Wireless Operator/Air Gunner - Sgt R E Simonson (probably Sgt Roy Edward Simonson RCAF); Air Gunner - Sgt W A Fleming; Air Gunner - Sgt Fred Calder MacQueen RCAF (R/88218).

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FULTON, F/O Kenneth Roland (J27575) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 10 May 1923 in Bible Hill, Nova Scotia; home given as Windsor, Ontario but might be Windsor, Nova Scotia. Farmer. Enlisted Halifax 17 July 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 4 September 1942. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.7 AOS until 6 February 1943; graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 23 December 1943. Navigator to crew of Flight Sergeant H.L. Thompson; posted from No.61 Base to No.426 Squadron, 9 May 1944; from No.426 Squadron to No.24 OTU, 28 September 1944. Repatriated 2 August 1945. Retired 18 September 1945, initially to reside in Fredericton, New Brunswick. Died in Thornhill, Ontario, 25 October 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. 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.4431 (RG.24 Vol.20649) has recommendation probably drafted 3 September 1944 when he had flown 34 sorties (154 hours 20 minutes), 29 May to 3 September 1944.

Flying Officer Fulton, navigator, has completed one tour of operations consisting of 34 sorties, several of which have been to the heavily defended areas of Wesseling, Metz, Kiel and Brest. During this tour his work as navigator has definitely been of a very high order at all times. He has shown himself to be an exceptionally cool and conscientious member of the crew who carried on successfully under all difficulties. His untiring devotion to duty has set an excellent example to all members of the squadron and has in no small measure added to the efficiency of the navigation section. He is strongly recommended

for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

29 May 1944 - Bourg Leopold (4.40)

2 June 1944 - Neufchatel (4.05)

6 June 1944 - Coutrances (5.50)

7 June 1944 - Acheres (5.15)

9 June 1944 - Le Mans (5.40)

17 June 1944 - Neuville (4.15)

21 June 1944 - St. Martin (3.55)

23 June 1944 - Bientques (3.25)

24 June 1944 - Bamieres (4.00)

28 June 1944 - Metz (6.50)

1 July 1944 - Biennais (3.40)

4 July 1944 - Biennais (3.45)

6 July 1944 - Coquereaux (4.15)

7 July 1944 - Caen (4.15)

12 July 1944 - Creil (4.15)

15 July 1944 - Nucourt (4.10)

17 July 1944 - Caen (4.00)

18 July 1944 - Wesseling (5.30)

20 July 1944 - L'Hey (3.00)

3 August 1944 - Foret de Nieppe (3.20)

5 August 1944 - St. Leu d'Esserent (5.15)

7 August 1944 - TOTALIZE 5 (4.35)

9 August 1944 - Foret de Nieppe (3.25)

10 August 1944 - La Pallice (6.25)
12 August 1944 - Mont Richard (5.45)
14 August 1944 - Bons Tassily (4.15)
15 August 1944 - Brussels airfield (3.35)
16 August 1944 - Kiel (5.40)
18 August 1944 - Connantre (5.40)
25 August 1944 - Brest (5.00)
27 August 1944 - Mimoyecques (3.45)
28 August 1944 - Ile de Cezembre (4.15)
31 August 1944 - Ile de Cezembre (4.40)
3 September 1944 - Volkel airfield (3.40)

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FULTON, F/L Ward Hargrove (J23399) - **Distinguished Flying Cross** - No.236 Squadron - Award effective 13 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born in Pincher Creek, Alberta, 1 June 1916. Educated at Bamill, Kingsley, Independence and Busby. Home Alcomdale, Alta. Worked on survey parties with instruments. Obituary said, "They worked from middle of April until mid December. They lived in tents and used horses to move from location to location." Winters spent farming. In 1939-1940 worked for Western Construction Company, near White Court, cutting, skidding, hauling and sawing trees for lumber. Enlisted in Edmonton 13 November 1941. To No.5 Manning Depot, 12 December 1941. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.5 EFTS until 16 August 1942; graduated 9 October 1942 and posted next day to No.3 SFTS; graduated and commissioned 5 February 1943. To No.1 GRS, 19 February 1943 for astro navigation course. To "Y" Depot, 8 May 1943. Embarked from Canada, 27 May 1943. Disembarked in Britain 4 June 1943. To No.20 (Pilots) AFU, 29 June 1943. Attached to No.1519 Beam Approach Training Flight, 3 August 1943. Promoted Flying Officer, 5 August 1943. To No.415 Squadron (Wellingtons), 7 September 1943. Attached to Bircham Newton, 10-14 October 1943. To No.132 OTU, 11 April 1944. To No.236 Squadron, 14 August 1944. Promoted Flight Lieutenant, 5 February 1945. He wrote a letter to parents and was in the process of mailing it when he ran into his brother Thompson. They made arrangements and spent their 48-hour leave together. Thompson and his crew were shot down

three days later during a tour over Frankfurt, Germany. Repatriated 2 August 1945; to No.7 Release Centre, 12 August 1945; retired 20 September 1945. Through the Veteran's Land Act, Ward bought land and went farming. Died in Morinville, Alberta, 5 June 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. For photos and obituary see following website: <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=109588165>

This officer has participated in numerous attacks on enemy shipping, including the successful operations against such targets in Kiel Bay on two successive days early in May 1945. His keenness has always been evident and he has consistently shown a high standard of skill and courage in pressing home his attacks in the face of much opposition. The photographs which he has secured have well proved his successes.

NOTE: Public Record Office Air 2/9086 has recommendation by W/C D.G. Hall, Commanding Officer, No.236 Squadron, drafted about 7 May 1945 when he had flown 59 sorties (254 hours 25 minutes).

Flight Lieutenant Fulton joined this squadron in August 1944, having previously done 60 hours operational flying with 415 Squadron. His total operational hours now are 254 hours 25 minutes, made up of 59 sorties, eleven of which have been strikes. On the 3rd and 4th May, 1945, this officer took part in two highly successful strikes in the Baltic. Also he has penetrated the notoriously heavily defended anchorage of Den Helder on four occasions. He is an extremely capable and keen operational pilot and his ability has been proved on numerous occasions by excellent photographs taken from his aircraft. His keenness to attack enemy shipping wherever it may be found has had [a] great morale effect on the less experienced crew in the squadron. In my opinion this officer is thoroughly deserving of an immediate award of the Distinguished Flying Cross.

On 7 May 1945, G/C F.J. St. G. Braithwaite (Officer Commanding, Station North Coates) added his remarks:

Flight Lieutenant Fulton is a determined and very valuable operational pilot who fully deserves the remarks which have been made about him by his Squadron Commander. His high morale has about it an infectious quality which induces

the same outlook in less experienced and robust aircrews. He has taken part in each of the attacks which have been made in Den Helder by the North Coates Wing.

Flight Lieutenant Fulton took a meritorious part as a section leader in the shipping attacks in Kiel Bay on the 3rd and 4th May. I recommend him for a Distinguished Flying Cross.

Training: Interviewed in Edmonton, 12 August 1941. "Has completed Grade XII since leaving school in 1935. Has been on road survey work and is now transitman. Good husky type, nervy and looks like exceptionally good type for aircrew duties. Recommended as Pilot or Observer."

Course at No.4 ITS was 13 April to 5 June 1942. Course in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 754 out of possible 1,000 points. Placed 58th in a class of 93. Noted that his brother was an RCAF instructor. Actual Flight Tests described as follows - "Was a bit confused, average coordination. Good attitude, good average material."

Course at No.5 EFTS was 17 August to 9 October 1942. Tiger Moth aircraft - 9.05 dual to first solo, 31.55 total day dual, 34.20 day solo, 4.40 night dual, 2.05 night solo. Was ten hours on instruments.

Ground courses in Airmanship, Navigation, Armament, written, Aircraft Recognition and Signals. Scored 580 of possible 700 points. Placed 11th in a class of 54. "Above average ground school, navigation particularly good. Average flying ability, slow moving and deliberate type, should make a good twin engine pilot. Conduct good."

Course at No.3 SFTS was 12 October 1942 to 5 February 1943. Crane aircraft - 5.15 dual to first solo, 54.00 total day dual, 57.00 day solo, 7.25 night dual, 8.40 night solo. Flew 6.30 in formation and 26.10 on instruments. Logged 21 hours in Link. Navigation flying was 11.30 dual and 16.30 solo. Courses in Airmanship, Navigation, Armament (practical and written), Signals (written and practical) and Meteorology. Scored 607 points of a possible 700. Placed 25th in a class of 58. "Above average pilot, smooth and self-confident. No outstanding faults. Patient, energetic type, outstanding personality, mature and well spoken. Has displayed exceptional ability and determination throughout the course."

Course at No.1 GRS was 22 February to 22 April 1943. Anson aircraft (40 hours, all by day). Tested in DR Navigation, intermediate (73/100), DR Navigation, final (217/300), DR Navigation air work (234/300), Reconnaissance (152/200), Astro Navigation (52/100), Compasses and Instruments (118/200), Meteorology (117/200), Signals (74/100), Coding (76/100), Ship Recognition (127/200), Photography (67/100) and Visual Signals (Pass). "A slow but very keen pupil who worked very hard throughout the course. As class senior he helped materially towards the general discipline of the course. A very steady personality."

Course at No.20 (Pilots) AFU was 29 June to 7 September 1943. Oxford aircraft -14.55 day dual to first day solo, total 21.15 day dual, 17.45 day solo, 5.45 night dual to first night solo, total 10.15 night dual, 10.50 night solo. Was 7.20 on instruments and 11.55 in Link. Flying Test Grades in General Flying (250/400), Applied Flying (130/200), Instrument Flying (125/250), Night Flying (75/100) and Link (58/50). "An average pilot who works very hard at everything he does. He will make an excellent captain of an operational aircraft." (W/C A.V. Rogers). Attached to No.1519 BAT Flight, 4-9 August 1943 (Oxfords, 16.05 beam flying, 6.05 in Link). Graded in Beam Approach and "Q" Codes, Link Trainer (148/200), Receiver Operation (75/100), Instrument Flying (175/250), Cloud and Night Flying (180/250) and General Application of Beam Approach Procedure, Flying (148/200). "Instrument Flying is generally good, though he has occasional lapses. Beam Approach procedure sound and he could use the beam in an emergency. General flying, e.g. landings, needs brushing up."

Course at No.132 Operational Training Unit was 30 May to 8 August 1944. Flew Beaufort and Beaufighter aircraft - starting on the Beaufort (14.35 day dual, 2.45 day solo, 2.45 night dual, 1.00 night solo) and then the Beaufighter (37.50 day solo, 10.15 night solo). Was 1.45 in formation, 2.15 on instruments and 6.15 in Link.

Flying Test Grades in General Flying (290/400), Applied Flying (151/200), Instrument Flying (185/250), Night Flying (73/100) and Link (46/50). Ground courses in Airmanship (234/300), Armament (270/300), Ship Recognition (85/100), Navigation (124/200) and Signals (79/100). "An average pilot who tends to heavy on controls. Keen."

Notes: Application for Operational Wing dated 26 May 1945 stated he had flown 53 sorties (200 hours 20 minutes) with No.236 Squadron, 15 August 1944 to 8 May 1945. Total flying time was 724 hours 15 minutes. He appears to have flown ten sorties with No.415 Squadron, 7 September to 8 November 1943.

Repatriation Form dated 9 July 1945 stated he had flown 65 sorties (247 hours five minutes), the last on 6 May 1945. Also flew 264.45 non-operational. Types experienced were Oxford (79.10), Wellington (96.50). Beaufort (21.00), Beaufighter (312.30), Magister (50 minutes) and Anson (1.30).

Accident on 10 January 1944, 1540 hours, Docking Airfield, near Bircham Newton. Transit flight, Wellington XIII serial HZ702. Crew were Fulton, R96047 WO2 A.R. Armitage (Navigator B), R104933 WO2 L.G. Griffiths (Navigator B) and 1202900 Sergeant J.L. Fletcher (Compass Adjutant). Fulton had 50 hours on type. Category AC - For repair by contractor's party. He reported, "I took off from Bircham Newton to take aircraft to Docking to swing compass and compass swinging crew with me. Landed at Docking aerodrome I made a heavy landing on the rough grass of the aerodrome and the tail wheel collapsed. The aircraft was very hard to steer after touch down, and it was impossible to avoid striking the tailwheel against a concrete block housing the flare path light which was invisible from the air and thus resulted in damage to the geodetics." Inspectors noted that "Wellington III aircraft are very unstable longitudinally on the ground and rocking tendency on rough ground is severe. Several failures have previously occurred on this type of airframe in the tail and this is true especially on rough fields."

Accident on 16 September 1944, North Coates, 1210 hours, training flight. Beaufighter TFX serial NE799, Category AC - For repair by contractor's party. "I was making a normal powered approach speed 105 knots, there was a very gusty wind, speed 25-30 knots. On levelling off my front wheels touched and aircraft bounced 3 or 4 feet. The bouncing must have been assisted by the gust of wind for immediately afterward aircraft dropped tail first onto runway and tail wheel assembly dropped on runway being broken." On investigation no blame attached to him as he was described as "a reliable but inexperienced pilot." The landing conditions were difficult - "There can be few operational airfields in this country with only two short runways and the one in use of grass, with a rough surface, where such conditions would have to be found."

RCAF Press Release No. 618 dated 24 May 1945 by F/O Duncan Dunbar read as follows:

WITH THE RCAF IN COASTAL COMMAND: (NO. 3438) --- It was a red-letter-week recently for Flight Lieutenant Ward Fulton, DFC, 29-year-old RCAF Beaufighter pilot and ex-rancher from Alcomdale, Alberta.

The reason runs away back to a black, flak-filled night in January, over the then

hostile coast of Holland.

More than thirty Beaufighters of RAF Coastal Command, escorted by Spitfires, were attacking German shipping near Den Helder that night and the enemy was throwing up a lot of stuff, attempting to drive off the airborne assault.

Flying next to Fulton was his Albertan buddy, Flying Officer D.W. Gaunt, 20-year-old pilot from Edmonton, (12120-86th St.). They had just completed their attack on one ship and were circling for a second, when flames started to shoot out of Gaunt's starboard engine. At the same time, flak tore into his port engine.

Immediately, the battered 'Beau' began to drop. Gaunt told Fulton by radiophone that he was going to try and make land. Then he slid away into the night.

Fulton kept on walloping the ships below until he ran out of rockets and cannon shells. Then he headed inland, diving through the flak screen.

"I knew I couldn't help him, but I wanted to know whether or not old Dave managed to land safely", said Fulton. "I went right down below tree top level and circled, but I couldn't see any sign of him. I figured he'd bought it".

But Dave Gaunt didn't 'buy it'. He landed safely, was taken prisoner and returned to Britain shortly after VE-day. First thing he did when he got leave was to hustle back for a visit with the old squadron. And Ward Fulton was as pleased as punch. He sparked the celebration.

Then the day after Dave returned to his new station, a second sensation provoked more celebration. Word was flashed from London to squadron headquarters that Flight Lieutenant Ward Fulton had been awarded the Distinguished Flying Cross.

RCAF Press Release No. 619 dated 24 May 1945 by F/O Duncan Dunbar read as follows:

WITH THE RCAF IN COASTAL COMMAND: (NO.3438): --- It was before VE-day and Flight Lieutenant Ward Fulton, DFC, of Alcomdale, Alta., RCAF pilot with RAF Coastal Command had reached the end of his anti-shipping patrol without spotting anything more than some distant flak.

Then the radiophone started to crackle with word of two enemy merchant vessels steaming through the North Sea near Borkum, island flak base off the northwest coast of Germany.

Fulton swung his Beaufighter Borkum-wards and just before two in the morning sighted his quarry, an 800-ton merchant ship with a bright blaze amidships.

Orbiting to attack, he swept in on the burning boat and hammered it with rockets. The rockets stoked the fire so well that in three minutes the vessel was down by the stern and blazing furiously.

Fulton reported flak during the attack from Borkum, ten miles away, but none of it was effective.

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FULTZ, F/O John Gerald (J28913) - **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 15 September 1922 in Halifax; educated there; home there. Postal clerk. Enlisted Halifax 16 July 1942. To No.1 Manning Depot, 2 August 1942. To 5 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 but not posted to No.9 AOS until 20 March 1943; graduated and commissioned, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Joined No.420 Squadron,

6 May 1944 and flew 19 missions with them. Subsequently posted to No.405 Squadron. Promoted Flight Lieutenant, 12 December 1944. Obituary stated he eventually completed 58 sorties. Repatriated 23 March 1945. To Moncton, 3 April 1945. To No.121 Squadron, 11 May 1945. Retired 25 October 1945. Joined the Canadian Postal Service, working from Halifax to Moncton, then as District Director of Newfoundland and Labrador, District Director of Southern Ontario, and finally as Director General of Operational Systems, credited with the design and implementation of the Canadian Postal Code. He retired in 1978. Appointed Honourary Lieutenant Colonel, No.405 Squadron, February 1994. Died at Pentz, Lunenburg County, Nova Scotia, 19 June 2012. 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 41 sorties (170 hours 29 minutes). Most of his sorties were flown with F/L Hubert R. Whittall. Photo PL-35328 shows him. RCAF photo PL-42148 (ex UK-18984, dated 22 February 1945) has the following caption: "Drawing their parachutes for a bombing raid to Germany with an RCAF Lancaster squadron are, left to right, F/L J.G. Fultz, navigator, DFC, Halifax, Warrant Officer P.C. Roach, mid-upper gunner, Spanish Point near Hamilton, Bermuda, and F/O J.W. Simpson, navigator, Derby, N.B. [sic]. They have been together on more than 50 major operations against German targets."

* counted as 1/3 sortie

- 1 March 1944 - Nerlun (5.15, Nickle flight, not counted as a sortie)
- 22 March 1944 - Le Mans (5.05)*
- 2 June 1944 - Neufchatel (4.30)
- 5 June 1944 - Coutrances (4.40)
- 7 June 1944 - Acheres (4.50)
- 9 June 1944 - Le Mans (5.25)
- 12 June 1944 - Cambrai (4.50)
- 14 June 1944 - St.Pol (4.25)
- 15 June 1944 - Boulogne (3.35)
- 16 June 1944 - Southcourt (4.00)
- 21 June 1944 - Neufchatel (4.05)
- 23 June 1944 - Vientque (3.55)

27 June 1944 - Foret d'Euivy (3.50)
1 July 1944 - Biennais (4.40)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.45)
7 July 1944 - Caen (5.05)
11 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.45)
12 August 1944 - La Pallice (5.13)
14 August 1944 - TRACTABLE 22 (2.42)
18 August 1944 - Bremen (5.06)
25 August 1944 - Russelheim (6.53)
26 August 1944 - Kiel (5.43)
28 August 1944 - Fromental (2.17)
6 September 1944 - Emden (4.00)
8 September 1944 - Le Havre (2.34)
10 Sep 44 - Le Havre 3 (2.30)
12 Sep 44 - Wanne Eickel (3.22)
15 Sep 44 - Kiel (5.16)
17 Sep 44 - Boulogne (1.53)
17 Sep 44 - Biggerkerke (1.54)
20 Sep 44 - Calais (2.14)
23 Sep 44 - Domburg (1.56)
25 Sep 44 - Calais (1.55)
26 Sep 44 - Cap Gris Nez (1.42)
27 Sep 44 - Bottrop (3.16)

28 Sep 44 - Cap Gris Nez (2.12)

30 Sep 44 - Bottrop (3.23)

5 October 1944 - Saarbrucken (4.50)

6 October 1944 - Dortmund (4.47)

11 October 1944 - Fort Fredrick Hendrick (2.17)

14 October 1944 - Duisburg (3.19)

Flying Officer Fultz is a very capable Navigator in a highly successful crew now on their second tour of operations. Among the many strongly defended enemy areas against which he has operated are included Emden, Kiel and Russelheim. This officer has a very high sense of responsibility and a disregard for personal danger which is most commendable. On many occasions it has been necessary for the successful completion of the mission to go in at low level to drop bombs. This great personal danger to which he has been subjected has not deterred him from making his attacks successful ones and his fine personal example has inspired his crew to greater efforts. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

FULTZ, F/L John Gerald, DFC (J28913) - **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 is a very keen and courageous navigator who has completed two tours of operation duty against the enemy since the award of the Distinguished Flying Cross. He has continued to display skill and efficiency even in the face of severe enemy opposition and has contributed much to the fine record achieved by his crew.

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FUMERTON, F/O (now F/L) Robert Carl (C1352) - **Distinguished Flying Cross** - No.89 Squadron - Award effective 16 March 1942 as per **London Gazette** dated 27 March 1942 and AFRO 611/42 dated 24 April 1942. Born 21 March 1913 at Fort Coulonge, Quebec. Pre-war timber cruiser, mining engineer and prospector. Enlisted in Ottawa, 6 November 1939. Graduated from No.1 SFTS, 13 July 1940. Arrived in UK, 1 September 1940. To No.406 Squadron, 20 June 1941; to No.89 Squadron, 19 October 1941 to 12 December 1942 (wounded 3 March 1942). Returned to Canada, January 1943 but sent back to UK, 19 July 1943. With No.406 Squadron, 25 August 1943 to 24 July 1944. Promoted Squadron Leader, 1 October 1943. Promoted Wing Commander, 20 August 1943. To Canada on 11 August 1944; No.7 OTU (3 October 1944 to 6 July 1945). Released 11 July 1945. Top-scoring RCAF night fighter pilot credited with the following victories: **1 September 1941**, one Ju.88 destroyed (Beaufighter R2336); **7 September 1941**, one He.111 damaged (R2336); **2/3 March 1942**, one He.111 destroyed (Beaufighter X7635); **7/8 April 1942**, two He.111s destroyed (Beaufighter X7743); **24/25 June 1942**, one Ju.87 plus one Ju.88 destroyed (Beaufighter X7716 "A"); **28/29 June 1942**, two Ju.88s destroyed (Beaufighter X7702 "T"); **1/2 July 1942**, one Ju.88 destroyed (X7702 "T"); **2/3 July 1942**, one Ju.88 destroyed (Beaufighter X7716); **22/23 July 1942**, one Ju.88 destroyed (Beaufighter X7702 "T"); **14/15 August 1942**, one Z.1007 destroyed (Beaufighter V8268); **27/28 August 1942**, one unidentified enemy aircraft destroyed landing in Sicily (Beaufighter X7695); **14/15 May 1944**, one Ju.88 destroyed (Mosquito "D"). Photo PL-19586 shows him as of 8 September 1943 in front of Mosquito. For additional details see H.A. Halliday, **The Tumbling Sky** and Chris Shores, **Aces High** (2nd edition). RCAF photo PL-4658 (ex UK-400) is captioned as follows: "Victory in the night skies over Britain. Flying Officer R.C. (Moose) Fumerton of Fort Coulonge, Quebec and Sergeant L.P.S. Bing of Regina use a piece of the wing section of a Ju.88 which they shot down over Britain on the night of September 1 as a background to their own 'V' for Victory sign." RCAF photo PL-4808 (ex UK-582) shows Sergeant L.P.S. Bing and F/O R.C. Fumerton. Photo PL-19586 shows him as of 8 September 1943 in front of Mosquito. Photo PL-28865 (ex UK-9956 dated 27 April 1944) shows him as Commanding Officer of his squadron. Died 10 July 2006.

One night in March 1942, this officer engaged a Heinkel 111 during an enemy air raid over the Suez Canal Zone. Observing the enemy aircraft in the moonlight, Flying Officer Fumerton delivered a good burst and although he was wounded and his aircraft damaged by the enemy's return fire he continued the attack and set the bomber on fire. Although the undercarriage of his aircraft had been put out of action, Flying Officer Fumerton made a safe landing. The raiding aircraft descended on to the sea, its crew being captured.

NOTE: The original recommendation, communicated by RAFHQ Middle East to Air Ministry (telegram dated 16 March 1942) is given in Public Records Office Air 2/4782 and gives more details than the final foregoing text:

On the night of 2/3 March Flying Officer Fumerton was sent off to intercept a hostile raider and eventually came within sight of the enemy, a Heinkel 111. After a very skilful pursuit in the moonlight, Flying Officer Fumerton closed in to 100 yards and opened fire scoring hits. Thereupon the enemy aircraft opened accurate return fire which wounded the pilot in the right leg and put the starboard motor and the reflector sight out of action. In spite of this Flying Officer Fumerton pressed home a second attack aiming by tracer effect and set the enemy aircraft on fire. His own port motor cut out also and he was obliged to drop away. He was preparing for a landing in the [Nile] delta when one motor picked up again the other still being out of action. During the course of the next hour Flying Officer Fumerton was able by skilful flying and intelligent use of wireless and of signal light to make a homing at another aerodrome and a safe landing with wheels up, the undercarriage mechanism having also been put out of action. The enemy aircraft was afterwards forced to land in the sea, the crew being captured. The offensive spirit, skill and endurance shown by Flying Officer Fumerton were of the highest order. This pilot already has two previous successes to his credit.

FUMERTON, F/L Robert Carl (C1352) - **Bar to Distinguished Flying Cross** - No.89 Squadron - Award effective 7 July 1942 as per **London Gazette** dated 21 July 1942 and AFRO 1189-1190-1191/42 dated 31 July 1942.

Flying Officer Fumerton is a most tenacious and skilful pilot. One night in June 1942 he destroyed two enemy bombers during one flight and repeated this achievement a few nights later. His determination to destroy the enemy is outstanding. Since the beginning of June 1942, seven enemy aircraft have been destroyed by Flying Officer Fumerton.

FUMERTON, W/C Robert Carl, DFC (C1352) - **Air Force Cross** - No.7 OTU - Award effective 1

January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946.

This officer has served as Officer Commanding this Operational Training Unit for a period of nine months during which time he very effectively reorganized discipline and flying training to the present high standard of efficiency. Through his personal and strong example he raised morale to unprecedented levels. At no time of the day did this officer hesitate in offering his services, and it is directly due to this attitude that valuable crews and aircraft were saved from destruction. His contribution to the efficiency of the flying training in this unit has been most exemplary.

Note: Public Record Office Air 50/38 has the following Combat Reports bearing in his work in the Middle East:

2/3 March 1942

At approximately 04.15 hours on the night of March 2/3, I was airborne after being ordered to scramble.

I went on to Channel D and called Roof Top, who ordered me to patrol base at 10,000 feet.

I had reached 6,000 feet when I was told to go to Channel B and call Playboy, who gave me a vector of 040 and "Buster". I was then given various vectors on to a bandit flying at 12,000 feet which took us in a North Easterly direction from base; but the interception did not come off due I believe to the fact that we could not climb to the required height and still maintain enough speed for a successful chase.

We were then told to orbit at 15,000 feet. Sometime later I was told that a bandit was coming up from the South at I believe 8,000 feet, and was given a vector of 160 and "Buster". All this time I was being given bandit's range, and presently was told to do a rate one turn to port on to 10 which I did. I was then told to "Buster" and finally to "Gate". At this time we were losing height rapidly to gain speed, having been told that the bandit was about three miles ahead.

A few seconds later I was told to "Flash" and almost immediately got a contact.

We were then travelling at 260 m.p.h. A.S.I, height 11,000 feet. My operator [Bing] gave me a range of 9,000 feet, the bandit being almost directly ahead, and "way down below"; then shortly after, a range of 8,000 feet; and a few small corrections, whereupon I throttled back to avoid overshooting, at the same time losing height in steps on orders of my operator.

Presently I was told that we were getting too far over the bandit, so I dropped the flaps and reduced speed to 120 m.p.h. By this time we were down to a height of 7,000 feet, and holding the bandit at a range of 3-4,000 feet, the bandit being still well below us.

Much to my surprise the bandit's speed held at 120 m.p.h. for some time, which led me to believe that he had seen us and was dropping back.

Suddenly I was told by my operator that we were getting out of range, at the same time giving me a range of 4,000 feet, so I lifted the flaps and dove the aircraft to gain speed, getting in to a range of 2,000 feet which we managed to hold, at the same time being told by my operator that we were just about level.

I then got a visual at about 2,000 feet and told my operator I had seen it. I was not at full throttle and doing somewhat about 240 m.p.h.

We now gradually overtook the aircraft from well below, as we believed that we had been spotted earlier on, and wanted to make the most of surprise. We drew up to about 100 yards range, at the same time recognising the aircraft as a Heinkel, throttled back to a corresponding speed, raised our aircraft to the same level as the bandit, and fired a 1 ½ second burst, which hit the enemy in numerous places.

About the same time the enemy gunner returned the fire, but I soon lost sight of everything as smoke from our cannons filled the cockpit.

I turned away to starboard, at the same time getting a hit in my right leg, and my starboard motor stopping. The smoke then cleared, and I saw the enemy aircraft up ahead at a range of 230-300 yards. I swung the aircraft on to him, but found that my reflector sight had been shot out. However, I fired at him anyway and managed to guide the burst fairly well by the tracer, their top gunner at the same time firing back.

In the middle of this, my remaining engine cut, and we began to drop away. As we started down I saw flames coming from the enemy aircraft's port motor.

Two "years" later our port motor came on intermittently, but we were losing height fast, so I switched on the landing lamp to land.

At 100 feet the motor picked up and started running smoothly. I started to open the throttle to gain height, but the motor stopped again, so from then on I ignored the throttle. I then attempted to adjust the rudder bias, but it wasn't working either.

We then circled around at 200 feet, trying to get a fix, at the same time calling for homings. We saw that we were over the mouth of a river near the sea. At the same time my operator was trying to pick up a beacon.

We finally contacted "Lator" on Channel C. but could not make out any messages except a vector of 270, which I took to mean that we were closer to Idku than to our own base, so we began to start for that field.

We managed to get up to 400 feet but still couldn't contact any stations. However, we did contact Pomade 37 and Pomade 16 who passed bearings to me from "Gardener", and had the beacon turned on at Idku.

At about 18 miles from Idku my operator contacted the beacon which took us in to the aerodrome.

The hydraulic system was not working, so we were forced to land without wheels or flaps at 06.20 hours, my operator remarking that he was going to church on Sunday.

I wish to point out that great credit is due to Sergeant Bing for the successful conclusion of a difficult type of interception, and for choosing to remain with the aircraft.

8 April 1942

From: Idku

Standing Patrol

Time: 04.15 hours

Weather: Clear. Bright moonlight. Ground and sea fairly dark.

Height when first sighting enemy: 13,000 feet.

Position of enemy relative to own aircraft when first sighted: Ahead and 300 feet above, 1,500 feet away.

Type of enemy aircraft: He.111

Number and formation of enemy aircraft: one He.111

Was own approach observed or unobserved ? - unobserved.

Type of attack delivered on enemy: Two stern attacks.

Action taken by enemy: Turned to starboard weaving.

Results of engagement including own and enemy casualties: One He.111 totally destroyed. Three of crew were seen to bail out. Own casualties, nil.

We took off at 03.00 hours with orders to patrol at Angels 12. The moon was then in the S.E., the weather clear, ground and sea fairly dark. For some while we did a practice co-op with Goblin Leader, then at 03.45 approximately, we were told bandits were coming in, a long way out to the West. Their height was given as Angels 20, so we climbed to 17 where Lofty then gave us a vector of 200, followed by one of 270, and we were then told to orbit.

Lofty told us that the bandit was orbiting and jinking about, and vectored by G.C.I. we chased him round in circles. Finally, after several vectors I was told that bandit was coming in from the South, presumably for a run on the target area. We got on to him then, and were told to "Gate" and then to flash.

Blip came into 2,000 feet. Bandit was then at Angels 17, but he came down to 14 and over target area to 13. We followed him down and got a visual 1,300 feet away - seeing the silhouette and exhaust flames at about the same time. He was ahead and about 300 feet above and I doubt whether my approach was observed as he took no evasive action.

We closed in below and pulled up, and I identified bandit as a He.111. At a range of 150 yards I fired a two-second burst, aiming at the centre of the fuselage and I immediately saw pieces fall off all over the plane. He returned fire very briefly from the lower turret, turning to starboard and weaving as he headed straight out towards the sea.

We followed him, keeping below and closing in again to 150 yards, gave him another second's burst. There was no return fire, and first his whole starboard side was ablaze, then the whole aircraft burst into flames. My observer saw two of the crew bale out, followed by a third, then the whole aircraft blew up and fell rapidly into the sea at a spot now pinpointed at 498926.

8 April 1942 (continued)

From: Idku

Standing Patrol

Time: 0500 hours

Weather: As before. Clear, bright moonlight, ground and sea fairly dark.

Height when first sighting enemy: 14,000 feet.

Position of enemy relative to own aircraft when first sighted: Ahead and 500 feet above, 1,500 feet away.

Type of enemy aircraft: He.111

Number and formation of enemy aircraft: one He.111

Was own approach observed or unobserved ? - unobserved.

Type of attack delivered on enemy: one stern attack.

Action taken by enemy: No evasive action.

Results of engagement including own and enemy casualties: One He.111 totally destroyed. No survivors so far as is known. Own casualties, one bullet strike on leading edge of starboard main plane..

After we had seen the first He.111 crash in flames we climbed back to patrol line.

We were then told to go over to Gardener and given a vector, followed by 270 and then told to orbit which brought us about [word missing] west of Bar. I did an S turn in towards target area, and as we approached it about eight miles from

S.W. we did one S turn to the North and then got a Blip of an enemy aircraft coming head on and slightly to port at Angels 16.

I was told to do a hard turn to port by operator and in the course of the turn blip came into 4,000 feet, then to 9,000 feet where we held it. Bandit was coming in from North and after hitting coast turned up to target area. After a few minor corrections from operator we followed and came down to 14,000 feet, we were then well west of Bar and I could see no ack ack bursts.

At 1,500 feet away I got my second visual and closed in 500 feet below and behind to identify another He.111. Again, the enemy aircraft took no evasive action and closing in underneath to a range of 100 yards I opened fire with a 1 ½ second burst. The enemy aircraft returned fire from its lower turret and almost immediately there was an explosion inside and the whole thing burst into flames, and went into a spiral dive with bits flying off everywhere. None of the crew was seen to bale out. It exploded violently as it hit the ground somewhere on the shore of Lake Maryut, since pinpointed at 498935.

We then climbed back to 15,000 feet and started more S turns towards the target area. We had another momentary blip but nothing came of it, then looking down I saw an aircraft caught in the searchlights, slightly west and ahead four miles away. I put the wheels down and dived steeply, but when at 8,000 feet the searchlight lost it, and it was flying too low for me to pick it up.

When I eventually landed there was one bullet strike on the leading edge of my starboard mainplane, but otherwise we suffered no damage.

At his death the Toronto **Star** published the following:

FUMERTON, Robert Carl "Moose" Died on July 10, 2006. He was preceded in death by his wife, the love of his life, Madeleine "Bobby" Fumerton. He cared for her with unlimited devotion throughout their marriage and in her long battle with Alzheimers. Carl will be missed but never forgotten by the family who loved

him so much and whose lives he so influenced his children Maureen (Michael) Shipton, Richard (Patti) Fumerton, Gail (Michael) Sweeney, Paddy (Alan) Fumerton, and Debbie Fumerton, his grandchildren Jennifer, Kelly, Tara, Rob, Madeleine, Carlin, Margot, David, Jamie, and Lian, and his great-grandchildren Oliver, Gabriel, and Max. Carl was born March 20, 1913 in Fort Coulonge, Quebec. He left giant footprints. With little formal education he became an extraordinarily educated man through his life-long love of learning. Before World War II, he worked as a lumberjack, a bush pilot, and a gold prospector. During the war he became a fighter pilot in the RCAF, fought in the Battle of Britain, provided air cover for the invasion of Normandy, and eventually became Wing Commander of the 406 night fighter squadron. His wartime exploits are legendary and he earned the D.F.C. and bar, and the A.F.C. When combat ended he was Canada's leading night fighter pilot. Following the war, after another year of prospecting, and a brief stint in China as a flight trainer, he became a successful real estate agent to major land developers in Toronto. Though he was an honoured military hero to his nation, he was even more of a hero to his family. Through the life he lived, the people he touched, and the generations who will always remember him, he will live forever.

F.F. Langan of Knowlton, Quebec, writing in the Toronto **Globe and Mail** (12 August 2006) had an interesting story: The paper gave his birth date as 20 March 1913.

He was the only fighter ace known to have used a lunar eclipse to bag an enemy. In all, Robert (Moose) Fumerton, who had learned his stuff as a bush pilot in the Far North, shot down a total of 14 aircraft, making him the RCAF's leading night fighter pilot during the Second World War.

He had understood early in the war that the way to shoot down an enemy plane was to get in close - very close. In September 1941 he destroyed a German bomber in a night action over England by approaching within 50 metres of an enemy plane and loosing his guns. It was an effective but dangerous technique since most of the aircraft he attacked were Junkers 88 and Heinkel 111 bombers that shot back.

“He liked to get in so close that you could see the rivets on the aircraft ahead of

you”, said Pat Bing, who served as the all-important and top secret radar operator in 13 of Mr. Fumerton’s 14 victories. “Seventy-five yards was his favourite distance.”

The action proved to be the first night “kill” for the RCAF but it was far from being the only strategy in the Fumerton bag of tricks. Less than a year later he took advantage of a lunar eclipse over the deserts of North Africa. He was on patrol near the Suez Canal one night in early March 1942 when he delicately approached a Heinkel 111 from behind. The enemy, however, had observed his shadow projected on the ground below.

“I was also spotted, the black Beaufighter standing out against the desert sand in the bright moonlight”, he later recalled. “An eclipse of the moon had started, however, so I waited for the light to tone down a bit. I then closed in to 100 yards and opened fire, scoring hits. At the same time, the enemy fired back, hitting me in the leg and putting the starboard motor and reflector gun sight out of action.”

Although wounded, Mr. Fumerton opened the side vents of the Beaufighter to clear it of smoke caused by incendiary bullets and re-engaged the Heinkel. The bomber fired back at a range of about 180 metres but suffered further damage and crashed into the sea.

The Beaufighter, too, had taken more hits and lost one of its two engines. Somehow, Mr. Fumerton managed to fly it 160 kilometres to Iduku, an air base near Alexandria. It took about an hour at an altitude of about 60 metres and, without hydraulics to lower the undercarriage, he had to execute a wheels-up crash landing.

The Bristol Beaufighter was a tricky plane that many pilots crashed. In Mr. Fumerton’s estimation it was much better than a single-engine Hurricane at night fighting, a role the smaller fighter briefly shared. The Beaufighter’s two powerful engines gave it a top speed of 514 km/h - almost as fast as the nimble Hurricane - and a maximum range of 2,800 kilometres. It also possessed

impressive fire power - six machine guns and four cannons that fired heavy projectiles capable of ripping an enemy aircraft apart. Its larger size also meant the Beaufighter could carry more ammunition and survive severe damage.

"The Beaufighter was quixotic, but it was built like a tank and could take a lot of punishment", said Mr. Bing, who retired from the RCAF with the rank of squadron leader and now lives in Comox, B.C.

Carl Fumerton was born at Fort Coulonge, Quebec, just downstream from Pembroke, Ontario on the Ottawa River. Fort Coulonge, a former Hudson's Bay trading post, was a small community and every day young Carl took the train to Pontiac High School in Shawville, Quebec, which lay about half way on the road to Ottawa. As a boy he played hockey and enjoyed fishing and hunting.

After leaving high school he worked as a lumberjack for a short while until he came down with diphtheria. Doctors ordered him to bed for six months. Instead he went to the Northwest Territories where he worked in mining. While in the north he learned to fly while helping take aerial photographs. It said it gave him "a sense of geographic and directional recall". He earned a private pilot's license and qualified on float planes.

He joined the Royal Canadian Air Force in September 1939, the month war was declared. He trained first at Fort William and then at Camp Borden near Barrie. On May 20, 1940 he received his wings from Billy Bishop, the famed First World War fighter ace.

Mr. Fumerton was soon sent to Britain where he flew Spitfires but discovered he had trouble squeezing his large frame (he was more than six feet tall and weighed close to 200 pounds) into the fighter plane's small cockpit. One of the other pilots cracked, "You can't get a moose in to a Spitfire" and the nickname stuck.

During the Battle of Britain he switched to Hurricanes. Although outnumbered, the British and Commonwealth pilots took a heavy toll on the enemy and the Luftwaffe was forced to send its bombers over at night. In response, Mr. Fumerton volunteered for night fighters and soon was teamed up with Mr. Bing who manned the “hush-hush” radar in a separate cockpit located about two metres behind the pilot.

Their first success came on the night of September 1, 1941 when they shot down a Junkers 88 at 50 metres. The Junkers 88 was a well-armed warplane and it returned fire. Mr. Fumerton won the exchange, but sat such close proximity that debris almost knocked his Beaufighter from the air.

Later, Mr. Fumerton and Mr. Bing inspected the wreck of the Junkers. Using inadequately small tin snips, they spent hours removing an Iron Cross insignia and hung it on the wall at their airbase. It turned out that the Junkers crew were veterans of the Condor Legion, the part of the German air force that had fought in the Spanish Civil War.

It was just one of the things Moose Fumerton did to help him enjoy the war. Pat Bing also recalled how he often occupied long hours on patrol by singing. Apparently he had one favourite: a slightly off-colour British music-hall song that went like this:

They're moving father's grave to build a sewer.

They're moving it regardless of expense.

They're shifting his remains

To put in nine-inch drains

To irrigate some plush bloke's residence.

Their greatest victories were to come in the skies over Malta. Located in the eastern Mediterranean, the island served as a base for British operations in

North Africa and suffered fierce and prolonged bombing by the German and Italian air forces.

“In retrospect, my most important encounters occurred at Malta in late June and early July 1942..” Mr. Fumerton later recalled. It was a modest claim. In truth, his record in Malta was spectacular. He destroyed two German aircraft on June 24, two more on July 1, and then another the next day. He scored three further victories before being posted away from Malta.

He also had his share of losses. In late August 1942 both engines of his Beaufighter failed just north of Malta. The plane crashed into the sea and he and another officer spent two and one-half hours in a rubber dinghy before being rescued.

Not long after that, he was awarded a second or “Bar” to his DFC. The citation lauded his tenacity and flying skills. “His determination to destroy the enemy is outstanding. Since the beginning of June 1942, seven enemy aircraft have been destroyed by Flying Officer Fumerton.”

He was soon promoted to the rank of Flight Lieutenant and in the winter of 1942 he was sent home to a hero’s welcome.

George Toller was there to meet him. Mr. Toller, who live sin Ottawa, had also grown up in the Ottawa Valley and was present in the large crowd that turned out despite the cold weather. “When he came back here, the CPR put on a special train to bring him up from Ottawa”, said Mr. Toller, who remembers Mr. Fumerton as a boy. “The train platforms were jammed with people. There were as many as 500 people waiting in Shawville. And there were receptions in every town for the local boy made good.”

Along with the film star treatment he received, Mr. Fumerton was peppered with questions. “Do you really see better at night if you eat carrots ?” one

person asked.

According to a newspaper account of the time, Moose Fumerton was non-committal on carrots but said night vision improved the longer you flew at night.

The reason for his evasion was because a diet of carrots was part of a propaganda plan by the British to fool the enemy about the use of radar, then a new-fangled development that the Germans had failed to appreciate.

“The RAF put the story out that the pilots were eating carrots and taking Vitamin A pills to improve their eyesight. It was to disguise the fact that the planes were using radar”, said Mr. Bing, who during the war had been identified as a radio operator when, in fact, he penetrated the dark and located the enemy with radar.

By then promoted to the rank of Wing Commander, Mr. Fumerton was for a short time based at Bagotville, Quebec as part of Ferry Command, and charged with flying newly minted bombers across the Atlantic. He then returned to command a squadron of twin-engined Mosquitos. He flew in support of the D-Day landings in June of 1944 and scored one further victory over the English Channel.

In 1945 he left the RCAF but three years later went to China where he helped teach the Chinese Nationalist Air Force to learn to fly Mosquitos.

After that he only once flew a plane and that was in an emergency. He had gone aloft in a small plane piloted by a friend and they encountered rough weather. Mr. Fumerton took over the controls and by all accounts used his old skills to get them back safely on the ground.

In private life Mr, Fumerton worked in commercial real estate in the Toronto area. He operated alone, finding properties suitable for development and then turning them over to a small group of developers. One property he was involved with was the vast Massey-Fergusin plant in downtown Toronto.

He still loved to fish, but he gave up hunting. "He said he got softer as he grew older," his son-in-law Mike Skipton said.

RCAF Press Release No. 5396 dated 14 June 1944 from F/O Moir, transcribed by Huguette Oates, reads:

Luck flies with the skillful Wing Commander R.C. Fumerton, DFC and Bar, of Fort Coulonge, Quebec, commanding officer of the R.C.A.F. Lynx night-fighter squadron, but needed plenty of both qualities after he had strafed the harbor of Outes in France recently.

There hasn't been much business for night-fighters over Britain lately and the Lynx squadron pilots have had to go out in daylight over France in their attempts to tempt the Germans into combat. It was on such a trip that Wing Commander Fumerton ran into trouble. He had taken his Mosquito over a large area of France with no luck and he thought he might torment the enemy into coming up if he shot up harbor facilities at Outes.

So he dove down and had a crack at navigational buoys with disastrous results. The blast from his cannons disintegrated the Perspex nose of the Mosquito and fragments lodged in the starboard engine oil coolant and radiator. The engine seized. At the time Fumerton was flying at 50 feet and he was unable to feather the starboard prop. He was all ready to ditch the aircraft but he managed to keep it flying. Eventually, he succeeded in feathering the prop. By this time, his port engine was dangerously overheated and there was a real danger that it might give up any minute. Speed was down to well below the minimum safety factor.

His navigator, Flight Lieutenant Tony Lynes, RAF, says he didn't expect to get back. "It was only superlative flying skill," says Lynes, who talks like that, "That kept us airborne. We had 200 miles to go and frankly, I didn't think we would ever make it. We did though, but we had a bad minute or two before we made base. We were headed home, barely maintaining altitude when we saw four twin-engined fighters ahead of us. We figured they were Germans and thought we were done for. The wingco never hesitated. He turned right for them head-on and yelled over the intercom to me, "We'll take at least one of them with us when we go, Tony". But when we got close enough they turned out to be our own Beaufighters and they gave us an escort until we reached safety.

* * * * *

FUSSELL, FS Arthur Charles William (R157764) - **Distinguished Flying Medal** - No.28 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born Vancouver 1922; home New Westminster. Enlisted in Vancouver 17 March 1942. Trained at No.2 ITS (graduated 26 September 1942) and No.3 BGS (graduated 18 December 1942). Served in postwar RCAF (37739). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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FUTER, F/L Thomas Richard (J23072) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 8 July 1920 at Horn Farm, Exton, near Oakham, Rutland, England. Migrated to Canada with his parents at age two, initially to Sedgewick, Alberta and then Cloverdale and Port Kells, British Columbia. Spent summers at White Rock, roaming beaches and catching crabs. Enlisted in Vancouver, 23 December 1940. Trained at No.2 ITS (graduated 10 April 1941), No.8 EFTS (graduated 9 June 1941) and No.15 SFTS (graduated 7 November 1941). Released 22 November 1945. Rejoined RCAF, 27 August 1946 (20164). His obituary notice described his postwar career as follows: "In the post war years Tom was posted to air bases all across Canada; and to NATO bases in Decimomannu, Sardinia, Italy and Ramstein, Germany. He and Mae approached those many moves with a spirit of adventure, making friends and making the most of what each new place offered. In the course of his career he flew pretty much every

kind of aircraft that the RCAF operated, and, as a test pilot, some that they decided not to operate. He flew resupply to remote bases in the Arctic, and Search and Rescue on the Pacific Coast. He was a jet fighter pilot, a test pilot, and a member of the RCAF's early aerobatic team. He attributed his survival to having always flown multi-engine aircraft; no doubt he would attribute his death at the age of almost 92 to his body having been equipped with only one engine." Retired as Lieutenant-Colonel, 22 January 1970. Died in Powell River, British Columbia, 18 June 2012. As of recommendation he had flown 2,074 hours including 1,340 operational hours (175 sorties) No citation in AFRO other than "in recognition of valuable services in the air." Following found in DHist biographical file:

This officer, in completing over thirteen hundred hours of operational flying in the North Atlantic area, has displayed outstanding devotion to duty. His cheerfulness, ability and willingness to accept any task and carry it through to a successful conclusion has been a splendid inspiration. Through his great qualities of leadership and initiative he has made a major contribution to his squadron's success in the anti-submarine operations over the North Atlantic.